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HOUSE OF REPRESENTATIVES, November 7, 1864.—Referred to Committee on Naval Affairs. December 5, 1864.—Reported back and ordered to be printed.

REPORT

OF THE

SECRETARY OF THE NAVY.

CONFEDERATE STATES OF AMERICA, }
Navy Department, }
Richmond, November 5, 1864. }

THE PRESIDENT:

SIR: I have the honor to report to you the operations of this Department since the date of my last report, April 30th, 1864.

In November, 1863, the steam-sloop *Rappahannock*, pierced for four guns, was purchased by the agents of this Department in Great Britain. She left Sherness on the 25th of November, without armament or equipments for war purposes, and was compelled to seek the French port of Calais to repair and adjust her engines, and to complete indispensable preparations for a voyage to the Confederate States. The officer in command reported the arrival of his ship, her condition and crew, and asked permission to repair. This being promptly granted by the French authorities, the necessary work was performed and the ship was prepared for sea, without her armament, with all practicable dispatch, when, by an extraordinary and unfriendly order from the French Government, she was prevented from proceeding to sea with more than thirty-five officers and men, although her commander, on his arrival, had officially reported his ship's company at one hundred men. Thirty-five men were deemed insufficient for the management of the vessel, and she is consequently detained in the port of Calais.

After an active and protracted cruise of the "*Georgia*," in the South Atlantic ocean, being found deficient in the essential qualities

of a self-sustaining cruiser, she was sold and delivered to British merchants at Liverpool, in July last.

The annexed report of Captain Rapheal Semmes gives the details of the combat between the "Alabama" and the "Kearsage," off Cherbourg, on the 19th of June last, resulting in the destruction of the "Alabama," with nine killed and twenty-one wounded. Captain Semmes says: "The enemy was heavier than myself in ship, battery and crew, and I did not know, until the action was over, that the "Kearsage" was iron-clad." In this unequal combat the officers and men of the "Alabama" stood by their ship until she went down, and their gallantry and good conduct met the confident expectations of their countrymen. The English yacht *Deerhound*, owned and commanded by John Lancaster, Esq., an English gentleman, who went out from Cherbourg to witness the combat, picked up some forty of our officers and men, including Captain Semmes, and landed them in England. Others were saved by French fishing-boats, and but a few were picked up by the enemy.

I record and invite your attention, with pleasure, to the conduct of Mr. Lancaster upon this occasion. Our brave men chose rather to sink with their ship than to surrender; and he not only rescued them from death under the guns of the enemy, but, until he landed them upon neutral soil, treated them with equal generosity and kindness.

In May last, Lieutenant Commanding Thomas P. Pelot, under Flag-officer Hunter's command at Savannah, organized a boat party against the enemy in Ossabaw Sound, and, on the night of the 3d of June, attacked, and, after a desperate contest, carried, by boarding, the United States sloop "Water-Witch," Lieutenant Commander A. Pendergrast United States Navy, of four guns and a crew of eighty officers and men, with a loss to the enemy of two killed and fourteen wounded. The enemy was not surprised, and had his crew at quarters and his boarding nettings up; and our loss was six killed and seventeen wounded.

In this gallant achievement the navy lost one of its most accomplished officers in Lieutenant Pelot, who was killed at the head of his boarding party, after gaining the enemy's deck.

A copy of the report of Lieutenant Joseph Price, who succeeded to the command, is annexed, and whose promotion to the grade of commander, for gallant conduct in this expedition, is recommended.

On the 7th of May last, Flag-officer William F. Lynch, in command of the iron-clad "Raleigh," crossed the Wilmington bar, and attacked the enemy's fleet, driving his vessels to sea. In returning to port, his ship got ashore and was fatally injured, her guns, equipments, iron, &c., being saved. A court of inquiry was ordered upon the disaster, whose report is annexed.

On the 5th day of August last, a formidable fleet of the enemy, consisting of eighteen ships, including four iron-clads, mounting one hundred and ninety-nine guns and manned by twenty-seven hundred men, under Admiral Farragut, crossed the Mobile bar, when they were vigorously attacked by the forts and by our small squadron,

under Admiral Buchanan. This force consisted of the steam-sloops "Morgan" and "Gaines," each carrying six guns, the "Selma" four guns, and the iron-clad ram "Tennessee," six guns—in all twenty-two guns and four hundred and seventy men.

In this action, the "Tennessee" and "Selma" were captured, and the "Gaines," in a sinking condition, was run ashore and abandoned, the officers and men escaping to Mobile, where the "Morgan" also arrived in safety. Our loss was twelve killed, twenty wounded and two hundred and forty-three prisoners. The injury to the enemy's ships is not ascertained, though we know that the iron-clad "Tecumseh," probably struck by a torpedo, went down with one hundred men, and that several of his vessels were crippled and seriously damaged. In addition to the crew of the "Tecumseh," the enemy's loss in killed and wounded was about three hundred.

Naval history records few contests between forces so unequal in ships, guns and men, and but few in which the weaker party displayed equal heroism. Apart from graver considerations, this contest possesses peculiar interest for all who are watchful of the progress of naval affairs, it being the first in which the modern and improved means of naval warfare, offensive and defensive, have been tested.

The enemy's ships, among the finest afloat, were armed with nine, ten, eleven and twenty-inch guns, whose projectiles varied in weight from eighty-four to four hundred and twenty eight pounds. Their broadsides, the heaviest known, were discharged upon the "Tennessee," at distances ranging from three to thirty yards, and three of their heaviest ships, fitted as rams, ran into her repeatedly at full speed. The massive strength of the frame and the sloping armor of the ship resisted these assaults, and but one shot reached or made any impression upon the wood-work of the shield, and this did not go through it.

On the 6th of August, the day after the battle, Admiral Farragut ordered a board of four naval officers to examine and report the condition of the Tennessee; and the official report of this board, made on the 13th of August, after detailing the specific injuries sustained by the ship, says, "the 'Tennessee' is in a state to do good service now."

The resistance offered by inclined iron armor to the heaviest ordnance ever used upon the sea, was here fully tested at short ranges, and the result, so far as known, shows the superiority of this arrangement over similar armor upon vertical planes.

Our naval officers, constructors and engineers, will not fail to avail themselves of, and to profit by, the instruction afforded by this engagement, Admiral Buchanan's report of which is annexed.

The steam-sloop "Tallahassee," three guns and one hundred and twenty officers and men, under Commander John Taylor Wood, left Wilmington, on the 6th of August last, on a cruise, and returned to that port on the 25th of August. She captured thirty-one of the enemy's ships, of which she destroyed twenty-six and bonded five.

The immediate losses inflicted upon the enemy by these captures were greatly enhanced by the delay and detention of his commercial

ships in port from a feeling of insecurity, and by the augmentation of the rates of marine insurance.

During the cruise, the "Tallahassee" visited Halifax to obtain coal, but was compelled to leave that port by the extraordinary and unfriendly course of the British authorities, without an adequate supply. The cruise was active and successful, and reflects great credit on Commander Wood, his officers and men. Commander Wood's report is annexed.

The steam-sloop "Florida," Lieutenant Commanding C. M. Morris, is on an active cruise, and was last heard from at Teneriffe.

The release of Lieutenant Charles W. Read from a United States prison, has enabled him to make a report of his brilliant cruise in the "Clarence," "Taconey," and "Archer," during the summer of 1863.

Mr. Read was one of "Florida's" lieutenants, and in May, 1863, at sea, he took command of the prize-brig "Clarence," with twenty of the "Florida's" men, and subsequently, changing his flag to the barque "Taconey," and then to the schooner "Archer," he captured three ships, three barques, three brigs and fourteen schooners, while a large number of the enemy's ships were in pursuit of him.

In the "Archer," he then entered the harbor of Portland, Maine, during daylight of the 26th of June, and at thirty minutes past one o'clock, A. M., he boarded and captured, without loss or casualty, the United States revenue-cutter "Caleb Cushing," and took her to sea. On the following day he was pursued by two armed steamers, and, finding capture inevitable, he set fire to the vessel and took to his boats and surrendered.

The cruise was very creditable to Lieutenant Read, his officers and men, and his report is annexed.

The report of Commander William A. Webb, of the loss of the "Atlanta," is hereto annexed, he having been lately released from imprisonment. A court of inquiry will be ordered on the loss of this ship so soon as the exigencies of the service will permit.

The iron-clad sloop "North Carolina," while under the command of Flag-officer William F. Lynch, became unserviceable from the destructive operations of the sea worm, and has been dismantled and an investigation of the case will be made.

The steam-sloops "Chickamauga" and "Tallahassee," each with three guns and one hundred and twenty men, under the command of Lieutenants Commanding John Wilkinson and William H. Ward, left Wilmington, on the 28th and 29th of October, on a cruise.

The James river squadron, under Flag-officer John K. Mitchell, has been actively employed in co-operation with the army; and, on the 29th of September, it had a spirited contest with some of the enemy's shore batteries on the James river, silencing those upon Signal hill.

When Admiral Lee, the Federal officer in command of the United States naval forces in the Virginia waters, discovered that our three iron-clads were preparing to attack him in June last, though the force under his command was vastly superior to ours, he effectually obstructed the river in Trent's reach with sunken vessels and other

means, which obstructions he still maintains, and established shore batteries to protect them; and behind these obstructions his iron-clads have continued securely to shelter themselves.

Lieutenant Colonel Terrett, of the marine corps, with a body of marines, commands Drewry's Bluff; and at Mobile, Wilmington and the James river, parties of naval officers and men, command shore batteries.

The submarine battery and torpedo force organized by the department, under the command of Commander Hunter Davidson, has proved efficient, and an increase of appropriation for this service is recommended. The importance of this weapon of defensive war is becoming daily more evident as experience develops means of surmounting difficulties heretofore regarded as insuperable.

The enemy's ascent of James river by a large number of war vessels, expressly prepared for the enterprise, in May last, was materially retarded by, and their final arrest was greatly due to, this force. They were compelled to scour the banks of the river with land parties, and, at the same time, to drag the river for torpedoes, by which their progress was reduced to half a mile in twenty-four hours, and while thus engaged, on the 6th of May last, their leading steam gun-boat, the "Commodore Jones," was blown into fragments by a submarine battery, and their further progress, for the time, checked. Lieutenant J. Pembroke Jones has succeeded Commander Davidson, and he embraces Wilmington and the James river within the sphere of his operations.

Special attention is called to the necessity of providing for the education and training of officers for the navy, and to the measures adopted by the department upon the subject.

Naval education and training lie at the foundation of naval success; and the power that neglects this essential element of strength will, when the battle is fought, find that its ships: however formidable, are but built for a more thoroughly trained and educated enemy. From 1793 to 1815, the French built and equipped fleets but to be transferred to the accomplished seamen of Britain, and in the memorable single combats, and squadron and fleet fighting of that eventful period of naval history, in which the strength, models and ordnance of French ships and the courage of their personnel were in no respect inferior to those of the enemy, the superior seamanship of the British navy secured an almost unbroken succession of naval victories.

While a liberal education at the ordinary institutions of learning prepares men for useful service, not only in the army, but in most branches of public affairs, special education and training, and such as these institutions cannot afford, are essential to form a naval officer.

In recognition of the necessity of this special training every naval power of the earth has established naval colleges and schools and practice ships; and the radical and recent changes in the chief elements of naval warfare, have directed to these establishments marked attention.

So far as the limited resources at the command of this department are available for the education and training of midshipmen, they have been organized; and under the efficient direction of Lieutenant W.

H. Parker, the beneficial results of the school-ship "Patrick Henry" are being felt in the service. Many acting midshipmen, who had but entered the United States Naval Academy of Annapolis, when the war began, have here completed their course of naval studies, and, in addition to these, twenty-nine youths, appointed originally to this school and representing nearly every portion of the Confederacy have graduated as passed midshipmen or masters, and they will compare favorably with those of like grades in any naval service.

The number of acting midshipmen is limited, by existing laws, to one hundred and six, who are being appointed from the several Congressional districts of the Confederate States as equally as practicable; and as the school-ship affords accommodations but for one half of this number, their scholastic course is divided between the vessels in service and the school-ship.

This is disadvantageous to the officer who thus loses, or fails to acquire, the habit of methodical and continuous study, and who, being uninformed upon the theory of his profession, is unprepared to properly profit by the opportunity thus afforded him of participating in its practical duties.

A small expenditure will enable us to place the whole number of midshipmen authorized by law under instruction at the school, and I recommend that provision be made accordingly. The erection of a few cabins at Drewry's Bluff, in addition to those now in use there, will be sufficient to meet this object.

The number of midshipmen authorized by law is insufficient to meet the wants of the service, present or prospective. An increase of the navy must necessarily follow the attainment of peace and independence, and the youths whom we are now educating are those to whom we are to look to sustain the flag of the country in foreign seas. No accurate estimate of the proportion of graduates to the whole number appointed—one hundred and six—can as yet be made, but we may safely assume that it cannot exceed one-half and it is evident that fifty-three graduates, distributed through four years, are insufficient to meet the demands of the service. Additional quarters will enable us to provide for the tuition of one hundred and fifty, and I deem it proper, therefore, to recommend that the number of midshipmen be increased to one hundred and fifty.

The system of instruction conforms, as far as practicable, to that adopted in the most approved naval schools; and it forms a nucleus for an establishment which the necessities of the naval service and the interests of the country, will, at an early day, render indispensable; and a well considered plan and organization for which I am prepared to submit whenever the condition of the country may seem to call for legislation upon the subject.

I have the honor to recommend that authority be given for the employment of six teachers for the war, with the rank and pay of first lieutenants in the navy. The branches for which they are required are mathematics, modern languages, ethics, and English studies, drawing and drafting, sword and bayonet exercise—seamanship, gunnery and other branches being taught by naval officers. Under exist-

ing regulations, those employed to teach the foregoing branches can only receive the compensation of masters—one thousand dollars per annum and a ration—a compensation inadequate to their support.

PROVISIONAL NAVY.

Under the act entitled "An act to create a Provisional Navy of the Confederate States," the provisional navy has been organized and its formation is shown in the official naval register.

MARINE CORPS.

The condition of the marine corps is set forth in Colonel Beall's report annexed.

Its aggregate strength is shown to be five hundred and thirty-nine. Since my last report the marines have displayed their accustomed discipline and gallantry under fire at Drewry's Bluff, and also in the naval and land engagements of the 5th and 6th of August last in the Bay of Mobile.

