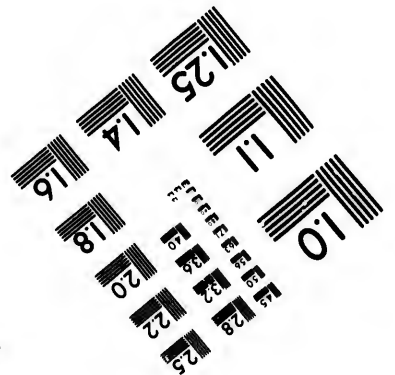
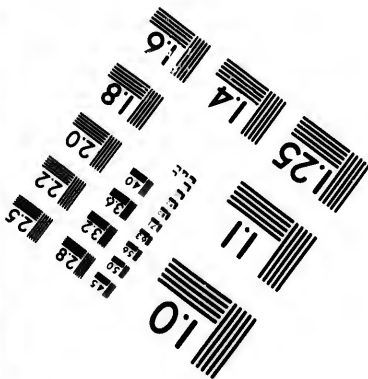
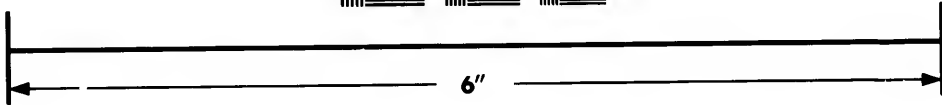
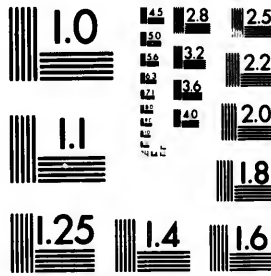


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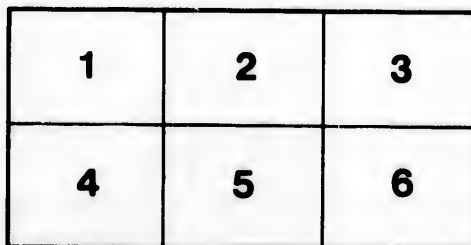
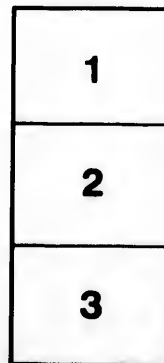
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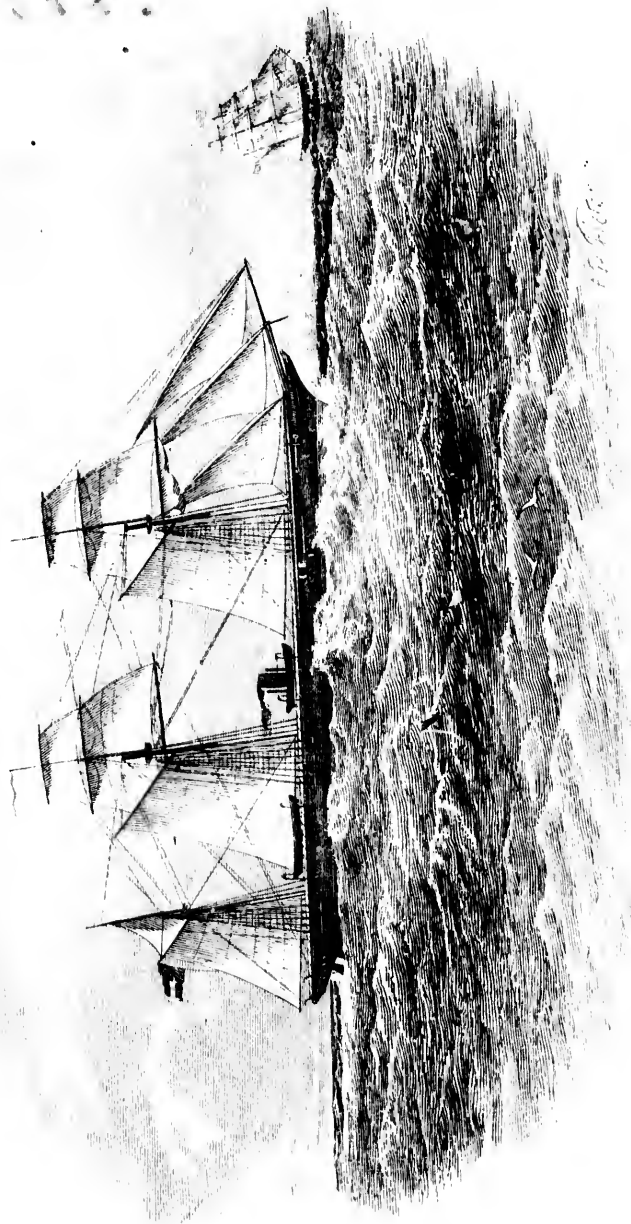
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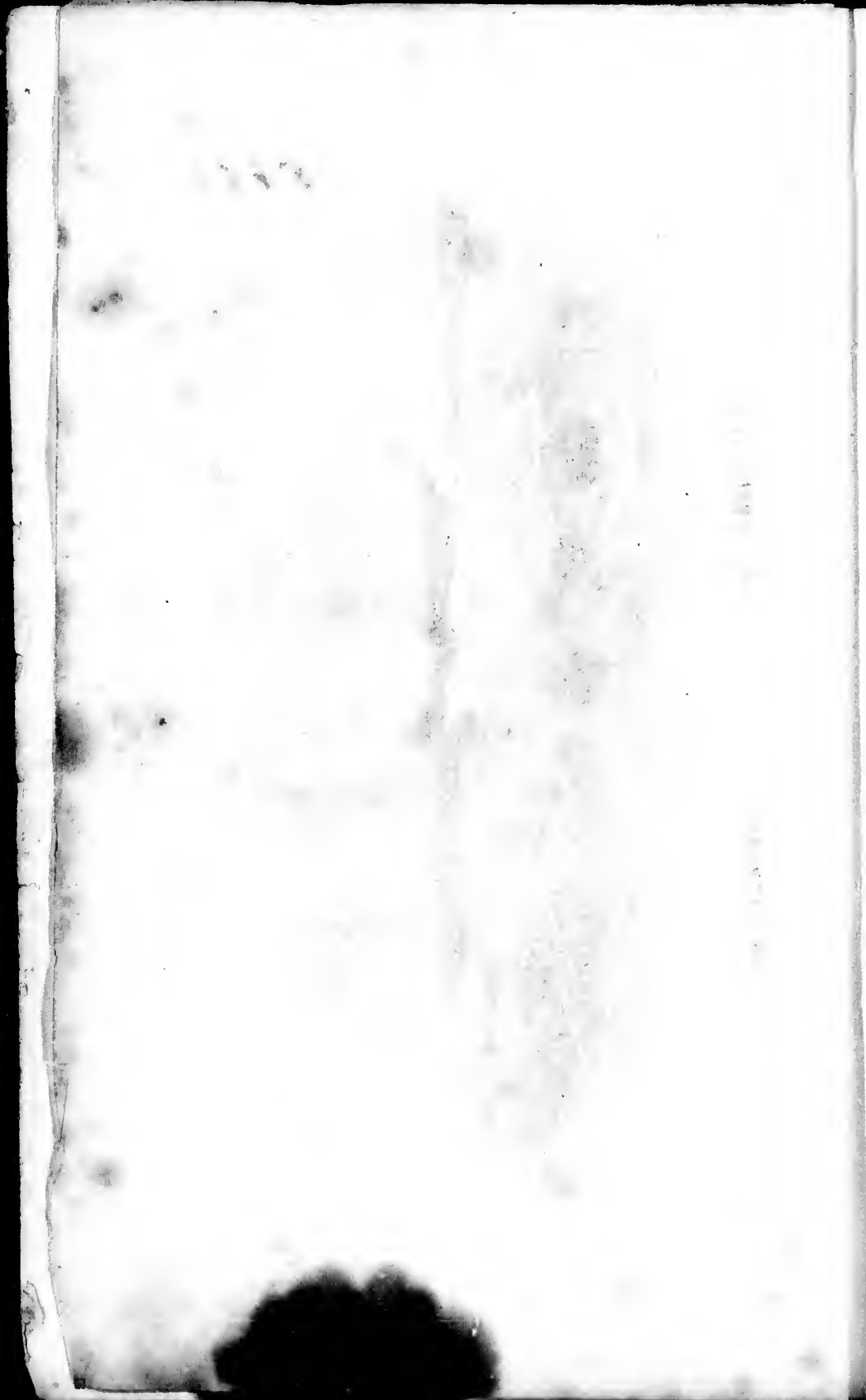
THE "ALABAMA" IN CHASE OF THE "BRILLIANT."