The organization of the corps is that of a regiment of infantry, to which, in pay and allowances, it should be assimilated; and, as the monthly pay of its non-commissioned officers, musicians, and privates is now three dollars less than that of the same grades in the infantry, an increase to this extent is recommended.

The mechanics and other operatives under this department at Richmond are organized, armed and equipped as a military force; and the repeated demonstrations of the enemy upon the city, calling them to the field, have, in all cases, seriously retarded, and in some instances entirely suspended, the progress of important works under its direction. Many of the most skillful of these artisans are Europeans, who, feeling but little interest in our struggle, are unwilling to encounter the perils or privations of war, and desertions among them are frequent. The enemy, it is understood, holds out tempting inducements to this class of our citizens to leave us, and the limited number of experienced artisans in the Confederacy is daily decreasing. It will be found very difficult to supply the places of these mechanics; but as the demand for skilled labor is urgently felt throughout the Confederacy, in public and private establishments, the subject demands consideration.

Under the existing enrolment and conscription laws, mechanics, with the exception of a few exempts from military service, can only be obtained for naval works by details from the army or the conscript camps. When thus detailed, they are still regarded as in the army, and their monthly pay and emoluments are received from officers of the army, while their compensation as mechanics is paid by those of the navy. Much inconvenience and detriment to the public service results from this practice. A perpetual struggle exists between the military officers from whose commands these mechanics are detailed and the naval officers under whom they are employed, for their possession. The Navy Department receives almost daily notices of the revocation of the details of its workmen, or of calls for their

return to their commands, while the mechanic himself, uncertain as to what moment he may be returned to a marching regiment, is discontented, and neglects means and opportunities for improving his condition, by which he might be better able to serve the country.

To correct what I regard as an evil, I have the honor to recommend that provision be made for the enlistment in the navy of the skilled mechanics who are permanently required in our workshops, and for the transfer, instead of the detail, of such mechanics from the army. While this would lead to the improvement of the condition of the individual artisan, it would, at the same time, by placing a body of men permanently under the distinct organization and discipline of the navy, and familiarizing them with their officers, render them more efficient in the field when called upon as a military organization. Should this recommendation be approved, it will be necessary to remove the limitation upon the number of enlisted men for the navy.

CONSTRUCTION OF VESSELS.

The report of Chief Constructor John L. Porter, hereto annexed, and to which attention is invited, furnishes detailed information as to vessels in course of construction.

ORDERS AND DETAIL.

The number of enlisted men in the navy, as shown by the report of Captain S. S. Lee, Chief of Bureau of Orders and Detail, is three thousand six hundred and seventy-four—a number insufficient to meet the wants of the service.

The existing laws of enrollment and conscription contemplated the recruitment of men for the navy from the army; but, under the pressure of the urgent demand for soldiers in the field, transfers to the navy have not been made to the extent called for.

Among the naval works under the direction of the Bureau of Orders and Detail is the rope walk, from the operations of which, as set forth in his report, it will be seen that, from the 1st of April, 1863, to the 30th of September, 1864, it has paid its own expenses, supplied the navy, free of charge, with eighty-four thousand two hundred and fifty-nine pounds of rope, and has a net balance of five thousand six hundred and fifty dollars on hand. An appropriation of twenty thousand dollars was originally asked to enable the Department to establish this work, which appropriation Congress omitted to grant.

It is now, for obvious reasons, deemed expedient to remove the machinery from Petersburg and establish the rope-walk at a more central position, and an appropriation for this purpose is recommended.

ORDNANCE.

Under the orders of the Department, the energy and industry of those in charge of the naval ordnance works at Atlanta, Georgia,

saved the largest and most valuable portion of their machinery and tools, upon the evacuation of that city, and removed them to Augusta, Georgia, where they are now in operation.

The annexed report of Commander John M. Brooke, Chief of the Bureau of Ordnance and Hydrography, gives, in detail, the progress and condition of the various naval works, under his direction, at Richmond, Virginia, Charlotte, North Carolina, Augusta, Georgia, Columbia, South Carolina, and Selma, Alabama.

The force of mechanics at Selma has never been, and is not now, sufficient to develop the full usefulness of the establishment, and operations in some of its branches are not, in consequence, conducted. Notwithstanding this serious drawback, however, in addition to ordnance of a lighter character, this establishment has turned out, for the defence of Mobile, forty-seven heavy guns specially adapted for service against iron-clads. With the exception of two lost with Fort Morgan, and eight in the Tennessee and Selma, all these guns are now in position ashore and afloat. Besides these, the Selma works have supplied twelve guns for the defences of other points, including Charleston and Wilmington.

With great respect, your obedient servant.

S. R. MALLORY,
Secretary of the Navy.

SOUTHAMPTON, June 21, 1864.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va. :

SIR : I have the honor to inform you, in accordance with my intention as previously announced to you, I steamed out of the harbor of Cherbourg, between nine and ten o'clock, on the morning of June 19th, for the purpose of engaging the enemy's steamer Kearsage, which had been lying off and on the port for several days previously. After clearing the harbor we descried the enemy with his head off shore, at a distance of about nine miles. We were three-quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy, he suddenly wheeled, and, bringing his head in shore, presented his starboard battery to me. By this time we were distant about one mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides. The enemy now pressed his ship under a full head of steam, and, to prevent our passing each other too speedily, and to keep our respective broadsides bearing, it became necessary to fight in a circle; the two ships steaming around a common centre, and preserving a distance from each other of from a quarter to half a mile. When we got within good shell range we opened upon him with shell. Some

ten or fifteen minutes after the commencement of the action our spanker gaff was shot away and our ensign came down by the run. This was immediately replaced by another at the mizenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull—knocking down, killing and disabling a number of men in different parts of the ship. Perceiving that our shell, though apparently exploding against the enemy's sides, were doing but little damage, I returned to solid shot firing, and from this time onward alternated with shot and shell. After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between decks, opening large apertures, through which the water rushed with great rapidity. For some few minutes, I had hopes of being able to reach the French coast, for which purpose, I gave the ship all steam and set such of the fore and aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colors to prevent the further destruction of life, and dispatched a boat to inform the enemy of our condition. Although we were now but four hundred yards from each other, the enemy fired upon me five times after my colors had been struck, dangerously wounding several of my men.

It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally. We now turned all our exertions towards the wounded, and such of the boys as were unable to swim. These were dispatched in my quarter boats, the only boats remaining to me, the waist boats having been torn to pieces.

Some twenty minutes after my furnace fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given to the crew, jumped overboard and endeavored to save himself. There was no appearance of any boat coming to me from the enemy until after the ship went down. Fortunately, however, the steam yacht *Deerhound*, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men, and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about forty others, all told. About this time the *Kear*-*se* sent one, and then, tardily, another boat.

Accompanying, you will find lists of the killed and wounded, and of those who were picked up by the *Deerhound*. The remainder, there is reason to hope, were picked up by the enemy and by a couple of French pilot boats, which were also fortunately near the scene of action. At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded that her midship section on both sides was thoroughly iron-coated; this having been done with chains constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking which gave no indication of the armor beneath. This planking had been ripped off in every direction by

our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell; it is believed he was badly crippled.

My officers and men behaved steadily and gallantly, and though they have lost their ship they have not lost honor. Where all behaved so well it would be invidious to particularise; but I cannot deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserves great credit for the fine condition in which the ship went into action, with regard to her battery, magazine and shell-rooms; also that he rendered me great assistance by his coolness and judgment as the fight proceeded.

The enemy was heavier than myself both in ship, battery and crew, but I did not know, until the action was over, that she was also iron-clad. Our total loss in killed and wounded is thirty, to wit: nine killed and twenty-one wounded.

I have the honor to be, very respectfully,

Your obedient servant,

R. SEMMES,

Captain.

C. S. STEAMER SAMPSON, }
June 8th, 1864. }

Flag-Officer W. W. HUNTER,

C. S. N., Commanding Afloat, Savannah:

SIR: I have the honor to make the following report of the late expedition, under the command of First Lieutenant Thomas P. Pelot, Confederate States Navy, which resulted in the capture, by boarding, of the United States steam-gunboat Water-Witch, lying at anchor in Ossabaw sound, on the night of the 3d of June, 1864.

The expedition, consisting of seven (7) boats, fifteen officers and one hundred and seventeen (117) men, detailed by your order from the vessels of the squadron, a correct list of whom you will find enclosed, left the Confederate States steamer Georgia at one o'clock, P. M., on Tuesday, 31st of May, in tow of the steam-tender Fire-Fly. Arriving at the Isle Hope battery at five o'clock, P. M., cast off from the steamer and rowed to Beaulieu battery, on Vernon river, where we camped for the night. The next day our scouts discovered one of the enemy's vessels lying at anchor in the little Ogeechee river, close under Racoon Key.

At eight o'clock, P. M., the expedition got under weigh and formed in two columns. Boats numbers one, three, five and seven, composing the port column; numbers two, four and six, the starboard column, Lieutenant Thomas P. Pelot commanding, with Second Assistant Engineer Caldwell, Confederate States Navy, and Moses Dallas, (col-

ored,) pilot, led in boat one; Lieutenant Price, with Master's-mate Gray, and Second Assistant Engineer Fabein in number two; Midshipman Minor, with Master's-mate Freeman, in boat number three; Midshipman Trimble in boat number four; Boatswain Seymour, with Master's-mate Barclay, in boat number five; Master's-mate H. Golder, with Assistant Surgeon Thomas, in boat number six; Master's-mate Rostler, with Assistant Surgeon Jones, in boat number seven, and proceeded, with muffled oars, to the spot where we supposed the enemy's vessel to be. On arriving, we found that she had either shifted her anchorage or that we had been mistaken as to her position. After searching in vain till nearly daylight, Lieutenant Pelot ordered Boatswain Seymour, with one man, to remain on Racoon Keys as scouts, and the expedition to return to camp at Beaulieu battery. On the next day, (June 3,) at nine o'clock, P. M., we again got under weigh and proceeded to Racoon Keys, where we took on board our scouts, who reported that one of the enemy's vessels was lying in Ossabaw sound, about three miles from where we then were. After waiting there until midnight we were ordered to get under weigh and pull cautiously. The night being dark and rainy, we got close aboard of her without being discovered. On being hailed, Lieutenant Pelot answered we were "rebels," and gave the order to "board her." The vessel, having steam up at the time, as soon as the alarm was given, commenced turning her wheels backwards and forwards rapidly, thus thwarting the earnest efforts of Boatswain Seymour and Master's-mate Rostler to get on board with the entire boat's crew.

The port column, led by Lieutenant Pelot, boarded on the port side; starboard column, led by Lieutenant Price, boarded on the starboard side. In coming alongside, the enemy's fire with small arms was quite severe; in fact it was during that time, and while the boarding netting, which was tied up, was being cut through, that the most of our loss in killed and wounded was sustained. After a sharp hand-to-hand fight of some ten minutes, the ship was taken. Lieutenant Pelot was the first to gain the deck, and, while bravely fighting, was shot and instantly killed. In his death the country has lost a brave and gallant officer, and society one of her highest ornaments.

The command then devolved upon me, and I proceeded forthwith to extricate the vessel from the position she was then in to avoid recapture by the enemy. Our pilot having been killed before the boats reached the side of the ship, I sought for the enemy's pilot and found that he was too badly wounded to assist me, but finally procured one of the quartermasters who I compelled to pilot me to the upper end of Racoon Key, where, at the top of high water, the ship grounded. I then found it necessary to lighten her, which I did by throwing overboard some barrels of beef and pork, a few coils of hemp rigging, the remainder of the chain which I had slipped as soon as we took the vessel, and lowering two of the guns in the boats. On getting ashore I immediately landed the killed, wounded and prisoners at Beaulieu battery. At four o'clock, P. M., having, in the meantime, obtained a pilot from the shore, I succeeded in getting off and

anchored her at seven o'clock, P. M., under the guns of Beaulein battery, above the obstructions, when Lieutenant Comes, Confederate States Navy, by your order, arrived on board and assumed command.

In the darkness and confusion on board it was impossible for me to observe each and every man; but I will state, with pride, every one, officers and men, did their duty most gallantly. I would state, however, that I owe my life to E. D. Davis, ordinary seamen of the Confederate States steamer Savannah, he having cut down every opponent when I was sorely pressed by them.

Boatswain's-mate J. Perry, of the steamer Savannah, and Boatswain's-mate W. S. Johnston, of the steamer Sampson, rendered me most valuable assistance in lightening the vessel and general duties on board. The former, although severely wounded, remained on deck as long as he could.

The Water-Witch is a side wheel steamer, schooner rigged, of three hundred and seventy-eight (378) tons burthen, carries four (4) guns—one thirty-pound rifle gun forward, two broadside twelve-punders, Dahlgreen howitzers, and one twelve-pound rifled brass gun aft—and a crew of fifteen commissioned and warrant officers and sixty-five men, commanded by Lieutenant Commander Austin Pendergrast, United States navy.

Enclosed you will find the Surgeon's report of killed and wounded.

I am, very respectfully, your obedient servant,

JOSEPH PRICE,

Lieutenant Confederate States Navy.

Approved, and respectfully forwarded.

W. W. HUNTER, *Flag-Officer, Commanding Afloat.*

SAVANNAH, June 9th, 1864.

AT WILMINGTON, N. C., June 6, 1861.

Report of the Court of Inquiry convened to examine into the circumstances connected with the loss of the iron-clad sloop Raleigh, on the Cape Fear river.

The court having inquired into all the facts connected with the loss of the Confederate States steamer Raleigh, in the waters of North Carolina, have the honor to report the same, together with our opinion upon the points in which it is required by the precept.

In the opinion of the court, the loss of the Raleigh cannot be attributed to negligence or inattention on the part of any one on board of her, and every effort was made to save said vessel. We further find that the Raleigh could have remained outside the bar of Cape Fear river for a few hours with apparent [safety;] but, in the opinion of the court, it would have been improper; and, in view of

all the circumstances, "her commanding officer was justified in attempting to go back into the harbor when he did."

It is further the opinion of the court, that the draft of water of the Raleigh was too great, even lightened as she had been on this occasion, to render her passage of the bar, except under favorable circumstances, a safe operation, particularly as her strength seems to have been insufficient to enable her to sustain the weight of her armor long enough to permit every practicable means of lightning her to be exhausted.

GEORGE N. HOLLINS,
Captain and President.

J. W. B. GREENHOW,
Surgeon and Judge Advocate.

UNITED STATES NAVAL HOSPITAL, }
Pensacola, August 25, 1864. }

Hon. S. R. MALLORY,
Secretary of the Navy :

SIR : I have the honor to inform you that the enemy's fleet, under Admiral Farragut, consisting of fourteen steamers and four monitors, passed Fort Morgan on the 5th instant, about half-past six, A. M., in the following order, and stood into Mobile Bay : The four monitors—Tecumseh and Manhattan, each carrying two twenty-inch guns, the Winnebago and Chickasaw, each carrying four eleven-inch guns—in a single line ahead, about a half a mile from the fort ; the fourteen steamers, Brooklyn, of twenty-six, Octorora, ten, Hartford, twenty-eight, Metacomet, ten, Richmond, twenty-four, Port Royal, eight, Lackawana, fourteen, Seminole, nine, Monongahela, twelve, Kennebec, five, Ossippee, thirteen, Itasca, four, Onida, ten, and Galena, fourteen guns, in double line ahead, each two lashed together, the side-wheel steamers off shore, all about four miles from the monitors, carrying, in all, one hundred and ninety-nine guns and two thousand seven hundred men. When they were discovered standing into the channel, signal was made to the Mobile squadron, under my command, consisting of the wooden gunboats Morgan and Gaines, each carrying six guns, and the Selma four, to follow my motions, in the ram Tennessee, of six guns, in all, twenty-two guns and four hundred and seventy men. All were soon under way and stood towards the enemy, in a line abreast. As the Tennessee approached the fleet, when opposite the fort, we opened our battery, at short range, upon the leading ship, the admiral's flag-ship Hartford, and made the attempt to run into her, but, owing to her superior speed, our attempt was frustrated. We then stood towards the next heavy ship, the Brooklyn, with the same view ; she also avoided us by her superior speed. During this time the gunboats were also closely engaged with the enemy ; all our guns were used to the greatest advantage, and we succeeded in seriously damaging many of the enemy's vessels.

The Selma and Gaines, under Lieutenant Commandants P. N. Murphy and J. W. Burnett, fought gallantly, and I was gratified to hear from officers of the enemy's fleet that their fire was very destructive. The Gaines was fought until she was found to be in a sinking condition, when she was run on shore near Fort Morgan. Lieutenant Commandant Murphy was closely engaged with the Metacomet, assisted by the Morgan, Commander Harrison, who, during the conflict, deserted him, when, upon the approach of another large steamer, the Selma surrendered. I refer you to the report of Lieutenant Commandant Murphy for the particulars of his action. He lost two promising young officers, Lieutenant Comstock and Master's-mate Murray, and a number of his men were killed and wounded; and he was also wounded severely in the wrist. Commander Harrison will no doubt report to the Department his reason for leaving the Selma in that contest with the enemy, as the Mogan was uninjured. His conduct is severely commented on by the officers of the enemy's fleet, much to the injury of that officer and the navy.

Soon after the gunboats were dispersed, by the overwhelming superiority of force, and the enemy's fleet had anchored about four miles above Fort Morgan, we stood for them again in the Tennessee, and renewed the attack, with the hope of sinking some of them with our prow, and again were foiled by their superior speed in avoiding us. The engagement with the whole fleet soon became general, at very close quarters, and lasted about an hour, and, notwithstanding the serious injury inflicted upon many of their vessels by our guns, we could not sink them. Frequently during the contest we were surrounded by the enemy, and all our guns were in action almost at the same moment. Some of their heaviest vessels ran into us under full steam, with the view of sinking us. One vessel, the Monongahela, had been prepared as a ram, and was very formidable. She struck us with great force, injuring us but little. Her prow and stem were knocked off, and the vessel so much injured as to make it necessary to dock her. Several of the other vessels of the fleet were found to require extensive repairs. I enclose to you a copy of a drawing of the Brooklyn, made by one of her officers after the action; and an officer of the Hartford informed me that she was more seriously injured than the Brooklyn. I mention these facts to prove that the guns of the Tennessee were not idle during this unequal contest. For other details of the action and injuries sustained by the Tennessee, I refer you to the report of Commander J. D. Johnson, which has my approval. After I was carried below, unfortunately wounded, I had to be governed by the reports of that valuable officer as to the condition of the ship, and the necessity and time of her surrender; and when he represented to me her utterly hopeless condition to continue the fight with injury to the enemy, and suggested her surrender, I directed him to do the best he could, and when he could no longer damage the enemy to do so. It affords me much pleasure to state that the officers and men cheerfully fought their guns to the best of their abilities, and gave strong evidence, by their promptness in executing orders, of their willingness to continue the contest as long as they could stand to their guns,

notwithstanding the fatigue they had undergone for several hours, and it was only under the circumstances, as presented by Captain Johnston, that she was surrendered to the fleet, about ten, A. M., as painful as it was to do so. I seriously felt the want of experienced officers during the action. All are young and inexperienced, and many had but little familiarity with naval duties, having been appointed from civil life within the year. The reports of Commander Harrison, of the Morgan, and Lieutenant Commandant Burnett, of the Gaines, you have no doubt received from those officers.

I enclose the report of Fleet-Surgeon D. B. Conrad, to whom I am much indebted for his skill, promptness and attention to the wounded. By permission of Admiral Farragut, he accompanied the wounded of the Tennessee and Selma to this hospital, and is assisted by Assistant Surgeons Booth and Bowles, of the Selma and Tennessee, all under charge of Fleet-Surgeon Palmer, U. S. N., from whom we have received all the attention and consideration we could desire or expect.

The crews, and many officers of the Tennessee and Selma, have been sent to New Orleans. Commander J. D. Johnston, Lieutenant Commandant P. N. Murphy, and Lieutenants W. L. Bradford and A. D. Wharton, Second Assistant Engineer J. C. O'Connell and myself, are to be sent North. Master's-mates W. S. Forrest and R. M. Carter, who are with me, acting as my aids, not having any midshipmen, are permitted to accompany me. They are valuable young officers, zealous in the discharge of their duties, and both have served in the army, where they received honorable wounds. Their services are valuable to me.

I am happy to inform you that my wound is improving, and sincerely hope our exchange will be effected, and that I will soon again be on duty. Enclosed is a list of the officers of the Tennessee who were in the action.

I am, respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Admiral.

N. B.—SEPTEMBER 17.—Since writing the above, I have seen the report of Admiral Farragut, a portion of which is incorrect. Captain Johnston did not deliver my sword on board the Hartford. After the surrender of the Tennessee, Captain Girard, the officer who was sent on board to take charge of her, said to me that he was directed by Admiral Farragut to ask for my sword, which was brought from the cabin, and delivered to him, by one of my aids.

UNITED STATES NAVAL HOSPITAL, }
Navy-Yard, Pensacola, August 13, 1864. }

Admiral FRANKLIN BUCHANAN,

Late commanding Naval Defences of Alabama :

SIR: I have the honor to submit the following report of the circum-

stances under which the Confederate States ram "Tennessee," recently under my command as your flag-ship, was surrendered to the United States fleet, commanded by Rear Admiral Farragut, in Mobile bay.

At six o'clock, A. M., on the 5th instant, the enemy's fleet, consisting of four iron-clad monitors and fourteen wooden vessels, were discovered to be standing up the channel into the bay, the former in a single line nearest to fort Morgan, and the latter in a double line—each two vessels being lashed together. When they had approached sufficiently near to draw the fire from Fort Morgan, signal was made to follow your motions, and the "Tennessee" was moved down to the middle of the channel, just inside the line of torpedoe's, stretching across it, from whence she immediately opened her battery upon the advancing fleet. Every effort was made, at the same time, to ram each of the leading vessels, as they entered the bay, but their superior speed enabled them to avoid this mode of attack; the first, with the Admiral's flag, passing ahead, and all the remainder astern, before the ship could be turned to encounter them.

As she followed the fleet into the bay, the leading monitor, the "Tecumseh," was discovered to be sinking, and, in a few seconds, she disappeared, taking down nearly all on board, consisting, as since learned, of one hundred and twenty souls. The Tennessee's battery was used to the greatest advantage, as long as the fleet were within range, and when they reached a point about four miles from Fort Morgan, and were in the act of anchoring, she steamed alone up towards them, (the other vessels of the squadron having been dispersed,) and attacked them as soon as she was near enough to render her fire effective.

The whole fleet were again put in motion to receive her, and she received four heavy shocks, by the heaviest vessels running into her at full speed, soon after which I received an order from you, in person, to steer for Fort Morgan, as it had been reported by the acting chief engineer that the ship was leaking rapidly. At this time it was reported to me that the wheel chains had been carried away; and, ordering the relieving tackles to be used, I made a personal examination of the broken chains to ascertain if it could be repaired. This was found to be impossible, without sending men outside of the shield to expose themselves several minutes to the fire of the enemy's vessels, by which the after deck (over which the chains lead) was closely watched and constantly swept until the close of the action.

Returning to the pilot-house for the purpose of more closely observing the movements of the enemy, I soon received a report that you had been wounded, when I went aft to see you, and, while there, found that the after port-cover had been struck by a shot which instantly killed a man engaged in removing the pivot bolt upon which it revolved, and wounded yourself and one of the gun's crew—the latter mortally. I then learned that the two quarter-ports, out of which the after gun was intended to be used, had also been so jammed by the fire of the enemy, as to render it impracticable to remove them, and that the relieving tackles had been shot away, and the tiller un-

shipped from the rudder-head. The smoke pipe having been completely riddled by shot, was knocked down close to the top of the shield by the concussion of vessels running into the ship. At the same time the monitors were using their eleven and fifteen-inch solid shot against the after end of the shield, while the largest of the wooden vessels were pouring in repeated broadsides at the distance of only a few feet; and, I regret to say, that many favorable opportunities of sinking these vessels were unavoidably lost by the repeated failure of our gun-primers. The bow port-cover was struck by a heavy shot, as also the cover of the forward port on the port-side, and two of the broadside port-covers were entirely unshipped by the enemy's shot.

The enemy was not long in perceiving that our steering gear had been entirely disabled, and his monitors and heaviest vessels at once took position on each quarter and astern, from whence they poured in their fire, without intermission, for a period of nearly half an hour, while we were unable to bring a single gun to bear, as it was impossible to change the position of the vessel, and the steam was rapidly going down, as a natural consequence, of the loss of the smoke pipe.

Feeling it my duty to inform you of the condition of the vessel, I went to the berth deck for this purpose, and, after making my report, I asked if you did not think we had better surrender, to which you replied: "Do the best you can, sir, and when all is done surrender;" or words to that effect. Upon my return to the gun deck I observed one of the heaviest vessels of the enemy in the act of running into us on the port-quarter, while the shot were fairly raining upon the after end of the shield, which was now so thoroughly shattered that in a few moments, it would have fallen and exposed the gun deck to a raking fire of shell and grape.

Realizing our helpless condition at a glance, and conceiving that the ship was now nothing more than a target for the heavy guns of the enemy, I concluded that no good object could be accomplished by sacrificing the lives of the officers and men in such a onesided contest, and therefore proceeded to the top of the shield, and took down the ensign which had been seized on to the handle of a gun-scraper, and stuck up through the grating. While in the act, several shot passed close to me, and when I went below to order the engines to be stopped the firing of the enemy was continued. I then decided, although with an almost bursting heart, to hoist the white flag, and returning again on to the shield, placed it in the same spot where, but a few moments before, had floated the proud flag for whose honor I would so cheerfully have sacrificed my own life, if I could possibly have become the only victim; but, at the same time, it would have been impossible to destroy the ship without the certain loss of many valuable lives, your own among the number.

It is with the most heartfelt satisfaction that I bear testimony to the undaunted gallantry and cheerful alacrity with which the officers and men, under my immediate command, discharged all their duties; and to the executive officer, Lieutenant Bradford, it is due that I

should commend the regular and rapid manner in which the battery was served in every particular.

While a prisoner on board the United States steamer "Ossipee," and since coming into this hospital, I have learned, from personal observation, and from other reliable sources of information, that the battery of the "Tennessee" inflicted more damage upon the enemy's vessels than that at Fort Morgan, although she was opposed by one hundred and eighty-seven guns of the heaviest calibre, in addition to the twelve, eleven and fifteen-inch guns on board the three monitors.

The entire loss of the enemy, most of which is ascribed to the "Tennessee," amounts to quite three hundred in killed and wounded, exclusive of the one hundred lost in the "Tecumseh," making a number nearly as large as the entire force under your command in this unequal conflict.

Fifty-three shot-marks were found on the "Tennessee's" shield, three of which had penetrated so far as to cause splinters to fly on board, and the washers over the ends of the bolts wounded several men.

I am, very respectfully, your obedient servant,

J. D. JOHNSTON,
Commander P. N. C. S.

LIST OF CASUALTIES on board the Confederate States ram "Tennessee," in the engagement with the United States fleet in Mobile Bay, August 5, 1864.

Killed—John Silk, first class fireman; Wm. Moore, seaman, mortally wounded, since dead.

Wounded—Admiral F. Buchanan, leg broken; Alvah T. Post, pilot, on head; J. C. O'Connell, second assistant engineer, in leg and shoulder; Wm. Rogers, third assistant engineer, head and shoulder; James Kelly, boatswain's-mate, in knee; Andrew Rossmorsson, quartermaster, in head; Wm Daly, seaman, in head; Robert Barry, marine, in head; James McKann, marine, in shoulder.

Respectfully, &c.,

J. D. JOHNSTON,
Commander P. N. C. S.

CONFEDERATE STATES STEAMER MORGAN, }
Mobile October 1, 1864. }

Admiral F. BUCHANAN:

SIR: I respectfully address you this letter for the purpose of relating the particular part taken by this vessel in the action with the enemy's fleet on the 5th of August last.

The Morgan, as you must be aware, was on the extreme right of

the Confederate line of battle, as the enemy came up the channel from seaward by Fort Morgan, and was thus enabled, from her position ahead of him, to deliver a very effective broadside raking fire into his leading vessel, which met with little or no response until the head of his column, said to be the Hartford, with a double-ender lashed to her western side, had approached to within about six hundred yards of us, and having, with others in the rear, well entered the bay, had obliged our line of battle to swing back by its right. The Hartford was then enabled to use her bow gun upon us, but as we kept, for the most of the time, on her starboard bow, we could materially injure her, whilst she could inflict but small damage upon us. Our shells are reported to have several times struck, and one in particular, from our forward pivot gun, must have been considerably destructive, (afterwards confirmed by a New Orleans account,) as it struck her bulwarks forward, and for a time silenced the gun mounted on her fore-castle.