p. 11.

THE "ALABAMA" IN CHASE OF THE "BRILLIANT."

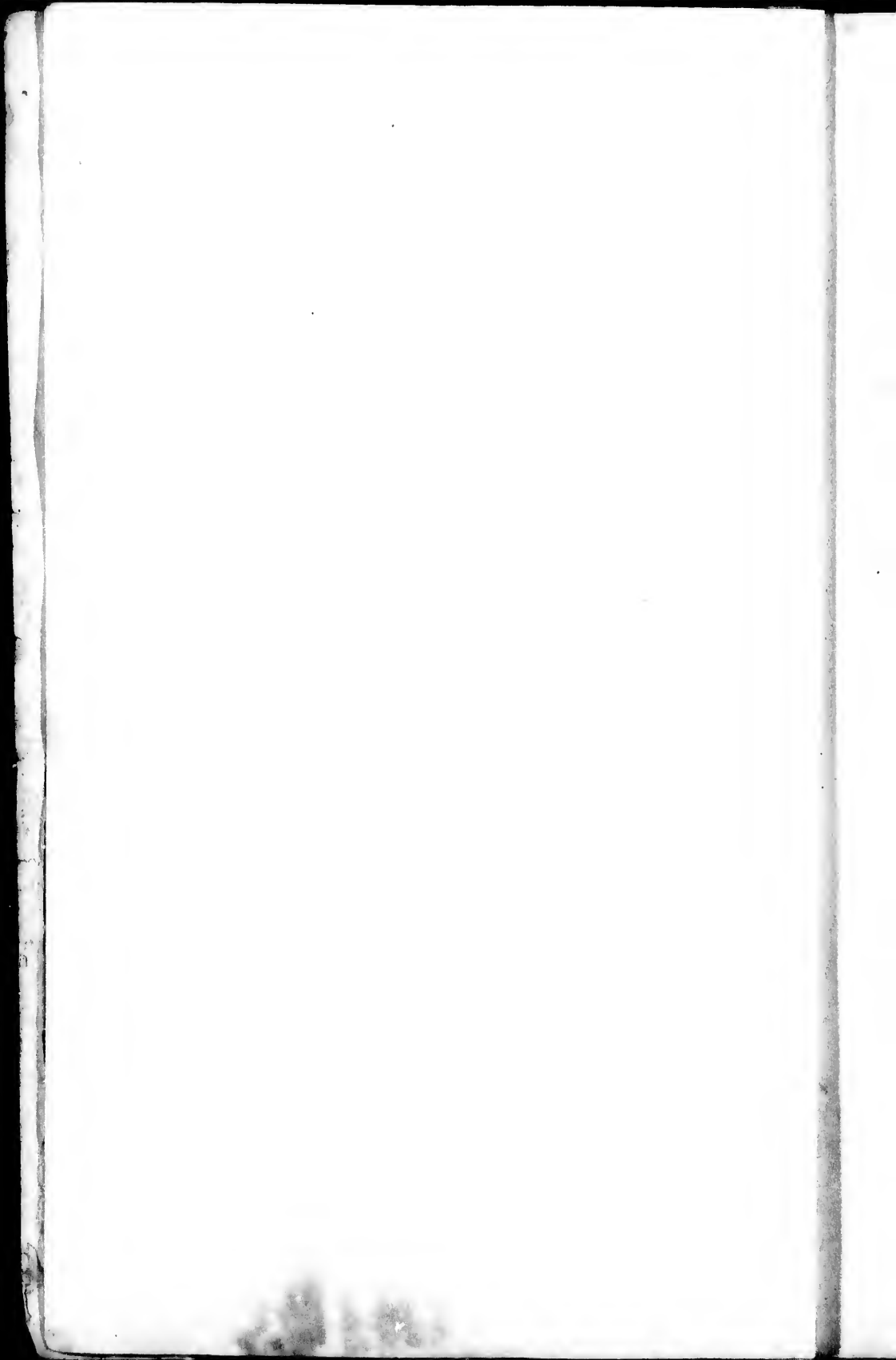
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My truly se
R. Sommer