We maintained our excellent position until towards the close of the action with the Hartford, when we fell astern to her beam, and the Selma shot ahead of us. At this time a broadside of missiles were thrown at us, but, fortunately, the greater part went over, only a few grape-shot striking us.

The enemy's fleet had now accomplished its purpose, being entirely within the bay, and running up the "pocket" of deep water, known as the "lower fleet." The Tennessee, owing to her slowness, was some distance astern, following up its rear. The Gaines had been disabled and forced out of action, and the course we were pursuing was taking us further and further away from the peninsula—which was our only place of refuge in case of being hard pressed—and thus the chances were continually increasing of our being cut off from all retreat by the enemy's gunboats, which I foresaw would soon be thrown off from the fleet in pursuit; so I sheered off to the starboard—the Selma doing the same; and, as I had anticipated, a double-ender, said to be the Metacomet, in a few minutes after, started off from the Hartford, and soon overhauled and engaged in action with my vessel, whilst the Selma, on our port bow, continued her retreat (unfortunately for her) in a direction to cross the mouth of Bon Secour Bay, and reach the eastern shore of Mobile Bay. After a short cannonading between us, the Metacomet slipped off and steamed rapidly in pursuit of the Selma, seeing which, and that my vessel would inevitably be cut off and captured by the two other vessels of the enemy now on the way to join in the pursuit, if I suffered her to engage in a "stern chase, which is always a long one," and knowing, furthermore, that with the coal dust on board, which was my only fuel, I could not possibly make steam enough to overtake two such fast vessels as the Metacomet and Selma, going off as they were, at "top" speed, I deemed it best to turn the Morgan's bow directly into shallower water, and, in doing so, we grounded on the long stretch of shoals which extends off from the land a little to the eastward of Navy Cove. We backed off, however, in a few minutes, and the Selma, having by that time surrendered to the Metacomet, and the other chasing gunboats having nearly reached them, I directed my vessel's course towards Fort

Morgan, on approaching which we discovered a small Federal gunboat aground on the western side of the seaward channel, about a mile and a half below the fort. I steamed down towards her, and sent a boat, with Lieutenant Thomas L. Harrison, to burn her, which was accordingly done. She proved to be the Phillippi, disabled by a shot from the fort, and abandoned. Having performed this duty, we returned to the fort and made fast to the wharf.

A short time before proceeding on this affair of the burning, the Tennessee, about four miles distant from us, after a desperate contest with the enemy, had been compelled, by being disabled, (as we afterwards learned,) to yield to an overwhelming force; and the Morgan was now the only vessel left of our little squadron. I felt exceedingly anxious to save her to the Confederacy by "running the gauntlet" up the bay to Mobile, distant about twenty-five miles, but it seemed so impossible in a noisy high-pressure steamer, making black smoke, to pass the enemy's fleet unobserved, or to elude the vigilance of his gunboats, which were seen after the action to go up the bay, that I gave up the idea, at one time, as impracticable, and made preparations to take to the boats, as the Gaines' people intended to do when night should come. Upon reconsideration of the matter, however, I determined to make the effort, and having landed three-fourths of my provisions for the use of the garrison, and thrown overboard my coal dust, for the purpose of picking out all the lumps that could be found, as well as to lighten the vessel, I started, at eleven P. M., of a starlight night, upon an enterprise which no one on shore or afloat expected to be successful. Not only was this the universal opinion, but all letters and papers from the fort were sent in charge of Lieutenant Commanding Bennett, in his boats, which were to go up along shore, nor would the two or three town's people, who happened to be down there, take passage with us, preferring the longer and safer route by land. But fortune favored us, and, although hotly pursued and shelled by the enemy's cruisers for a large portion of the way, we successfully reached the outer obstructions near Mobile, at daybreak, having been struck but once slightly. We found the "gap" through the obstructions, much to our surprise, closed, and it was not until the afternoon that the gate was pulled sufficiently aside to allow us to enter. In the action down the bay, we had the good luck to escape with but small damage. We were struck but six times, and only one of that number did any harm, and that entered the port wheel-house and passed out of the starboard, destroying some muskets, boarding pikes and stauncheons, in its progress over the deck. Only one person was wounded, and he slightly, by a splinter. I owe this exemption from injury and loss, doubtless, in a great measure, to the excellent position I was enabled to keep generally on the Hartford's bow. The casualties, however, seem to have been small in all the vessels save the Selma.

The officers and men, in their conduct, afforded me much satisfaction, particularly as the most of them had never been under fire before; and I am a good deal indebted to my executive officer, Lieutenant Thomas L. Harrison, who had especial charge of the after

division of guns, owing to an insufficiency of officers, for his hearty co-operation and assistance.

I have the honor to be, your obedient servant,

GEORGE W. HARRISON,

Commander.

P. S.— Besides the two other double-enders mentioned in the foregoing as having left the fleet, shortly after the *Metacomet*, to join in the chase, there was a gunboat also which followed after a while.

It must be understood, with regard to the *Selma*, that she did not discontinue her retreat to engage the *Metacomet*, but that her fighting was done with her after gun, fired over her stern, at the approaching vessel, and that she surrendered whilst the *Metacomet* was yet astern or had just got up.

Very respectfully, &c.,

GEORGE W. HARRISON,

Commander.

[COPY.]

PENSACOLA HOSPITAL, August 15, 1864.

Admiral FRANKLIN BUCHANAN, C. S. N. :

SIR : The shattered state of my nervous system, produced by the wound I received, has prevented my making my report before this.

Between five and six o'clock, on the morning of the 5th instant, it was reported to me that a move was made by the fleet outside. I gave the order at once to get up steam, to weigh anchor and to lash both securely and then to go to breakfast ; and, if we had time, for the crew to clean themselves. The "*Selma*" was lying to the southward and eastward of the flagship, and much nearer the shore. After the anchor was weighed, the steamer dropped down with the tide to the northward and eastward. While the crew were at breakfast the engagement commenced and many shots were fired by both sides before I went to quarters ; but as soon as the crew were through with their breakfast and the decks were cleared up, I went to quarters and stood slowly to the northward and westward, under easy steam, and nearly parallel with the vessels coming in, and as soon as I passed the stern of the *Tennessee* I opened on the enemy with all my guns, and continued to fight all of them for sometime, when I perceived the "*Metacomet*" was towing the *Hartford*, the leading ship, when I gave the order to give her all the steam they could that I might get ahead and on the port side of her. My intention was perceived, and before I could get into the position I wanted, the "*Metacomet*" cast off and gave chase. A constant fire had been kept up all the time, first at one and then at another, as the opportunity offered. Before the "*Metacomet*" had cast off, my best gunner had been killed by a piece of shell from the

Hartford, I think ; but several vessels were firing at me at the same time, and in a short while my next best gunner met the same fate. The fight was then with the "Metacomet", (carrying eight nine-inch Dahlgren and two one hundred-pounder Parrott guns,) one of the fastest vessels in their squadron. She tried hard to rake me, which was prevented by good steering. The "Metacomet," being so much faster, soon came quite near, and, firing one of her nine-inch guns, killed six and wounded seven men at the same gun as well as disabling the gun itself. I had only been able to use two of the four guns which composed the battery of the "Selma" for some time, and the crew of No. 1 gun had just been sent aft to assist in working these two.

My First Lieutenant Wm. Comstock and Master's-mate Murray were both killed by the same shot, and I was wounded in the left arm after firing one or two shots more.

I perceived that the "Metacomet" was about to rake me with grape and shrapnel, and that the Port Royal, of about the same class, was about to open on me also, and as I did not believe that I was justified in sacrificing more of my men in such an unequal contest, I gave the order, at about half-past nine o'clock, to haul down the colors. My wound was bleeding fast and I knew if I left the deck for one moment the vessel might be sunk. I had eight killed and seven wounded. My deck was a perfect slaughter-pen when I surrendered.

I cannot speak too highly of the officers and crew. Not the least confusion occurred during the action. The wounded were taken below and the men returned instantly to their quarters. The powder division was beautifully attended to ; every charge and every shell were sent to the different guns without a single mistake. The enemy acknowledge great loss, in killed and wounded, inflicted on them by the "Selma."

I am, sir, very respectfully, your obedient servant,
P. N. MURPHY, C. S. N.

MOBILE, Ala., August 8, 1864.

Hon. S. R. MALLORY,

Secretary of the Navy, Richmond, Va. :

SIR : I have the honor to submit a report of the part taken by the "Gaines," under my command, in the action of the 5th instant, off Fort Morgan, and the circumstances which led to the beaching and abandonment of the ship :

The "Gaines" was cleared for action about twenty minutes past six o'clock, A. M., and, in obedience to signal from the Admiral "to follow his motions," waited for him to open upon the advancing enemy—advancing with four monitors in line ahead, and fourteen wooden vessels by twos, each large ship having a smaller one lashed to her port-side,

the whole forming one compact line of battle. As soon as the "Tennessee" delivered fire, the "Gaines," having placed herself next the Admiral, commenced, at about two thousand yards distance, with her pivot guns, upon the leading wooden ships, supposed to be the "Hartford" and her consort, at about fifty minutes past six, as nearly as I can determine, and continued to deliver a raking fire upon the leading wooden ships until their passage past the Fort. She then made one circle to prevent too close action, as she was lying nearly in the track of the advancing fleet, and afterwards steered in nearly parallel lines with the enemy at distances gradually diminishing, until she was within at least seven hundred yards, and engaging with her port guns. The enemy now being clear of the Fort was enabled to direct attention exclusively to our little squadron.

Early in the action a shell exploded near the steering wheel, wounding the two men stationed at it, and cutting the wheel-rope. The ship was then steered with the relieving tackles until the after wheel-ropes could be rove. Shortly after this, it was reported that the forward magazine was filled with smoke, and thought to be on fire. This, on examination, luckily, proved a mistake. An eleven-inch shot had entered the starboard bow, striking the deck above the magazine, had broken it in, and made so much dust that the gunner's-mate, serving powder in that magazine, thought it smoke, and believed, from the shock and dust, that a shell had exploded and fired that part of the ship. He reported accordingly. This occasioned a short delay in the serving of powder to the forward division. The firemen of this division, with hose and buckets went promptly to the spot, under the executive officer, and soon discovered the mistake. About this time the ship was subjected to a very heavy concentrated fire, from the "Hartford," "Richmond," and others at short range, as the enemy passed me. Nearly their whole fire seemed, for a time, to be directed at the "Gaines." The after magazine was now discovered filling with water. I went below to examine it, and found much water had accumulated in it, and was rapidly increasing. Not being aware of any shot having entered, near the water, that part of the ship, and being unable to see any damage, upon inspection from the side, which could have caused such a leak, I directed the executive officer, with the carpenter's-mate, to get into a boat and make examination of the counter. He found a shot had broken in the outer planking under the port-quarter, about the water-line, and which, from marks, seemed to have glanced below in the direction of the stern-post. This could not be stopped by reason of the impossibility of getting to it, because of the flare of the counter. As this break could not have caused all the water which flowed into the ship, I am of opinion that it was a shell which had caused the break and had probably exploded below water, under the counter, and had started the timbers near the stern-post. The ship had received a shock during the engagement, which shook her from stem to stern, being much more violent than that of shot passing through. The bilge pumps were immediately worked, but there was no water in the engine room. Finding the magazine rapidly filling, also the after hold and

shell room, with no water in the engine room, I caused the after bulk-head of the engine room to be knocked down so as to allow the flow of water to the bilge pumps. By this time the stern had settled some and the steering became difficult. Under these circumstances I determined to withdraw from action. The enemy's fleet had now passed.

Finding the ship would sink in a short time, and thinking I might be able to reach the shore, now about two or three miles distant, I withdrew from action, and made the best of my way towards the fort, steering the ship principally with the side wheels, which position I reached without embarrassment from the enemy—thanks to an opportune rain squall which shut from me view—and placed her bow upon the beach within five hundred yards of Fort Morgan, about thirty minutes past nine o'clock.

I am happy to state there was no confusion or panic under the circumstances of our position, but that every work was done with deliberation and without undue excitement. The ship delivered fire to the enemy at the moment of striking the shore.

At the time of breaching, the magazine was nearly filled; I had caused all the powder to be removed to the cabin. The shells were removed as rapidly as possible, but not before many of them might have become submerged. The usefulness of the ship having been destroyed by the enemy, I devoted myself and crew to the preservation of all valuable *material*, and landed all the powder, shells, shot, gun equipments, &c., which I gave to the General commanding at Fort Morgan, to whom I thought they might be useful in the expected siege. The crew were then landed, with their bags and blankets, muskets, cutlasses, and small-arm ammunition, and the ship abandoned at twelve o'clock, with her battle-flags flying, and her stern settled as far as it could—about two fathoms. I did not spike the guns, because they could be secured by the fort, and could not be taken by the enemy.

Having thus left my command, it became necessary to devise a retreat for my crew—they were not necessary to the fort, as I was informed when I offered their services. Already I had secured two boats belonging to the "Tennessee," left by her at anchor, and with four boats of the "Gaines" one having been destroyed by shot. I left the fort at eight o'clock, P. M., and reached Mobile at seven o'clock, A. M., on the 6th, with one hundred and twenty-nine officers and men, small arms, &c., and with six boats passed the enemy's fleet without observation, and reported myself and crew to the senior officer for further service. Not a man was lost by straggling, and I brought up the wounded. The dead were buried on the afternoon of the 5th in the fort's burial ground. We had only two killed and three wounded. The surgeon's report of casualties I herewith enclose.

Whilst running the gauntlet up the bay, I became apprehensive of capture or of being forced to land and make a march to Mobile. The "Morgan" was being chased by the enemy. As I knew it was her intention to pass near the eastern shore, and could see her approach us, I feared she might lead the enemy upon the boats. Under these

circumstances I deemed it prudent to drop the signal book into the sea. I did so.

The officers and crew of the "Gaines," for about ten or fifteen minutes, were subjected to a very heavy fire from the enemy at short distance, and, I am proud to say, stood it with great gallantry; there were two or three exceptional cases only. Without casting censure upon any by my silence, I cannot withhold the expression of my thanks to Lieutenant Payne, Passed Assistant Surgeon Iglehart, Second Assistant Engineer Debois, Gunner Offut, and Paymaster's Clerk Wilson, (in charge of the supply of shells to the after division,) for their examples of coolness and gallantry, under the trying circumstances of this combat against an overwhelming force, and the influence it must have had among the crew—most of whom had never before been in action. Frequent interviews with these officers caused me to regard them with admiration.

The ship received seventeen shots in her hull and smoke stack; of these only two can be said to have caused her any distress—that which caused the leak, and the cutting of the wheelropes.

As is usual and proper when a ship is lost, I beg the department to order a court of inquiry to investigate the causes which led to the abandonment of the "Gaines."

I am, very respectfully, your obedient servant,
(Signed,) J. W. BENNETT,
Lieutenant commanding.

MOBILE, August 9, 1864.

Lieutenant Commanding J. W. BENNETT,
C. S. Steamer "Gaines":

SIR: I have the honor to submit the following report of casualties on board the steamer "Gaines" during the engagement on the morning of August 5th.

Daniel Ahern, (quarter gunner,) killed by the explosion of a shell, tearing open the abdomen completely across (the intestines escaping through the wound) and fracturing and terribly lacerating the right thigh. Michael Vincent, (seaman,) killed by a large splinter, the abdomen being torn across and contents entirely exposed. W. W. Smith, (first quartermaster,) and Thos. Woods, (seaman,) received severe contusions of both thighs and legs by the explosion of a shell, whilst standing at the wheel. Newton Williams, (lds.,) wounded by a splinter, the extremities of two fingers of the left hand being badly lacerated, but not requiring amputation. Several others received slight scratches, but no treatment was necessary. All are doing well.

Very respectfully, your obedient servant,
(Signed,) O. S. IGLEHART,
Passed Assistant Surgeon, P. N. C. S.

[COPY.]

RICHMOND, VA., August 31, 1864.

Hon. S. R. MALLORY,

Secretary of the Navy :

SIR : I have the honor to submit the following report of the cruise of the Confederate States steamer " Tallahassee :"

After two days ineffectual effort, on account of the water, to get to sea, at the eastern bar on New Inlet, we succeeded in getting out on the night of the 6th instant, at the western bar—sighted five of the blockaders and were fired on by two.

The next day, were chased at different times by four of the off shore fleet, and fired upon by one ; did not return it as it would betray the ship.

Spoke and overhauled a number of vessels, but they were all European. Not until the 11th, within eighty miles of Sandy Hook, did we fall in with a Yankee. I enclose a list of the captures.

Remained off New York two days, then ran to the eastward, around George's Banks to the coast of Maine, going into the mouth of the Penobscot, thence to Halifax, Nova Scotia, for coal, where I arrived on the 18th, with only forty tons on board.

I called at once on the Admiral, Sir James Hope and the Lieutenant Governor, Sir Richard Macdonnell. My reception by the first was very cold and uncivil, that of the Governor less so. I stated that I was in want of coal, and as soon as I could fill up, I would go to sea ; that it would take from two to three days. No objection was made at the time, if there had been I was prepared to demand forty-eight hours for repairs.

The Governor asked me to call next day and let him know how I was progressing, and when I would leave. I did so, and then was told that he was surprised that I was still in port ; that we must leave at once ; that we could leave the harbor with only one hundred tons of coal on board. I protested against this, as being utterly insufficient ; he replied that the admiral had reported that quantity sufficient (and in such matters he must be governed by his statement). to run the ship to Wilmington. The admiral had obtained this information by sending on board three of his officers, ostensibly to look at our machinery and the twin-screw, a new system, but really to ascertain the quantity of coal on board, that burnt daily, &c.

All of their questions were answered frankly, for no suspicion was entertained of their object. He cited the Queen's proclamation, orders in council, &c. I told him I knew their import, but the day before had called and stated what I came for, how long it would take, and had received permission to remain two or three days ; that it was too late then to change his policy. He replied by stating he must carry out the instructions he had received.

Several of our men had been enticed off. I asked for the assistance of the police in securing them; he refused, and refused to allow our officers to arrest them on shore.

On going on board I found Captain McGuire, of the frigate "Gallisteia," there with eleven armed boats, sent by the admiral to enforce the Governor's orders, a proceeding made more offensive by coming from a ship in quarantine on account of the small pox on board. I requested their withdrawal, and soon after, by the Governor's wish, they were ordered away.

During the afternoon of the 19th, the engineer reported but eighty tons of coal on board. I addressed a note to the Governor stating this fact, and requiring time to complete the amount as well as to get on board a mainmast which had been ordered.

I enclose copies of his replies as well as one of a letter from the Governor, which miscarried and did not reach me until too late for me to answer it.

I am under many obligations to our agent Mr. Weir for transacting our business, and through his management, about one hundred and twenty tons of coal were put aboard instead of half this quantity. This, at the time, I knew nothing of. I directed the paymaster to issue to the officers and men a limited amount of specie, for the purchase of clothing, of which some were greatly in want. I sailed on the night of the 19th, remaining in port about forty hours.

Had I procured the coal needed, I intended to have struck the coast at the capes of the Delaware, and followed it down to Cape Fear; but I had only coal enough to reach Wilmington, on the night of the 26th.

During that day was chased by two of the enemy's vessels, and at night engaged the blockading fleet as we came in. In the darkness, the effect of our shot could not be seen.

On leaving, the officers and men, with few exceptions, were untried and unused to ship board; but all were zealous, and all did their duty.

The ship behaved well, in fact, carries her battery without trouble, and I recommend that, with some alterations, she be retained in the service. I enclose the report of the chief engineer.

Respectfully, &c., your obedient servant,

(Signed,)

J. TAYLOR WOOD,
C. S. N.

[Copy.]

GOVERNMENT HOUSE, HALIFAX NOVA SCOTIA, }
August 19, 1864. }

Commander J. TAYLOR WOOD,
Confederate Cruiser, Tallahassee:

SIR: In reply to your application for additional time to ship a mainmast, I have no objection to grant it, as I am persuaded that I can rely on your not taking any unfair advantage of the indulgence

which I concede. I do so the more readily, because I find that you have not attempted to ship any more than the quantity of coals necessary for your immediate use.

I have the honor to be, sir,

Your obedient servant,

(Signed,)

RICHARD GRAVES MACDONNELL.

[Copy.]

PROVISIONAL SECRETARY'S OFFICE, }
Halifax, August 19, 1864. }

J. TAYLOR WOOD,

Commander C. S. Tallahassee :

SIR: In reply to your letter to me of this date, I am charged by his Excellency, the Lieutenant Governor, to say that he has no objection to allow you the time required to complete your complement of coals, and that his Excellency is much gratified to learn that you have not used the extra time in taking in a larger supply of coal than was demanded by your immediate necessity.

I have the honor to be, sir,

Your obedient servant,

(Signed,)

C. TUPPER,

[Copy.]

GOVERNMENT HOUSE, August 19, 1864.

Commander Wood,

Confederate Crusier Tallahassee :

SIR: I have learned, with much surprise, that you are still in the port of Halifax, notwithstanding my having, yesterday, warned you that your stay must be limited to twenty-four hours. As you have occupied the excess of time beyond that allowed to you in taking coals on board, I am obliged to request that you will immediately discharge all coals taken in since the lapse of the twenty-four hours allowed to you. I much regret that, in maintaining the strict neutrality which I am enjoined by her Majesty's Government to observe, I find myself compelled to adopt anything like harsh measures.

You must, however, have been well aware that you were only entitled to sufficient coal to take you to the nearest Confederate port, and any inconvenience which you may suffer is caused by your own act.

I have the honor to be, sir,

Your most obedient servant,

(Signed,)

RICHARD GRAVES MACDONNELL.

LIST OF VESSELS CAPTURED.

August 11th, 1864.—Schooner Sarah A. Boyce, of Egg Harbor, A. S. Adams master; tonnage 381 80-95, (scuttled,) in ballast.

Pilot-boat James Funk, No. 22, of New York, Robert Yates master; tonnage 120, 91-95, (burnt.)

Brig Carrie Estelle, Mark Thurlow master of, from Grand Menan to New York, (cargo logs;) tonnage 248, 75-95, (burnt.)

Barque Bay State, Thomas Sparrow master, of Boston, bound from Alexandria to New York with wood tonnage 199; 47-95, (burnt.)

Brig A. Richards, Charles Dunnovant master, of Boston, from Glace Bay, Cape Breton island, to New York, with coal; tonnage 274 30-95, (burnt.)

Schooner Carrol, Sprague master, of East Machias, tonnage —; bonded in sum of \$10,000.

Pilot-boat William Bell, of New York, No. 24, James Callahan master; tonnage —, (burnt.)

August 12th, 1864.—Schooner Atlantic, of Addison, from Addison to New York, P. W. Look master; tonnage 156 27-95, (burnt.)

Ship Adriatic, of New York, R. H. Moore master, from London to New York, with emigrants; tonnage 989 22-95, (burnt.)

Barque Suliote, bonded.

Schooner Spokane, of Fremont, C. H. Sayer master, from Calais, Maine, to New York, with lumber; tonnage 126 3-95, (burnt.)

Brig Billow, of Salem, M. A. Reed master, from Calais to New York, with lumber, scuttled; tonnage 173 31-95.

Schooner Robert E. Packer, of Bath, from Baltimore to Richmond, Maine, with lumber; tonnage, 222, (Jos. E. Marson master,) bonded, vessel \$20,000 and cargo \$10,000.

August 13th.—Barque Glenavon, of Thomaston, from Greenock to New York, James Watts master; tonnage 789 3-95, (scuttled.)

Schooner Lamot Dupont, of Wilmington, Delaware, L. C. Corson master, from Cow Bay, Cape Breton, to New York, with coal; tonnage 194 14-95, (burnt.)

August 13th, 1864.—Ship James Littlefield, of Bangor, Maine, H. N. Bartlett master, from Cardiff to New York, with coal; tonnage 547, (scuttled.)

August 15th, 1864.—Schooner Mary A. Homes, of Chatham, Massachusetts, Steven A. Homes master, from — to —; tonnage 61, (scuttled.)

Schooner Howard, of New York, from Bridgeport, C. B. Island to New York, with coal, J. Ketting master; 147 69-95 tons, (scuttled.)

Schooner Floral Wreath, of Georgetown, Maine, Chandler master, from Bay St. Lawrence; tonnage 54 11-95, cargo wood, (scuttled.)

Schooner Sarah B. Harris, Ambrose Delano, master, of Dorchester, bound to Portland, with —; tonnage —, (bonded.)

Schooner *Restless*, of Booth Bay, Levy Blake master, homeward bound from Bay St. Lawrence; tonnage 49 54-95, fisherman, (scuttled.)

Schooner *Etta Caroline*, of Portland, David N. Poor, master; tonnage 39 23-95, fisherman, (scuttled.)

August 16th, 1864.—Barque *P. C. Alexander*, of Harpwell, A. B. Merryman master, from New York to Picton, in ballast; 283 tons, (burnt.)

Schooner *Leopard*, George Conely master, from Cornwallis, N. S., to Boston, with wood; 73 92-95 tons, (burnt.)

Schooner *Pearl*, of Friendship, Maine, Rufus Geyer master; 41 66-95 tons, fisherman, (burnt.)

Schooner *Sarah Louise*, of Jonesport, Maine, George Dobbin master; 81 3-95 tons; cargo wood, (burnt.)

Schooner *Magnolia*, of Friendship, Owen Wincapaw master; tonnage 35 23-95, fisherman, (burnt.)

August 17th.—Schooner *North America*, of New London, David Mainwaring master; tonnage 82 47-95, (scuttled.)

Brig *Neva*, of East Machias, E. J. Tolbert, master from Lyngan to New York, with coal, 286 tons; (bonded for \$17,500.)

Schooner *Josiah Achorn*, of Rockland, Maine, D. S. Jones master, from Portland to Lyngan; 123 tons, (burnt,) in ballast.

Schooner *Diadem*, Joseph Robbins master, from Bay St. Chalein for Harwick, Massachusetts, with two hundred and ninety barrels mackerel.

Schooner *D. Ellis*, Baker captain, from same to same, with two hundred and fifteen barrels mackerel. These two vessels were released.

August 20th, 1864.—Brig *Roan*, C. E. Phillips master, sailing to Cape Breton Island, ballast; 127 47-95 tons, (burnt.)

Burned,	-	-	-	-	16
Scuttled,	-	-	-	-	10
Bonded,	-	-	-	-	5
Released,	-	-	-	-	2
Total,	-	-	-	-	33

[Copy.]

RICHMOND, VA., *October 19*, 1864.

Hon. S. R. MALLORY,

Secretary of the Navy, Richmond, Va. :

SIR: On the 6th of May, 1863, I was detached from the Confederate States steamer *Florida*, then off Cape St. Roque, and ordered to take command of the prize-brig *Clarence*.

Enclosed you will find my proposition to, and letter of instructions from, Commander Maffit.

In obedience to orders, I shaped my cruise for the capes of the Chesapeake.

Off the windward islands I chased several vessels, but failed to overhaul them, on account of the inferior sailing qualities of the Clarence.

On the 6th of June, in latitude thirty-three degrees thirty-nine minutes, longitude seventy one degrees twenty-nine minutes, west, fell in with, captured and burned, the barque Windward, from Philadelphia to New Orleans, loaded with coal. She was insured by the United States Government for the sum of fourteen thousand eight hundred dollars.

On the 7th of June, captured the schooner Alfred H. Partridge, from New York to Matamoras. She was loaded with arms and clothing for our citizens in Texas. I took the captain's bond for the sum of five thousand (\$5,000) dollars, for the delivery of the cargo to loyal citizens of the Confederate States.

On June 9th, in latitude thirty-three degrees fifty-two minutes, north, longitude seventy-four degrees six minutes, west, captured and burned the brig Mary Alvina, from Boston to New Orleans, loaded with commissary stores.

From the prisoners and papers of transports Windward and Mary Alvina, I derived such information as convinced me that it was impossible to carry out the instructions of Commander Maffit. No vessels were allowed to go into Hampton Roads unless they had supplies for the United States Government, and then they were closely watched. The vessels lying at the wharf above Fortress Monroe were guarded by a gunboat; and there were sentries on the wharf. Just outside the fort there were two boarding steamers.

I then determined to cruise along the coast, and try to intercept a transport for Fortress Monroe, and with her endeavor to carry out the orders of Commander Maffit, and in the meantime to do all possible injury to the enemy's commerce.