John J. Walbran.
1866

THE CRUISE

OF THE

“ALABAMA,”

FROM HER

DEPARTURE FROM LIVERPOOL

UNTIL HER

ARRIVAL AT THE CAPE OF GOOD HOPE.

BY

AN OFFICER ON BOARD.

LIVERPOOL:

LEE AND NIGHTINGALE, 16, CASTLE-STREET;

W. H. PEAT, PREPSON'S-ROW.

1863.

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PREFACE.

HOWEVER widely people may differ as to the merits of the contest between North and South, the adventures and performances of the Alabama will be read with eager interest by both parties. The following narrative is from the private journal of an officer. It may be thoroughly relied upon ; and no account so complete has yet been published in England.

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THE CRUISE OF THE ALABAMA.

(FROM THE PRIVATE JOURNAL OF AN OFFICER.)

BUILDING AND EQUIPMENT OF THE VESSEL.

After the outbreak of the war, the immense naval superiority of the North gave them considerable advantages over the South, who, lacking convenience and material, were not able to build vessels with sufficient despatch, and the Confederate States Government sent over Captain J. D. Bullock to England for the purpose of purchasing a war-steamer. Accordingly the "No. 290" was built and intended for a Confederate vessel of war.

The "No. 290" was launched from the building-yard of Messrs. Laird, of Birkenhead. She was a barque-rigged wooden propellor, of 1040 tons register. Length of keel, 210 feet; length over all, 220 feet; beam, 32; depth, 17 feet. Her engines, built by the same firm, were two horizontal ones, each of 300 horse power, with stowage for 350 tons of coal. Her sails, carried at all times, were as follows:—Fore, foretopmast stay-sail and jib; two large trysails; the usual square-sails on fore and main, with the exception of the mainsail, which was a flying one; spanker and gaff-topsails; all standing rigging wire. Double wheel, with motto engraved thereon, "*Aide toi, et Dieu t'aidera,*" placed just before the mizen-mast. Bridge in the centre, just before the funnel. Carried five boats, viz.: cutter and launch amidships, gig and whale-boat between the main and mizen-masts, and dingy astern. The main deck pierced for 12 guns; elliptic stern; billet head; high bulwarks; cabin accommodations first-class;

ward-room furnished with a handsome suite of state-rooms; steerage—starboard for midshipmen, port for engineers; engine-room, coal-bunkers, &c.; then the berth-deck, capable of accommodating 120 men; under the ward-room were storerooms, and under the steerage shell-rooms; just forward of the fire-arms came the hold; next the magazines, and forward of all the boatswains' and sailmakers' store-rooms; the hold, &c., being all under the berth-deck.

DEPARTURE FROM THE MERSEY.

At 9 15, a.m., of the 29th July, 1862, we weighed anchor and proceeded slowly down the Mersey, anchoring in Moelfra Bay—having on board relatives and friends of the builders, both ladies and gentlemen. Our ostensible object in sailing was to go “on a trial-trip,” and the presence of the ladies and gentlemen gave a certain colour to the report. In the evening transferred our visitors to a steam-tug. We remained here, shipping hands, &c., until 2, a.m., of the 31st, when we got under weigh, ostensibly bound to Nassau, Bahamas. A strong breeze was blowing from the south-west, accompanied with heavy rain, a boisterous sea running at the time—forming altogether a most uninviting picture, and one not at all calculated to auger good luck. Our unceremonious departure was owing to the fact of news being received to the effect that the Customs' authorities had orders to board and detain us that morning.

Passing successively the Isle of Man, Ailsa Craig, &c., we hove to off the Giant's Causeway, and landed Captain Bullock and the pilot, amid a drenching shower of rain. Soon, however, it cleared up, and away we steered (to the westward) at the rate of $13\frac{1}{2}$ knots an hour. Soon after clearing the land, a strong S.W. wind, with a heavy sea, continued until our arrival at Porto Praya, in the Island of Terceira (Azores) on the 10th August. The port-bow port had been stove in, and a few minor damages done by the heavy sea we had encountered, notwithstanding which our vessel gave promise of being a good sea boat, and also a swift one.

The same afternoon the officials came off, and in reply to their questions, we said that we were the steamer Barcelona, from London, 15 days out, bound to Havannah, and intended for the Spanish Government, for the war with Mexico. Were quarantined three days.

The vessel was under the command of Captain M. J.

Butcher, late of the Cunard service. The rest of the officers were as follows, viz. :—Chief Officer, John Low, (E) Savannah, Ga.; Second Officer, G. S. Fullam, Hull, England; Surgeon, D. H. Llewellyn, Easton, Wilts; Paymaster, C. R. Yonge, Savannah, Ga.; Chief Engineer, J. McNair, England. The crew numbered about 70 men and boys.

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

THE TUSCARORA IN CHASE.—SHIPMENT OF GUNS, &c.

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

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

On the 18th, a sail was observed making for the anchorage. In the evening she anchored near us, when we found her to be the Agripina, of London, Captain M'Queen, having on board six guns, with ammunition, coals, stores, &c., for us. Preparations were immediately made to transfer her cargo. On the afternoon of the 20th, while employed discharging the barque, the screw-steamer Bahama, Captain Tessie, arrived, having on board Commander Raphael Semmes and officers of the Confederate States' steamer Sumter. Hauled steamer alongside, taking from her two thirty-two pounders, with some stores, &c., which took us until the following day.

22nd. Got up steam; dodging slowly along the island, having the barque fast alongside, taking from her a quantity

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of coal, &c., which took us until the evening of the 23rd, when we anchored in Angra Bay. About 9, a.m., we were startled by the report of a gun, fired from a fort, and which was believed to have had a shot in. The Bahama immediately stood seaward, in order to draw the fire from us towards her. At 11, a.m., another was fired. The explanation given by the authorities the following morning was that it was only a mail signal. We had, however, considerable reason to doubt it. I was this day appointed acting master's-mate to the Confederate States' steamer Alabama.

CAPTAIN SEMMES TAKES FORMAL COMMAND, AND BUSINESS BEGINS.

Sunday, 24th August, 1862. Strong N.W. wind at 12.30. Got under weigh in company with the Bahama, and stood along the island of Terceira. At 2, p.m., Captain Semmes read his commission, and formally took command of the Confederate States' steamer Alabama, 8 guns: hoisting the Confederate ensign at the peak, the English St. George's at the fore, and the pendant at the main, firing a gun at the same time. Commander Semmes made a most effective, spirited address, in which (after speaking of the relations existing between the North and South) he said,—“his principal object was to cripple the commerce of the enemy; that he was not going to fight a fifty-gun ship, but as soon as they had become proficient in the use of their weapons, he would give them an opportunity to show the world what they were made of.” Three rousing cheers were given on its conclusion.

Having conveyed Captains Bullock and Butcher to the Bahama, I returned, and at 11 30, p.m., we hoisted launch and parted, the Bahama returning to Liverpool, and the Alabama proceeding on a cruise. [Including commander, 26 officers, and 85 men.] 2.30, p.m., of the following day, hoisted up the propeller, and secured it, it being our intention to cruise under sail only, unless occasion demanded steam.

29th. Gave chase to a brig, lost her in the darkness. The following day sighted another that showed French colours. 6.30, p.m., called all hands to muster, and stationed them at the great guns. Strong N.E. wind.

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

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

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

5th. Several vessels in sight; gave chase to one, discovering her to be a Portuguese brigantine; went about and

chased a ship which showed American colours. On boarding she proved to be the Ochmulgee, whaler, of Martha's Vineyard, with a valuable sperm whale fast alongside. Took possession, transferred her crew to the Alabama, and a quantity of stores. All prisoners, American born, were put in irons; the rest, if English, &c., were not ironed.

6th. Burnt prize. In chase of a barque; coming up with her, we found she was the French barque Senegambia, of Marseilles. Made the Island of Flores and Corvo. Sent prisoners ashore off Flores. Chased and captured the schooner Starlight, of Boston, with passengers from Fayal to Flores. This was rather an exciting chase; for, after firing a blank cartridge, she still kept on her course, (endeavouring to get shelter under the land.) A shot was then fired across her bow, but without any effect; so a shot was fired between her masts, which had the desired effect. Transferred prisoners, and hove to until daylight.

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

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

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

10th. Burn't prize and shaped a course for Flores.

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

12th. Fresh southerly wind, very pleasant. Made sail in chase of a vessel; found her to be a Portuguese barque.

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

14th, 1.30, a.m. Gave chase to a sail on lee-bow. 2.30, a.m., fired a gun for her to heave to. Darkness prevented us knowing who she was, so I went on board to examine her papers, and which, if Yankee, I was to signal it and heave to until daylight. What I did on boarding this vessel was the course usually adopted in taking prizes. Pulling under his stern I saw it was the whaling ship Benjamin Tucker, of and from New Bedford. Gaining the quarter-deck, I was welcomed with outstretched hands. In answer to my questions, the captain told me her name, port of registry, &c., &c., of all which I was previously aware. I then told him that he was a prize to the Confederate States' steamer Alabama, ordering him to put his clothes in one trunk, allowing the mates and men one bag each—all navigation books and instruments being left behind. At daylight sent the captain and crew with the ship's papers and luggage to the Alabama. I then examined the ship, and finding some cases of stores, they were transferred to our ship. The preparations to fire her were soon made, so that after seeing her well fired we pushed off and regained our vessel, the prisoners (Yankees) being placed in single irons.

15th. Light breeze, with heavy swell.

16th. Land in sight right ahead, 10.30, a.m. Sail reported right ahead and took possession of her. The schooner Courser, of Provincetown. We then stood towards the land, sent prisoners ashore, stood out to sea, and made a target of prize. After some creditable shooting we burnt her.

17th. Whilst at quarters, two vessels reported; bore down for the lee one, 11.20 hove her to. She showed Yankee colours, accordingly we took possession; found her to be the barque Virginia, whaler, of, and twenty-one days from, New Bedford. Obtained late newspapers containing accounts of victories gained both by the Federals and Confederates, the former in Baton Rouge, the latter in Missouri. The news, however, was received with doubt, on account of the source from which it emanated; 4, p.m., set fire to prize.

18th. Two vessels in sight; chased one; proved to be a French brig. Bore away for the other. She, evidently not liking our appearance, altered her course, and made all sail—a fresh breeze was blowing at the time. Her exertions, however, proved fruitless, for at 12.30 we came up with her; boarded and took possession of barque Elisha Dumbar, from New Bedford, twenty-five days out. In the evening burnt her.

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

28th. Sail reported; gave chase; proved to be a foreign brigantine. Not wishing our real character to be known, we

kept on our course without speaking her. Fine, with light winds.

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

BURNING OF THE BRILLIANT AND WAVE CREST, WITH CARGOES OF GRAIN, &C.