On the morning of the 12th of June, latitude thirty-seven degrees, north, longitude seventy-five degrees thirty minutes, west, captured the barque Taconey, in ballast, from Port Royal, South Carolina, to Philadelphia. As soon as we had possession of her a schooner was discovered, which we stood to intercept. At eight A. M., we brought to the schooner. She proved to be the schooner M. A. Shindler, in ballast, from Port Royal, South Carolina, to Philadelphia. The barque Taconey being a better sailer than the Clarence, I determined to burn the latter vessel and take the barque. While the howitzer, &c., were being transferred from the Clarence to the Taconey, a schooner was discovered coming down before the wind; passing near the Clarence, a wooden gun was pointed at her, and she was commanded to heave to, which she did immediately. She was found to be the schooner Kate Stewart, from Key West to Philadelphia, in ballast. As we were now rather short of provisions, and had over fifty prisoners, I determined to bond the schooner Kate Stewart and make a cartel of her. I bonded her for the sum of seven thousand dollars, payable to the President of the Confederate States, thirty days after

the ratification of a treaty of peace between the Confederate States and the United States. The brig Clarence and schooner Shindler were then set on fire. We now stood in chase of a brig, which we soon overhauled. She proved to be the brig Arabella, of New York, from Aspinwall to New York, with a neutral cargo. I bonded her for thirty thousand dollars, payable thirty days after peace.

On June 15th, latitude thirty-seven degrees forty minutes, north, longitude seventy degrees thirty-one minutes, west, captured and burned the brig Umpire, from Cardenas to Boston, loaded with sugar and molasses.

June 20th, latitude forty degrees fifty minutes, north, longitude sixty-nine degrees twenty minutes, captured the ship Isaac Webb, from Liverpool to New York, with seven hundred and fifty passengers. Not being able to dispose of the passengers, I bonded her for forty thousand (\$40,000) dollars. On the same day burned the fishing schooner Macawba.

On June 21st, latitude forty-one degrees, north, longitude sixty-nine degrees ten minutes, west, captured and burned the clipper-ship Byzantium, from London to New York, loaded with coal. On the same day burned the barque Goolspeed, from Londonderry to New York, in ballast.

On June 22d, captured the fishing schooners Marengo, Florence, E. Ann, R. Choate and Ripple. The Florence being an old vessel, I bonded her and placed seventy-five prisoners on her. The other schooners were burned.

On June 23d, captured and burned the fishing schooners Ada and Wanderer.

On June 24th, latitude forty-three degrees ten minutes, north, longitude sixty-seven degrees forty-three minutes, west, captured the ship Shatemuc, from Liverpool to Boston, with a large number of emigrants. I bonded her for one hundred and fifty thousand (\$150,000) dollars.

On the night of June 24th, captured the fishing schooner Archer.

As there were now a number of the enemy's gunboats in search of the Taconey, and our howitzer ammunition being all expended, I concluded to destroy the Taconey, and, with the schooner Archer, to proceed along the coast, with the view of burning the shipping in some exposed harbor or of cutting out a steamer. Accordingly, on the morning of the 25th of June, we set fire to the Taconey, and, with the Archer, stood in for the coast.

On the morning of the 26th of June, we made Portland light. Off Portland I picked up two fishermen, who, taking us for a pleasure party, willingly consented to pilot us into Portland. From the fishermen I learned that the revenue-cutter Caleb Cushing was in the harbor of Portland, and the passenger steamer to New York—a staunch swift propeller—would remain in Portland during the night. I at once determined to enter the harbor, and at night to quietly seize the cutter and steamer.

At sunset we entered the harbor and anchored in full view of the shipping. I explained to my officers what I expected to do after dark.

My engineer, Mr. Browne, expressed his doubts as to his ability to start the engines of the steamer proposed to be captured without the assistance of another engineer. I felt confident that Mr. Browne would do his utmost to perform the duty required of him, but as the nights were very short, it was evident that if we failed to get the steamer underweigh, after waiting to get up steam, we could not get clear of the forts before we were discovered.

As the wind was blowing moderately out of the harbor, I then decided to capture the cutter, and, after getting from under the forts, to return and fire the shipping.

At half-past one, A. M., we boarded the cutter Caleb Cushing and captured her without noise or resistance. As the cable could not be slipped, it was two o'clock before we got under way. The wind was now very light, the tide was running in, and before we could get from under the guns of the forts day dawned.

At ten, A. M., when about twenty miles off the harbor, two large steamers and three tugs were discovered coming out of Portland. The cutter was cleared for action, and as soon as the leading steamer was in range we opened fire upon her. After firing five rounds from the pivot gun, I was mortified to find that all projectiles for that gun were expended. From the movements of the enemy's steamers it was evident that they intended to attack us simultaneously, on each side, and endeavor to clear our deck with their sharpshooters. It was plain that we could offer but an ineffectual resistance, and therefore I directed the cutter to be set on fire and the crew to take to the boats. At half-past eleven, I surrendered myself and crew to the steamer Forest City. At twelve o'clock the cutter blew up.

I have to express my entire approbation of the conduct of all under my command. After parting company with the Florida, I gave the three petty officers—Billups, Pryde, and Matherson—appointments as master's-mates, subject to your approval. They are good seamen, brave and patriotic men.

Very respectfully, your obedient servant,

(Signed,)

C. W. READ,

Second Lieutenant, C. S. Navy.

[Copy.]

RICHMOND, VA., October 19, 1864.

To the Honorable S. R. MALLORY,

Secretary of the Navy, C. S. A.:

SIR: I most respectfully submit the following report of the C. S. steamer Atlanta's movements and subsequent capture.

On the evening of June 15th, 1863, at six, P. M., I got under-way and left Thunderbolt, Warsaw river, to save the tide, which enabled the ship to go over the lower obstructions. At eight, P. M., I came to anchor and was occupied the entire night coaling. On

the evening of the 16th, about dark, I proceeded down the river to a point of land which would place me in five or six miles of the monitors, at the same time concealing the ship from their view, ready to move on them at early dawn the next morning. At half-past three, A. M., on the 17th, the tide then being a quarter flood, and everything favorable, I got under way with the hope of surprising the enemy. They made no move indicating a knowledge of my approach until I was within a mile or a mile and a half, steering for them under full steam. When we reached within three-quarters of a mile of them the Atlanta touched the bottom. I immediately informed the pilots of the fact, and ordered the engines to be backed, but it was fully fifteen minutes before she was in motion, though the tide was rising fast. As soon as the ship was well afloat, I ordered the engines to go ahead, with the hope of turning her more into the channel, but she could not obey her helm, from the fact of the flood-tide being on her starboard bow, and her bottom so near the ground. She was consequently forced upon the bank again. During this time the United States monitor Weehawken being in motion and making for us, I ordered Lieutenant Barbot to open fire on her, thinking this would arrest her course, and cause her to engage at the distance then between us; but on she came unheeding my fire. In the meantime the Atlanta floated again, still, however, refusing to mind her helm, from the same cause as before stated, and was thus forced again on the bank.

Whilst afloat, I was confident of success, as I felt confidence in my torpedo, which I knew would do its work to my entire satisfaction, should I but be able to touch the Weehawken, she then being but two hundred yards off, steering for me.

Captain John Rogers evidently knew the Atlanta was aground, as she had not approached him since he discovered her, and he held his fire up to this close range, I firing when I could obtain sight of him. At this juncture the Weehawken fired simultaneously her fifteen and eleven-inch guns, the shot from the latter passing over me, but the shot from the fifteen-inch gun striking our shield in a line above the port shutter, nearly abreast the pilot-house, driving the armor through, tearing away the wood work inside, three feet wide by the entire length of the shield, causing the solid shot in the racks and everything moveable in the vicinity to be hurled across the deck with such force as to knock down, wound and disable the entire gun's crew of the port broadside gun in charge of Lieutenant Thurston, (M. C.,) and also half of the crew at Lieutenant Barbot's bow gun, some thirty men being injured more or less.

The next shot was from her eleven-inch gun, which struck her knuckles, not, however, breaking the iron, which is there but two inches, and doing no damage except starting the water-ways.

The next and third shot striking us was from her fifteen-inch gun, and struck the starboard side port-shutter of Master Wragg's gun at a considerable angle, (the Weehawken then being nearly on our quarter) breaking the shutter in half, ripping up the armor and

throwing the fragments inside, and wounding and disabling, for a time, half of the gun's crew.

The last shot fired, was also a fifteen-inch, which struck the port corner of the pilot-house, cutting the top off and starting the entire frame to its foundation, at the same time wounding two of the pilots very severely.

All this time we were hard and fast aground. The tide did not rise high enough for an hour and a half to float the ship, and, seeing the effects of the Weehawken's shot and the position she and the monitor Nahant had assumed on each quarter of the Atlanta, where my guns could not be brought to bear on them, to save life I was induced to surrender.

The action lasted from five minutes of five to half-past seven, A. M. I could only fire seven shot, and my aim was necessarily very imperfect, owing to the want of lateral motion to my guns. The Weehawken fired six times.

I cannot speak too highly of the officers and crew under my command. They all displayed those qualities which are inherent in brave men, combining coolness with perfect obedience, though the majority of the crew were from the mountains of Georgia, and had but a limited idea of a ship-of-war.

Accompanying this report I transmit the surgeon's report of casualties.

Hoping you will grant me a court of inquiry, to inquire into the circumstances attending the loss of the Confederate States steamer Atlanta, at an early day,

I have the honor to be, yours with great respect,
(Signed,)

W. A. WEBB,
Commander Confederate States Navy.

HEADQUARTERS CONFEDERATE STATES MARINE CORPS, }
Richmond, Va., October 30, 1864. }

Hon. S. R. MALLORY,

Secretary of the Navy:

SIR: I have the honor to submit herewith a return of the marine corps, showing its strength and disposition on the 30th ultimo. By this return it will be seen that the aggregate strength of the corps amounts to five hundred and thirty-nine. Of this number, two captains, three lieutenants, and sixty-two enlisted men, are prisoners of war in the hands of the enemy. Not included in this return are thirty-two recruits received at the naval station, Charleston, from the conscript camp near Raleigh, North Carolina.

The marine corps is distributed at the following naval stations: Mobile, Savannah, Charleston, Wilmington, and at Drewry's Bluff; also on board of the three iron-clad steamers in the James river, and as guards at the Richmond navy-yards. Marine guards have been assigned to the armed steamers Tallahassee and Chickamauga, destined to operate against the enemy's commerce on the sea.

Since my last report, the marines have been under the enemy's fire at Drury's Bluff and on the James river, also in the land and naval engagements near Mobile, on the 5th and 6th of August last. A marine guard, under the command of Lieutenant Crenshaw, was attached to the Confederate steamship Tallahassee during the late cruise, when much damage was inflicted upon the enemy's shipping at sea.

Upon all occasions when the marines have been called upon for active service, they have displayed the promptness and efficiency of well disciplined soldiers.

The monthly pay of the non-commissioned officers, musicians and privates of the marine corps being three dollars less than that of the infantry of the army, I beg leave to recommend that Congress may be asked to increase the rate of pay of marines to that allowed to infantry.

Very respectfully, your obedient servant,

LLOYD J. BEALL,

Colonel commanding Confederate States Marine Corps.

REPORT of the vessels now in progress of construction, belonging to the Confederate States Navy Department, November 1, 1864 :

Hon. S. R. MALLORY,

Secretary of the Navy, Richmond, Va. :

AT RICHMOND,

An iron-clad steamer has just been launched, two hundred and sixteen feet in length, to mount four heavy guns under a short citadel, which is to be plated with an armor six inches thick.

The engines and boilers for this vessel are all in readiness, and of the best kind; and, from her fine model, there is no doubt but she will prove an excellent vessel, with good speed, &c.

Also on the stocks, at the same place, an iron-clad ram, with a short citadel and one gun. This vessel is intended for light draft, has four propellers, two in each end, with four engines. She is also fitted with a ram on both ends, and is intended to move either way. Her machinery is being constructed at the naval works in this place also.

There are also under construction four torpedo boats, which are well advanced in their hulls and machinery. Two of these boats have been recently completed.

The frequent calls upon the workmen employed by the Navy Department to defend the city against the Yankees, have greatly retarded the work for several months past, and which is still the case.

AT HALIFAX, NORTH CAROLINA,

There is on the stocks, and well advanced, one gunboat of light

draft, to be used in the waters of the sound, and to mount two guns on pivots. The wood work of this vessel will be finished in two months. The engines are all in readiness at the naval works in Richmond, and are of sufficient power to insure great speed; they were taken out of one of the Yankee gunboats captured by Commander Wood, Confederate States navy, on the Rappahannock.

AT EDWARDS' FERRY, ON THE ROANOKE,

There is on the stocks another wooden gunboat of light draft, and ready for launching, to mount two guns, and suitable for operating on the Roanoke. The engines for this vessel have been provided for, and are nearly ready to go on board, and have only been prevented by the calling of the workmen in Richmond to the field, from the naval iron works.

A contract has also been entered into with Messrs. Smith & Elliott to build, at the same place, an iron-clad of light draft, to mount four guns, for use in the Albemarle Sound, &c. The iron armor for this vessel has been provided for by the purchase of railroad iron in North Carolina, to be rolled into gunboat iron. The boilers are in readiness at Richmond, and also a part of the machinery.

AT WILMINGTON, NORTH CAROLINA,

There is being built rapidly an iron-clad steamer of fine model, two hundred and twenty-six feet in length, of such draft of water as will enable her to go in and out of the harbor at all times.

The machinery of this vessel is also new and most of it ready to be put in the vessel: it has been built at the naval works at Columbus, Georgia, under the supervision of Chief Engineer J. H. Warner, Confederate States navy, and is of sufficient power to insure good speed. Great interest is felt in the completion of this vessel by the Department, as it is expected she will greatly relieve the port of Wilmington from the blockading vessels now there.

AT PEDEE RIVER BRIDGE,

A wooden gunboat has just been completed with two propellers; this is a good vessel and makes nine miles speed; her engines were built at the naval iron works at Richmond, and are not of sufficient power for greater speed, having been provided for a smaller vessel at first, which circumstances prevented the building of. She mounts a battery of five guns, three of which are mounted on pivots. Also on the stocks, a small side-wheel steamer intended for a transport in the Pedee river, for grain and other provisions for the Government use, and other necessary purposes. The machinery of this vessel has been provided for.

There is also being built at this yard a torpedo boat. This station has been of much use lately in filling requisitions for timber for the

new steamer at Wilmington, which has been supplied from the yard at that place.

AT CHARLESTON,

An iron-clad steamer of good model and of sufficient power, is nearly completed and will be ready in a few days. She has a citadel which is plated with an armor six inches thick and mounts six guns. The engines are new and were also built at the naval iron works at Columbus. Good speed is expected from this vessel.