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

3rd. Early in the morning the joyful cry of "Sail ho!" was heard from the mast-head; presently three sails were reported as being in sight. At 9.30 came up with one, hoisted the St. George's ensign, boarded, hauled down, and hoisted the Stars and Bars, and took possession of the ship Emily Farnum, of Portsmouth (N.H.) Made sail after another, prize following astern. On boarding she was found to be the ship Brilliant, of and from New York, twelve days out, bound to Liverpool with a valuable cargo of grain and flour. The cargo of the Emily Farnum proving to be neutral, and the prisoners becoming irksome, it was deemed a favourable opportunity to get rid of them. All the prisoners were then placed on board of her, and the ship allowed to proceed on her voyage, her captain promising to land them in Liverpool. It seemed a fearful thing to burn such a cargo as the Brilliant had, when I thought how the operatives in the cotton districts would have danced with joy had they it shared amongst them. I never saw a vessel burn with such brilliancy, the flames completely enveloping the masts, hull, and rigging in a few minutes, making a sight as grand as it was appalling. This evening, quite unexpectedly, we were called to general quarters, going through all the evolutions in quite a masterly manner. Sounded fire-alarm, manned pumps as for a leak, called away boarders, and went through everything expected to be done in action. After this, every Friday evening, when practicable, was set apart for general quarters. From the papers taken from the Brilliant we read of the success of our brave troops in Virginia, and also of the successful escape of the Confederate screw-steamer Florida into a Confederate port.

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

7th. Light winds. 4.30, a.m., sail reported on starboard bow; chased, and at 6 fired a gun to heave to, and hoisted the Confederate ensign. On boarding I found her to be the barque Wave Crest, of and from New York, to Cardiff, eight

days out. Her captain asserting that his cargo was English, but not having any papers to prove it, of course she was made a prize. Cargo consisted of grain and flour. 2.30, p.m., called all hands to quarter, port battery firing two rounds of shell at prize. Boarding to burn her, we found that two shells had struck, the rest passing over in good line firing. 6.30, p.m., sail reported on weather bow. 9.30, brought her to with blank cartridge. Boarded and made a prize of the brigantine Dunkirk, of and from New York, to Lisbon, flour laden, eight days out. By midnight had crew on board of us, and the vessel burnt. Examining the prisoners, we found one of them to be a deserter from the Confederate States' steamer Sumter, he being one of seven deserting at Cadiz. Immediately upon arrival on board he was placed in double irons.

A COURT MARTIAL.

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

10th. Read sentence of court martial to prisoner, and discharged him; the sentence was, "that all pay, prize money, &c., due to him be forfeited; that he fulfil his term of service, and forfeit all pay excepting such as is sufficient to provide necessary clothing and liberty money." 10.30., made out a sail on lee bow; after an hour's chase fired a gun and brought her to. She proved to be a Mecklenburg ship, from New York, bound to Dublin.

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

13th. 10.50, a.m., made a sail on weather bow; made sail in chase, suspecting her to be a disguised vessel of war; all

hands were called to quarters, and the guns loaded with shell. Raining heavily at 5.50, p.m. Gave up the chase, and secured the battery, the chase having showed Spanish colours. 6, p.m., released the Tonawanda, her master ransoming her at \$80,000. Her passengers testified, in rather a ludicrous manner (to me) their joy at their deliverance.

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

15th. Strong westerly winds, accompanied with heavy rain. 6.45, a.m., sail discovered on weather bow. Coming up with her, we fired a blank cartridge, hauling down the St. George's ensign and hoisting the Confederate flag. No notice being taken of it, both bow guns were loaded with shot; observing it, the chase hove to. On our boat returning with the captain, it was found to be the barque Lamplighter, of Boston, from New York to Gibraltar, laden with tobacco. Brought crew on board our vessel, and burnt prize. Midnight, blowing fresh.

THE QUALITIES OF THE ALABAMA TESTED BY A STORM.

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

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

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

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

23rd. 4, a.m., a light reported astern. Stood for her. Hoisted the English blue, to which chase answered by hoisting English also. Saw two vessels far to leeward, hauling up to the N.W. 3.40, p.m., "Sail ho!" was heard again. Kept away for her, called the first gun's crew to quarters, fired a blank cartridge; hove her to, boarding and returning with her captain and papers; she proved to be the ship Lafayette, of New Haven, New York, to Belfast, three days out, with a large cargo of grain, &c. The captain stated that his cargo was English; but not having papers to that effect, of course he was declared a prize. Transferred prisoners, chronometers, &c., not forgetting half a-dozen porkers, &c., to our ship; and fired prize. The cold and weather generally being rather severe, the prisoners were put below in the forward fireroom, it being vacated for that purpose, and the fires kindled in the after one

instead. Hitherto they had lived on the main-deck with a tent specially rigged for them.

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

25th. Light winds. A sail in sight all day. 2, p.m., all hands to general quarters, going through all naval evolutions.

Sunday, 26th. Fine, with a fresh breeze. Chased a vessel for a short time; put about after another; after firing a blank cartridge the first division was called to quarters and two shots fired over her at a distance of three miles. Hove to and made a prize of her, the schooner Crenshaw, of and from New York, to Glasgow, four days out, grain laden. Burnt prize and proceeded on our course. From this vessel we obtained papers, in which we read the infamous assertions made by the captain of Brilliant with respect to our treatment of prisoners. A conviction was forced upon every mind that kindness extended to them was completely thrown away.

27th. Weather assuming a threatening appearance. Reduced sail accordingly. Sounded, but no bottom with seventy-five fathoms. Shipped three men, making a total of eleven men shipped from prizes.

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

29th. Got up steam and lowered propeller. With 8 lbs of steam, going 9 knots. 4, p.m., sail in sight on starboard bow. 5, came up with her; found her to be a barque under Dutch colours. Five vessels now in sight; chased one. 6.30, p.m., ordered her to heave to. Boarded and took possession of the brigantine Baron de Castine, of and from Castine,

bound to Cuba, with a cargo of lumber. Ransomed her on condition that she took all our prisoners and landed them. Sent them all on board and proceeded on our course. By this vessel, Commander Semmes sent his respects to the New York Chamber of Commerce, stating, also, that by the time this message reached them he (Captain Semmes) would be off that port.