There are also two other first class steamers at this place, the wood-work of both being nearly finished; but there is no iron available to put their armor on. The engines of these vessels are new and of sufficient power to insure good speed; they are being provided also at the Confederate States naval iron works at Columbus, and are in a state of forwardness.

These vessels have short citadels, and will be covered with an armor of iron six inches thick, under which they will mount four heavy guns each. One of these vessels has been launched and moved out of range of the enemy's shells; and the other is ready for launching—propeller and shaft in place, &c.

AT SAVANNAH,

At Willink's yard, an iron-clad is ready for launch. This vessel will have good steam-power, with a short citadel, plated with six inches of iron armor, under which four guns will be mounted. The engines are on board and built by Chief Engineer Warner, also at the Columbus naval iron works. There is enough iron on hand to enable them to launch the steamer, but not sufficient to complete her armor. At Krenson and Hawke's yard, another iron-clad is on the stocks and ready for launching. This vessel will also have good steam-power, and be plated with armor six inches thick, and mount four heavy guns; but there is no iron available for the armor of these vessels at present. A wooden gunboat has also been recently completed, mounting six guns, on this station.

AT COLUMBUS,

A large double propeller, light draft, iron-clad steamer, is on the stocks and ready for launching so soon as the river rises. This vessel will mount six guns. The machinery is all ready and was built at that place by Chief Engineer Warner, at the Confederate States naval iron works. There is a sufficiency of iron on hand to put the armor on the knuckle, which will enable them to launch but not enough to complete the armor.

The steamer Chattahoochee is also at this station, and has been thoroughly repaired from the damage caused by the explosion of her boilers. Her engines have also been overhauled and repaired, and

two boilers sent from Wilmington, which were saved from the wreck of the Raleigh, to complete her, as those which exploded were entirely destroyed. It is expected that this vessel will soon be put in commission again.

There is also building at this station a torpedo-boat which, with the engines, &c, are in a state of great forwardness, and can soon be finished.

AT MOBILE,

The large iron-clad, side-wheel steamer, built under contract by Messrs. Montgomery & Anderson, has not been completed for want of iron armor. There are also at this place, two light draft double propeller iron-clad steamers, to mount four guns each, which were built under contract with Messrs. Porter & Watson, on the Tombigbee river; but the iron armor to complete these vessels is not at present available. Their machinery is being provided for at the Columbus naval iron works. On the Tombigbee another large size iron clad is in progress, for which an engine has been provided; but the armor is wanting.

It will be seen that everything has been done to get up an iron-clad fleet of vessels which could possibly be done under the circumstances; but, in consequence of the loss of our iron and coal regions, with the rolling mill at Atlanta, our supply of iron has been very limited. The mills at Richmond are capable of rolling any quantity; but the material is not on hand, and the amount now necessary to complete vessels already built would be equal to four thousand two hundred and thirty-tons, as follows:

At Richmond, for two vessels,	575 tons.
“ Wilmington, for one vessel, one inch plate,	150 “
“ Charleston, “ two “	800 “
“ Savannah, “ two “	750 “
“ Columbus, “ one “	280 “
“ Mobile, “ three “	1,250 “
On the Tombigbee, one “	425 “
Total,	<hr/> 4,230 tons.

With much respect, your obedient servant,

JOHN L. PORTER,
Chief Constructor, C. S. N.

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, }
 Richmond, October 21st, 1864. }

Hon. S. R. MALLORY,

Secretary of the Navy :

SIR: In obedience to your instructions of the 17th instant, I have the honor to submit the following, to accompany the estimates for all objects coming under the cognizance of this office, for six months, from the first of January, next.

Owing to the various causes, stated in former reports from this office, and which are too obvious to require recapitulation in this, the materials for efficiently manning the vessels of the navy, and for necessary work in laboratories, workshops, &c., is found to be inadequate to supply the pressing wants of the service.

The number of experienced seamen to be found in the South was small before the commencement of the present war, and they have been almost entirely absorbed by the conscript law of February 17, 1864, placing in the military service all white men, residents of the Confederacy, between the ages of seventeen and fifty. Although the law of May 1, 1863, provides for the transfer of all seamen and ordinary seamen from the army to the navy, yet, in practice, this law, until recently, has been disregarded entirely. The only favorable response that has been made to the numerous calls made on the army for men under this law, was by virtue of an order from the War Department, dated 22nd March, 1864, which directed the transfer from the army to the navy of twelve hundred (1200) men; under which order nine hundred and sixty men were received from all the armies of the Confederacy on this side of the Mississippi river.

The right of election, given by law of October 2, 1862, to all persons who have been or are about to be enrolled, at any time *before being assigned* to any company, who shall prefer entering the navy or marine corps, to be so enlisted, has availed but little; and, notwithstanding naval officers were sent by this Department to the different conscript camps to facilitate the recruiting under this law, a favorable result could not be obtained; and hence the recruiting for the navy has been barely sufficient to supply the deficiencies occasioned by deaths, discharges and desertions. Camp Holmes, North Carolina, continues to give the largest number of recruits, six hundred and thirteen (615) having been enlisted there from January 1st to October 30th, 1864.

The whole number of enlisted men now in the navy is three thousand six hundred and seventy-four.

Owing to the incursions of the enemy at points in the Confederacy contiguous to some of the coal mines, some difficulty has been encountered in procuring supplies of coal adequate to the demands of the service; sufficient quantities, however, have been obtained to supply current wants.

The navy now draws its supplies from three points, viz: The mines

in the vicinity of Richmond; the Egypt mines, in North Carolina; and the mines near Montevallo, Alabama. The supplies of coal obtained from the first named are ample for consumption at Richmond, and the naval works at Charlotte, North Carolina; the second, could, in addition to Wilmington, supply what is required at both Charleston and Savannah. The third supplies Mobile and the naval works at Columbus and Augusta, Georgia.

Several months supply of coal have been accumulated at Richmond and Wilmington; but a deficiency of transportation only allows at other points the quantities sufficient for immediate wants. At Charleston and Savannah wood has been used, when coal was scarce, with great economy.

The naval rope works, at Petersburg, erected to manufacture cordage for the use of the navy, have proven adequate, not only to supply it, but to meet large requisitions from different branches of the army—the coal mines and railroad and canal companies. The recent quarterly report of the officer in charge shows that the works have paid all expenses, and have yielded a considerable nett profit.

Experiments made in the use of tar in the manufacture of cotton rope, at this establishment, have been successful, and must greatly enhance its value as a substitute for hemp cordage, now that it cannot be obtained in sufficient quantities for public use. These works, under the judicious management of naval officers assigned to superintend them, have contributed in no small degree to the public interests.

The amount of rope manufactured from April 1, 1863, to September 30, 1864, is one hundred and sixty-three thousand six hundred and sixty-five (163,665) pounds.

Delivered to the army,	50,212 pounds.
Delivered to the navy,	84,259 “
To other parties,	21,898 “
On hand,	7,306 “

The amount of money expended at these works to September 30, 1864, is two hundred and eighty-three thousand three hundred and thirteen dollars and eighteen cents, (\$283,313 18.)

The receipts amount to two hundred and ninety-three thousand, nine hundred and sixty-three (\$293,963 69) dollars and sixty-seven cents. Debts yet unpaid amount to five thousand (\$5,000) dollars. Leaving a nett balance of five thousand six hundred and fifty (\$5,650 49) dollars and forty-nine cents, besides supplying cordage to the navy free of cost.

During my connection with this office, I have experienced some difficulty and confusion in the administration of its affairs, growing out of the two distinct organizations of the navy. The classification of officers under the heads of regular and provisional navies, whose duties are confined strictly to their respective spheres, has operated, I think, prejudicially to the service.

The policy of the law creating the provisional navy, preventing

officers of the regular navy from serving afloat, unless transferred to the former by appointment, has militated, in some instances, against the prompt assignment of officers to vacant positions, for the reason that the number, eligible to duty afloat, was insufficient to meet the demands of the service, and those attached to the regular navy, were not available without violating the spirit of the law creating the new branch of the service. I therefore respectfully suggest whether it would not be well to transfer the entire *personnel* of the navy to the provisional organization, which, if accomplished, I feel assured would obviate the embarrassment I have mentioned, and add to the unity of purpose and vigor of action so essential at a juncture like this.

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain in charge.

C. S. NAVY DEPARTMENT,
Office of Ordnance and Hydrography. }
Richmond, November 4th, 1864. }

HON. S. R. MALLORY,
Secretary of the Navy :

SIR : I have the honor to submit the following report of the operations of this office since the 26th April, 1864, the date of my last report :

Early in June, in consequence of the threatening attitude of the enemy before Atlanta, and in accordance with the suggestions of the military authorities, Lieutenant D. P. McCorkle, in charge of the ordnance works at that place, commenced moving stores and machinery to Augusta, and succeeded in transferring safely all the machinery, engines, boilers, and the greater portions of the stores, prior to the evacuation of the city.

Immediate steps were taken by him to commence, with the force at his command, the manufacture of ordnance stores at Augusta. Various causes, incidental to the disturbed condition of that portion of the country, have combined to retard the progress of the work. Buildings of a temporary character, necessary for foundry and other purposes, are being erected, and, when completed, the manufacture of shot, shells, gun-carriages, etc., will be carried on as at Atlanta. The interruption caused by the removal of the ordnance works from Atlanta to Augusta, has been productive of inconvenience, as upon that establishment we were largely dependent for ordnance equipments of vessels at Charleston, Savannah and Mobile. Until the works at Augusta are put in operation, the supplies for those points will be drawn from Charlotte, Selma and Richmond.

Great credit is due to Lieutenant McCorkle, for the successful removal of this machinery, etc., from Atlanta to Augusta, and for the energy he now exhibits in re-establishing the works.

As stated in my former report, the force at the Selma works, under

the superintendence of Commander Catesby Ap. R. Jones, inadequate to carry on the various branches of that establishment, has been employed chiefly in the manufacture of guns, specially adapted for service against iron-clads.

Forty-seven guns of this character have been supplied for the defence of Mobile, and, with the exception of two lost with Fort Morgan, but which inflicted serious damage upon the enemy, and eight captured in the Confederate States steamers Tennessee and Gaines, in the unequal contest of August 5th, with the enemy's fleet, are now in position on shore and afloat. In addition to these, twelve guns of the same kind have been sent to other points, including Charleston and Wilmington, chiefly for land batteries, and there are now several on hand, which will be put in service in a few days.

It is to be regretted that the comparatively small number of mechanics required to render the machinery and facilities afforded by this important establishment fully available could not be obtained. Repeated applications for details of mechanics from the army have been made; but, as the services of the men were generally considered more important in the field than in the workshop, and the details were therefore disapproved by commanding Generals, very few have been granted. In consequence of the want of force, no projectiles have been cast for several months at the Selma establishment, and this is now severely felt, as, owing to the constant interruption of ordnance work in Richmond, the employees having been in the field the greater part of the summer, the suspension of work at Atlanta, and the difficulty of procuring iron of proper quality at Charlotte, the supply of projectiles on hand is inadequate to fully meet the wants of the service, particularly as the ammunition for naval rifles in battery on shore, for the defence of important points, has been chiefly supplied by this office. Efforts have been made to obtain foreign mechanics; but difficulties, incidental to entering the Confederacy from abroad, have hitherto prevented the accomplishment of this desirable object. Commander Jones has made every effort to increase the efficiency of the works, and, although in consequence of the want of assistants, his labors have been unusually arduous and trying, he has rendered service of which the importance can hardly be overestimated.

The naval ordnance works at Charlotte, under the superintendence of Chief Engineer Ramsay, have been in active operation, with excellent results. This establishment is the only one in the Confederacy at which heavy forging can be done. Shafting for steamers and wrought iron projectiles are forged and finished. Gun-carriages, blocks, and ordnance equipments of nearly every description, including the productions of an ordnance laboratory, are supplied to the service. Less interruption from the movements of the enemy has been experienced at Charlotte than at any other of the naval ordnance establishments. Its position is favorable in this respect, and, being central, its lines of communication with other important points are convenient. The iron produced at the furnaces from which it is supplied, is gradually being improved in quality, and proposed altera-

tions in the mode of treatment will probably soon make it available for shafts.

The growing importance of this establishment renders it expedient to add by lease or otherwise to the ground originally purchased and now occupied by the works, which are much cramped for want of room, several lots adjoining. Chief Engineer Ramsay has been instructed to report fully upon this point.

Urgent applications have been received from Generals commanding at Mobile and Wilmington for wrought iron projectiles, and it is to be regretted that we have not, at other establishments, machinery adapted to their manufacture.

It has long been considered important, that the manufacture of steel projectiles, which are undoubtedly superior to those of wrought iron, should be carried on in the Confederacy, or that at least some of the processes employed abroad in the production of material better suited than simple cast or wrought iron for shot and shell to be employed against iron-clads, should be adopted, but, with the limited amount of skilled labor at command, insufficient to supply the current demand for the ordinary munitions of war, it has not been possible to do so.

At the naval ordnance works at Richmond, under the charge of Lieutenant R. D. Minor, and, during his temporary absence in the James river squadron, under the superintendence of Mr. R. B. Wright, much important work has been executed. Nearly all the equipments of the vessels in James river and at Wilmington have been supplied from these works, and, in addition, the equipments, including carriages and ammunition for several heavy navy guns in battery on shore.

The employees of this establishment enrolled in the naval battalion, have, with the exception of a few skillful mechanics whose services were indispensable to prepare ammunition for immediate use, been in the field during the greater part of the summer.

The naval powder mills at Columbia, under the superintendence of Mr. P. B. Gareschi, have supplied the wants of the service. The powder there manufactured is of excellent quality, and the operations of the works are conducted in the most satisfactory manner.

The system of instruction and discipline adopted in the naval school, under the superintendence of Lieutenant Wm. H. Parker, has proved of great benefit to the service. As the efficiency and tone of the Confederate navy will hereafter depend chiefly upon the early training of its officers, it is most important that this establishment should be carefully fostered.

It is recommended that, after the December examination, the second and third classes (now the third and fourth) be ordered on active duty, retaining on board the school ship Patrick Henry the first (now the second) and fourth classes—those who may report prior to the examination to compose the latter class—this would give about sixty midshipmen to the school, leaving about twenty-four on active duty. A more equal division cannot be made, unless one of the classes be divided, which would be objectionable.