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

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

Sunday, 2nd. Fine, light winds, 7, a.m., a sail descried steering to the N.E. This being the first Sunday in the month, the articles of war were read as usual. 12.30, hove the vessel to with blank cartridge. Took possession of ship Levi Starbuck, of and from New Bedford, five days out. Obtained news of our successes in Kentucky. Employed until sunset transferring stores, &c., from prize. Then burnt her.

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

8th. 2, a.m. Made sail in chase of a schooner standing to the southward. Another vessel standing N.E., in sight shortly after. Went in chase of her. She showed Yankee colours. We answered by showing the same. In reply to his signal we passed as the U. S. Ticonderoga. The signal, "What is your longitude?" we declined answering until we could verbally do it. Hove to until she neared us, then fired a gun and hoisted the Confederate ensign. Sent a boat on board and took possession. Found her to be the Thomas B. Wales, of Boston, from Calcutta, with a general cargo; having as passenger the late United States' Consul at Mauritius, with his wife and two children, the captain having his wife with him also. They were accommodated in the ward-room. The officers vacating their rooms for that purpose. Many articles for ship's use were taken from her, including a mainyard; at sunset burnt her. Shipped eleven hands.

11th. Light winds and showery, 6, a.m.; sail hove in sight. Boarding, found her to be an English brigantine,

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

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

15th. Moderate easterly wind. At daylight two vessels in sight. A three-masted schooner, being hull down to windward, we did not chase; the other proved to be a Spaniard from Cadiz to Habana, we passing as the United States' steamer Octorora.

17th, 2.20, p.m. Island of Dominica in sight.

ARRIVAL AT PORT ROYAL HARBOUR—NARROW ESCAPE FROM THE U.S. WAR STEAMER SAN JACINTO.

18th. 9.30, came to an anchor in Port Royal harbour, Martinique. After the health officers had visited us, arrangements were made to lay in a stock of provisions, &c. A most enthusiastic reception was given by the inhabitants, both civil and military. Invitations to the officers were given *ad libitum*, the clubs being placed at our disposal. Our store ship Agripina was lying laden with coal for our use. Letters were received by many on board. Landed all prisoners.

19th, 6.30, a.m. A steamer was descried standing towards the harbour. On her coming nearer, we made her out to be a large barque-rigged vessel. At 7.15, all doubts as to her nationality were set at rest. The Stars and Stripes being hoisted at her peak, and apparently a heavily armed vessel. On our communicating with the shore, it was found that the vessel (which was now within a mile of us) was the United States' Steamer San Jacinto, fourteen guns, viz.:—12 sixty eight pounders and 2 eleven-inch shell guns. The Governor issued notices about the town forbidding any communication with her, and prohibiting any supplies being sent to them. He also sent a communication to her Commander, to the effect that "either he must come to an anchor, and if so remain

twenty-four hours after our departure, or else go out to sea and remain outside of three miles." He adopted the latter course. The Governor stated that if we wanted to coal ship, it would be best for us to run down to St. Pierre and anchor under the forts. But it was deemed advisable to send the barque away to another rendezvous, she giving out that she was going to and clearing for Trinidad. The French gunboat *Fata*, got up steam and anchored near us, to prevent any demonstration being made by the enemy whilst we were at anchor. Her commander affording us every assistance, by showing us the best plan of escape the harbour afforded. At first it had been our captain's intention to go out and give the enemy battle, but after deliberation he determined to wait until darkness set in. At 1, p.m., the English mail boat passed the harbour. Before sun-down every preparation had been made for battle, the enemy apparently pretty active in making preparation also. The broadside guns being loaded with shot and the pivot guns with shell. 7.15, p.m., 'all hands up anchor,' which was soon accomplished. All lights were then extinguished, and we steamed cautiously across the harbour along the shore. 8, p.m., dismissed the pilot, and called all hands to quarters, and run out the guns, all expecting to hear a bang from the enemy. Signal lights were observed from a Yankee vessel in harbour. The night was very favourable to us, the enemy's vessel not having been seen since the last particle of daylight allowed us to see anything, she then being about the centre of the harbour on the alert. After the pilot had left us, the engines were set a-going, and away we steamed at the rate of fourteen knots an hour. At 9.20, all danger of interception being over, the guns were run in and secured, and all hands piped down. We then shaped our course towards Blanquilla, at which place we had made arrangements to meet the barque. We learnt afterwards that the *San Jacinto* had two boats on the look-out that evening, and had a set of signals instituted, by which a Yankee vessel inside the harbour could afford him information of our movements. I believe the authorities arrested her captain for signalling our departure; yet notwithstanding the facilities at the *San Jacinto's* command, they *blockaded the port four days and nights after we left.*

ANTICIPATED MUTINY ON BOARD.

The previous evening a drunken disturbance took place on board, by which it was found necessary to call the hands to quarters to quell it. It appeared that the deserter from the

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

20th. Fine. No signs either of ships or land.

21st. Reduced sail to topsails, and hove main-topsail to the mast. 5.10, a.m., filled away again; 10, a.m., saw the *Agripina*, and signalled her to follow. Saw the land and a ship at 1 o'clock. At 3, got up steam and stood in towards *Blanquilla*. Drawing in towards the harbour we observed a schooner at anchor. On coming within signal range she hoisted the Stars and Stripes: we answered by hoisting the same: shortly after a boat put off from her. Coming on board, (without undeceiving him,) we asked him about the anchorage; after receiving satisfactory replies, we hauled down the Yankee flag and hoisted the Confederate ensign. Great, indeed, was the poor Yankee's astonishment. Captain Semmes told him that as he was at anchor he should not destroy his vessel; but that, for our safety, we should detain him, ordering the captain and mate to come on board every evening, and depart each morning to their own vessel. She proved to be the *Clara L. Sparks*, whaler, of Province Town. At 4.30, anchored in seventeen fathoms. 5.30, *Agripina* anchored.

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

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

SENTENCE OF A MUTINEER.

26th. 7.15, p.m. "All hands aft to muster." Sentence of naval general court-martial read to prisoner, who had this day been tried for insubordination, and inciting part of the men to mutiny, the men being in a state of intoxication at the time, and the prisoner perfectly sober. Said offences being committed in the harbour of Port Royal, Martinique, on the evening of the 18th November. The sentence was that George Forrest, A.B., forfeit all pay, prize money, &c., due him; that all wearing apparel (except what belonged to him when previously captured) be taken from him, and that he be ignominiously dismissed the ship and service, placed in the hands of the master-at-arms, and conveyed on shore at the island of Blanquilla, with a stain of infamy upon him. A few appropriate remarks were then made by Captain Semmes, and the sentence carried out. 8.15, p.m., got under weigh and hoisted propellor.

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

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

1st December. 2.30, a.m., hove to. Filled away in chase of a vessel on starboard beam, 7, a.m., made another astern; found both to be foreign. 9.30, p.m., made a vessel under sail and steam on port quarter. Called all hands to quarters, and loaded the battery with shell, expecting every minute to hear a shot or broadside whizzing over or into us. The stranger showed two signal lights. Receiving no answer, he quietly steamed past us. Conjecture was busy as to his nationality, and as to his being a vessel of war or not. 10.15, piped down and secured the battery. We now man six guns on a broad-

side, transporting one of the midship thirty-twos to a port-hole near the bridge. The state of efficiency the men have arrived at reflects the highest credit upon both officers and men.

2nd. Saw the land, and several vessels.

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

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

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

6th. 9, a.m., hoisted up the propeller.

CAPTURE OF THE UNITED STATES' MAIL STEAMER ARIEL.

7th. Several sails seen. At 2.15, p.m., a sail descried on starboard bow; in a short time made her out to be a brigantine-rigged side-wheel steamer. Steam was immediately got up, propeller lowered, sails taken in and furled. All hands called to quarters, the battery loaded with shell and run out, and every preparation made for a "mill." Everybody in the best possible spirits and eager for a fray. The celerity of the men in the preparations for battle was remarkable, giving proof of the spirit that actuated them. The steamer kept heading for us until 2.45, when we fired a blank cartridge and hoisted the Confederate flag. No notice being taken of it, a broadside of six guns were trained on her, awaiting the order to fire. We recognised her as the United States' mail-boat Ariel, of and from New York to Aspinwall. The steamer turned and made for off. The order was then given to train and fire the pivot guns at her; a second order was given to fire at her smokestack. In the position she then was her foremast was in a line with the smokestack. Both guns were then fired, one shot of which struck the foremast about ten feet from the deck, taking away two-thirds of it, the stick still standing;

fortunately, they did not explode at the time, else the carnage amongst the passengers would have been frightful. She then hove to. A boat was sent on board, and the captain brought on board us with his papers. Three boxes of specie, a 24-lb. rifled gun, 125 new rifles, 16 swords, and about 1,000 rounds of ammunition were quickly transferred to our vessel,—there being on board 140 officers and men (marines) going out to join the U. S. Pacific squadron, and about 500 passengers, men, women, and children; several naval and military officers being also on board. The military were paroled. On boarding, the marines were found drawn up in fighting order. From the captain of the steamer I learnt that the marine officers first advised the surrender of the vessel. The Yankees said that they had not the remotest idea we should dare show ourselves in that part of the world. Received newspapers up to the 1st December. In the evening, two officers, two engineers, and ten men were sent on board as a prize-crew. Her captain remaining on board our vessel.

8th. Still cruising in the same passage, on the lookout for the homeward-bound steamer due about this time. Prize being near us, 1, p.m., our chief engineer went on board to disable her machinery—orders also being sent to throw overboard her sails, so that in the event of our being engaged with any other vessel she could not escape. It was our intention to tow her into some port and land the passengers, then to destroy her, first replenishing our stock of coal, provisions, &c. At 7.15, p.m., on account of the women and children, we determined to run for Jamaica. Accordingly, the “bonnet of the steam-chest and a steam-valve” were sent on board the Ariel again, with orders to get up steam and follow us as quickly as possible. Whilst doing the above, a steamer was reported on our starboard quarter. All hands to quarter, making towards her; nearing her it was found to be a barque. On boarding, found her to be a German. Secured the battery and stood for prize, 11, p.m. Stood on course.

9th. In the evening Morant light was distant about five miles, 7.15, a.m. Slowed the engines, intending to run in on morrow. 8.15, p.m., a sail hove in sight. Got ready for action. Coming up with her and boarding, we found she was a foreigner from Kingston, Jamaica, bound for Europe. Understood from her that the yellow fever had broke out, so it was determined to ransom the Ariel and let 'er go.

ACCIDENT TO THE ALABAMA'S MACHINERY.

Just, however, as the order was given to go ahead, the chief engineer reported that “the brackets and guides of the

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

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

16th, 8, a.m. Hove to on port tack; wind E.N.E., quietly awaiting the arrival of anything in the shape of a homeward-bound Californian mail-steamer, or in fact any little thing that might turn up in our way. Until the 19th, strong gales with heavy sea from the N.E., heading north-westerly.

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

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

23rd. About 10, a.m., hove up and got under weigh; moderate breeze. 2.30, p.m., sail discovered on port bow. It proved to be the *Agripina*. 3, land descried on starboard bow, our course being south-westerly. At 5.15, came to an anchor in ten fathoms, Las Arcas rocks bearing N.N.W.

Being about 100 miles W.N.W. of Campéché. 6.30, the Agripina anchored near us.