Estimates for ordnance and ordnance stores for six months, from

the 1st of January next, were submitted to the Department on the 13th ultimo.

I am, sir, very respectfully, your obedient servant,
 JOHN M. BROOKE,
Commander in Charge.

CONFEDERATE STATES NAVY DEPARTMENT, }
Office Medicine and Surgery, }
 Richmond, Va., November 1, 1864. }

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va. :

SIR: I respectfully submit, for your consideration, the following report of the condition of the medical department of the Confederate States navy:

Since my last report, on the 30th of November, 1863, the corps of surgeons has been reduced from the original number (twenty-three) to twenty-two, by the death of Surgeon D. S. Green, a circumstance much to be regretted, as he was an officer of high moral worth, great professional ability, and always zealous in the strict performance of his duties, and to whom high merit was awarded when he held a position in the United States navy. All of this grade have been continually on duty at the naval stations, in hospitals, vessels and rendezvous in the Confederacy; two have been on duty abroad. One of them has lately returned, and is now on duty in a battery on James river, and one detached from the Mobile station on sick leave. The number now on duty is not at all adequate to the wants of the medical department, there being several places where the services of surgeons are necessary, particularly in the fleet off Mobile, where, besides Fleet-Surgeon Conrad, there is no other surgeon, now that Dr. Garnett is on sick leave; and it is deemed necessary that there should be another to assist in directing and controlling the affairs of the medical department, now mostly under the charge of newly appointed assistant surgeons. I would, therefore, respectfully suggest the increase of this corps to at least twenty-eight or thirty.

The number of passed assistant surgeons has not reached the maximum allowed by Congress, (fifteen,) as the period of the examination of assistants for promotion has not arrived but for a few. These officers have all been on duty since the time of their appointments, except one, (Dr. Christian,) who, afflicted with consumption, has been on sick leave for several months, with, I fear, but little prospect of recovery. Five are still on foreign service, one at sea in the Florida, five on duty in the Confederacy, making, in all, twelve who are registered.

The number of assistant surgeons permanently appointed is twenty-seven, added to the twenty-seven appointed for the war, makes an aggregate of fifty-four, leaving but three to fill up the quota allowed

for the war, by an act of Congress. All of this class of officers have been continually employed, and, from information received, it affords me pleasure to report favorably as to their efficiency in the discharge of their duties, evincing a competency not to be expected from inexperienced young men, just commencing their professional career. With regard to the increase of this corps, to meet any future exigencies of the service, it devolves on the Navy Department to determine as to the necessity of such a step. The number already on duty, and those passed and waiting for appointments, I deem sufficient to meet all the present wants of the medical department.

From the reports of medical officers on all the stations, particularly from those in the southern department, there has been much sickness of a severe character, particularly at Savannah and Charleston. At Savannah the fevers have been marked with unusual severity on board of vessels that, from the nature of the duty, had their crews necessarily exposed to the action of the malaria of the fresh water rivers, and swamps bordering the rice fields; but a change of locality, lately made, has lessened their severity.

Although it is reported that yellow fever prevails at Charleston, no official returns have been made to me of its existence on board of ships or in the hospital on that station. The only fevers prevailing have been those incident to the climate every summer and fall, and always of a continual and remitting character.

On the James river station the amount of sickness has been far greater than that which prevailed during the summer and fall months of 1863—occurring no doubt from the protracted dry spell of weather, causing the river to fall lower than ever, and thus generating a greater amount of malaria, manifesting the intensity of its poisonous effects, by the severity, in all the cases of fever and dysentery sent to the naval hospital, where, away from the influence of the exciting cause, a speedy recovery ensued; but very soon after their return to duty in the fleet, relapses invariably occurred, showing conclusively where the cause existed. These attacks of fevers will, of course, always recur on this and other stations, in proportion to the existence of the cause, and the intensity of its effects, and there are no means of prevention, as to its general operation, except through the medium of strict attention, on the part of officers, to the comfort of the crews, in regard to clothing, food, and a regimen, that will strengthen and fortify the system against attacks. I would therefore suggest the issuing of a spirit ration and allowing to the crews their breakfast with hot coffee, at an early hour every morning, before proceeding to scouring the decks, as a means of counteracting the effects of the damp and chilling draughts, so prevalent on all fresh water courses and malarial regions at the dawn of day.

It affords me much satisfaction to report that, by the operations of the purveyor's department, an ample supply of medicines, instruments and every thing to meet the wants of the sick has been furnished up to the present time, but owing to the strict blockade of the sea-coast and harbors of the Confederacy, rendering it impossible now to procure medical supplies from abroad, I fear that there will necessarily be

much difficulty in procuring many valuable articles soon required for the use of the sick. Every effort has been made to procure a large supply, but in vain; and it is to be regretted that the supply of cotton placed in the hands of the navy agent at the port of Wilmington cannot be sent to Bermuda to purchase more, or to pay for the medicines that have been received. To provide as far as possible for future wants, I have directed the purchase of medicines on all the stations, without trusting to the probable chances of procuring them from abroad.

All the hospitals have been well provided with clean and comfortable bedding, blankets, furniture, crockery, &c., for the comfort of the sick, at a very moderate expense, by taking advantage of auction sales, where articles were procured at the rates of two hundred per cent. less than they could have been bought in the wholesale establishments in this city, and by the employment of an upholsterer in the purveyor's department to remodel and renovate beds, much expense has been saved.

I cannot conclude this report without calling the attention of the department to the great necessity for the retention of the three employees detailed for duty in this establishment; they are all good apothecaries and chemists, and their position is no sinecure, since they are constantly employed in the various operations of this department, in manufacturing, receiving, packing, and issuing medicines; and although one of them is dispatched twice a month with supplies to stations south, I have frequently to employ others for the same purpose, to comply with requisitions from small places between this city and Mobile, showing that the number employed is scarcely sufficient to perform the necessary work. Crippled soldiers and men exempt by reason of ill-health, and not experts, would not answer the purposes of the purveyor's department, since they would be incompetent to the discharge of the duties required in the transportation and selection of proper and pure medicines, ordered to be purchased from time to time.

In conclusion, I will refer you to a tabular form showing the aggregate number of sick admitted and discharged at the hospitals for each quarter of the year, and the average cost per day for each man. Also, one showing the cost for all medical supplies received, those issued, and the value of what remains on hand.

Trusting, then, sir, that this report will be satisfactory,

I have the honor to be, your obedient servant,

W. A. W. SPOTSWOOD,

Surgeon in charge.

ABSTRACT from the quarterly reports of sick at the hospitals on the different Stations, showing the number of men treated, discharged and died, and the average cost per man, including all expenses, from the 1st of October, 1863, to the 1st of October, 1864 :

STATIONS.	Admitted.	Discharged.	Died.	Average daily cost per man.
<i>Richmond Station—Naval Hospital.</i>				
Fourth quarter, 1863,.....	74	50	3	
First quarter, 1864,.....	114	77		
Second quarter, 1864,.....	190	131	5	\$3 64
Third quarter, 1864,.....	464	337	13	
Total.....	842	645	21	
<i>Charleston Station—Naval Hospital.</i>				
Fourth quarter, 1863,.....	66	46	1	
First quarter, 1864,.....	41	24	1	\$5 82
Second quarter, 1864,.....	48	31		
Third quarter, 1864,.....	92	53	16	
Total.....	247	154	18	
<i>Wilmington Station—Naval Hospital.</i>				
Second quarter, 1864,.....	65	43	3	
Third quarter, 1864,.....	70	47		\$1 96
Total.....	135	90	3	
<i>Savannah Station—Naval Hospital.</i>				
Fourth quarter, 1863,.....	71	45	4	
First quarter, 1864,.....	58	31	2	\$2 85
Second quarter, 1864,.....	89	58	2	
Third quarter, 1864,.....	176	136	7	
Total.....	394	270	15	
<i>Mobile Station—Naval Hospital.</i>				
Fourth quarter, 1863,.....	98	63	4	
First quarter, 1864,.....	79	54	3	
Second quarter, 1864,.....	73	50	3	\$2 12½
Third quarter, 1864,.....	122	84	2	
Total.....	372	251	12	

W. A. W. SPOTSWOOD,
Surgeon in charge.

C. S. NAVY DEPARTMENT, OFFICE MEDICINE AND SURGERY, }
Richmond, November 1, 1864.

MEDICAL PURVEYOR'S DEPARTMENT,
Confederate States Navy,
 Richmond, November 1st, 1864. }

THE ANNUAL REPORT of Receipts and Expenditures of medicines, medical stores, surgical instruments and appliances, hospital stores and furniture, in the aggregate, from October, 1863, to October, 1864.

Amount remaining on hand at last report,	\$36,339 11
Amount received during this period,	271,341 88

\$307,680 99

The aggregate amount of issues to the several stations, from October, 1863, to October, 1864, is as follows:

Richmond station,	\$42,782 49	
Wilmington station,	21,542 23	
Charleston, S. C., station,	15,367 04	
Savannah, Ga., station,	21,818 18	
Florida station,	1,216 70	
Selma, Ala., station,	1,987 13	
Mobile, Ala., station,	29,178 81	
	<hr/>	\$133,892 58

Balance remaining on hand, October, 1864,	<hr/> \$173,788 41 <hr/>
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N. B.—This embraces all vessels afloat, at all the stations, including vessels on the small rivers in the different parts of the Confederacy.

W. A. W. SPOTSWOOD,
Surgeon in charge.

OFFICE OF PROVISION AND CLOTHING,
C. S. Navy Department,
 Richmond, Va., October 18th, 1864. }

Hon. S. R. MALLORY,
Secretary C. S. Navy, Richmond, Va. :

SIR: Since the date of my last report to you, relative to the provisions on hand, I have now to inform you I have in the store-house at Rocketts a supply of bread and flour for eight months, beef and pork six months, rice and beans six months, sugar and molasses five months, and tea and coffee for eight months from the first of November next. There is also in transit to this city, three hundred barrels of flour, and two hundred in the mills of the city, and a short distance from it. The commissary department is indebted for wheat loaned it,

equal to six hundred and twenty barrels flour. The supply on hand is sufficient to last until a new crop of wheat is made. I learn that there is very nearly a six months' supply of bread and meat and the other principal parts of the ration on hand at the naval station, Mobile, Ala., and four months' supply at the naval station, Savannah, Ga. At Charleston, S. C., there is nearly sixty days' supply, and the same amount at Wilmington, N. C. The navy agent at Augusta, Ga., however, has a sufficient amount of stores on hand to increase the supply at these stations to make an average of four months each. At the general store-house, at Charlotte, North Carolina, there was on hand, on the 1st of September, seven hundred barrels of beef and pork, and since that time there has been received at Charleston and Wilmington, six hundred barrels more, which were directed to be forwarded to Charlotte, N. C. There is also, in the general store-house, one hundred thousand pounds of coffee, thirty thousand pounds of sugar, and one thousand pounds of tea, with fifty barrels of beans and other component parts of the ration. There is also, in the store-house at Albany, Ga., over eight hundred barrels of beef. I am informed that the flouring mill and bakery recently established by you at that point, are in successful operation; the latter turning out some five to six thousand pounds of hard bread daily, which can be increased by skillful workmen to probably eight thousand pounds per day, which will be sufficient for the navy.

Since my last report to you, an arrangement has been entered into with the Commissary General to supply the navy with flour, beef, pork, rice and beans, and the purchasing agents for these articles have been withdrawn from the market, or the supply of stores now on hand, with the energetic agents I had, would have been largely increased. Should the arrangement made with the Commissary General cease, we might find some difficulty in collecting the provisions necessary for the use of the navy at a moderate price, owing to the "tithe" being given exclusively to the army, and also the bonded farmers not being allowed to sell except to the commissaries, would necessarily force the purchasing agents in competition with speculators, and although the provisions could be obtained, we would be obliged to pay the highest prices. I would suggest that an application be made to Congress to amend the "tithe" law so that the navy may be included in the benefit, and be also allowed to purchase provisions from the bonded farmers.

The cloth which was imported is now being made up as rapidly as possible, and will be sufficient to furnish each man in the navy with one suit, and should we be successful in bringing in the clothing, &c., now at Burmuda, there will be an ample supply of it for one year.

The arrangements which you have already made for the necessary supply of clothing, to be sent from abroad, is amply sufficient, and if the stores reach the Confederacy safely the enlisted men of the navy will be, at all times, comfortably clad.

It is absolutely necessary that accounts should be opened with each paymaster and assistant paymaster and this office, in order to be able to have an intelligent understanding of matters under its supervision,

and I most respectfully request that two or three clerks may be appointed to enable the office to be managed as it ought to be. It is the more necessary now, as all of the assistant paymasters, have but little experience and it will require a constant supervision of their monthly and quarterly returns to prevent much loss to the Government and especially in stores, which it is almost impossible at this time to replace.

I have the honor to be, most respectfully,

Your obedient servant,
JAMES A. SEMPLE,
Paymaster, C. S. Navy, in charge office.

[Copy.]

PLYMOUTH, N. C., October 28, 1864.

HON. S. R. MALLORY,

Secretary of the Navy :

SIR : The night of the 27th instant, a dark, rainy night, I had the watch on board doubled, and took extra precaution. At or about three o'clock, A. M., on the 28th, the officer of the deck discovered a small steamer in the river, hailed her, received an unsatisfactory answer, rang the alarm bell, and opened fire on her with the watch. The officers and men were at their quarters in as quick time as was possible, but the vessel was so near that we could not bring our guns to bear, and the shot fired from the after gun, loaded with grape, failed to take effect. The boat, running obliquely, struck us under the port bow, running over the boom, exploded a torpedo, and smashed a large hole in us just under the water line, under a heavy fire of musketry. The boat surrendered, and I sent Lieutenant Roberts to take charge of her, manned the pumps, and gave the order to fire up, so as to use the donkey engine. The water gained on us so fast that all exertions were fruitless, and the vessel went down in a few moments, merely leaving her shield and smoke-stack out.

In justice to myself, I must say the pickets below gave no notice of her approach, and the artillery which was stationed near the vessel for protection gave us no assistance, manning only one piece, at too late a time to be of any service.

Having condensed this report as much as I could, I respectfully request a court of inquiry, to establish on whose shoulders rests the blame of the loss of the Albemarle.

I am, respectfully, your obedient servant,

A. F. WARLEY,
Lieutenant commanding C. S. Navy.

Respectfully forwarded.

J. W. COOKE,

Captain C. S. Navy.

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