24th. Desirous of being protected from the strong northerly winds that blow here, an expedition, consisting of the cutter, gig, and whaleboat, under the immediate command of Captain Semmes, sailed to discover the best anchorage. 12.30., the boats returned, having successfully accomplished the desired object. 1.45, got under weigh, and anchored at 2.35 in 9½ fathoms, between the three islands of Las Arcas; the barque following and anchoring near us, the propeller being kept down in case of any emergency.

CHRISTMAS DAY ON BOARD THE ALABAMA.

1862

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

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

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

1863

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

ABRAHAM LINCOLN'S TOMBSTONE.—THE "NIGGER ON THE BRAIN" DISEASE.

5th *January*, 6.30, a.m. In anticipation of news being received of Lincoln's proclamation, a tombstone, consisting of a piece of board, about four feet in length and two in breadth, was sent on shore and placed in the most prominent position the largest island afforded. In black letters, on a white ground, was the following:—"In memory of Abraham Lincoln, President of the late United States, who died of nigger on the brain, 1st January, 1863."—"290." Upon a piece of paper, protected from the weather, was written in

Spanish the following:—"Will the finder kindly favour me by forwarding this tablet to the United States' Consul at the first port he touches at?" This affair originated and was executed by the steerage officers. 10.40, a.m., got under weigh, leaving the barque at anchor. 11, made sail and hoisted propeller. Fine; E.S.E. wind. Making towards Galveston, Texas. Pretty certain of falling in with something, either a merchantman or a vessel of war.

ENGAGEMENT WITH THE UNITED STATES' GUNBOAT HATTERAS.

Sunday, 11th. Fine moderate breeze from the eastward. Read articles of war. Noon, eighteen miles from Galveston. As I write this, some are discussing the probabilities of a fight before morning. 2.25, p.m., light breeze. Sail discovered by the lookout on lee bow. Shortly after, three, and at last five vessels were seen, two of which were reported to be steamers. Every one delighted at the prospect of a fight, no doubt whatever existing as to their being war vessels: blockaders, we supposed. The watch below came on deck, and of their own accord commenced preparing the guns, &c., for action. Those whose watch it was on deck were employed in getting the propeller ready for lowering; others were bending a cable to a kedge, and putting it over the bow—the engineers firing up for steam. Officers looking to their side-arms, &c., and discussing the size of their expected adversary or adversaries. At 2.30, shortened sail and tacked to the southward. 4, p.m., a steamer reported standing out from the fleet towards us. Backed main-topsail and lowered propeller. 4.50, everything reported ready for action. Chase bearing N.N.E., distant ten miles. Twilight set in about 5.45. Took in all sail. At 6.20, beat to quarters, manned the star-board battery, and loaded with five-second shell,—turned round and stood for the steamer, having previously made her out to be a two-masted side-wheel steamer, of apparently 1200 tons, though at the distance she was just before dark we could not form any correct estimate of her size, &c.

At 6.30, the strange steamer hailed and asked, "What steamer is that?" We replied, (in order to be certain who he was,) "Her Majesty's steamer *Petrel*!" "What steamer is that?" Two or three times we asked the question, until we heard, "This is the United States' steamer ———," not hearing the name. However, United States was sufficient. As no doubt existed as to her character, we said, at 6.35, that this was the "Confederate States' steamer *Alabama*," accompanying the last syllable of our name with a shell fired over him. The signal being given, the other guns took

up the refrain, and a tremendous volley from our whole broad-side given to him, every shell striking her side, the shot striking being distinctly heard on board our vessel, and thus found that she was iron.

The enemy replied, and the action became general. A most sharp, spirited firing was kept up on both sides, our fellows peppering away as though the action depended upon each individual. And so it did. Pistols and rifles were continually pouring from our quarter-deck messengers most deadly, the distance, during the hottest of the fight, not being more than forty yards! It was a grand, though fearful sight to see the guns belching forth in the darkness of the night sheets of living flame, the deadly missiles striking the enemy with a force that we could *feel*. Then, when the shells struck her side, and especially the percussion ones, her whole side was lit up, showing rents of five or six feet in length. One shot had just struck our smokestack, and wounded one man in the cheek, when the enemy ceased his firing, and fired a lee gun; then a second, and a third. The order was then given to "Cease firing." This was at 6.52. A tremendous cheering commenced, and it was not until everybody had cleared his throat to his own satisfaction that silence could be obtained. We then hailed her, and in reply he stated that he had surrendered, was on fire, and also that he was in a sinking condition. He then sent a boat on board, and surrendered the United States gunboat Hatteras, nine guns, Lieut.-Commander Blake, 140 men. Boats were immediately lowered, and sent to her assistance, when an alarm was given that another steamer was bearing down for us. The boats were recalled and hoisted up, when it was found to be a false alarm. The order was then given, and the boatswain and his mates piped "all hands out boats to save life," and soon the prisoners were transferred to our ship—the officers under guard on the quarter-deck and the men in single irons. The boats were then hoisted up, the battery run in and secured, and the main-brace spliced. All hands piped down, the enemy's vessel sunk, and we steaming quietly away by 8.30, all having been done in less than two hours. In fact, had it not been for our having the prisoners on board, we would have sworn nothing unusual had taken place, the watch below quietly sleeping in their hammocks.

The conduct of our men was truly commendable. No flurry; no noise,—all calm and determined. The coolness displayed by them could not be surpassed by any old veterans,—our chief boatswain's mate, apparently in his glory. "Sponge"—"Load with cartridge"—"Shell, five seconds."—"Run out."—"Well, down compressor."—"Left, traverse." "Well,"

"ready," "fire." "That's into you." "Damn you, that kills your pig." "That stops your wind," &c., &c., was uttered as each shot was heard to strike with a crash that nearly deafened you. The other boatswain's mate equally enjoying the affair. As he got his gun to bear upon the enemy, he would take aim, and bang-in would plug her, he exclaiming, as each shot told—"That's from the scum of England." "That's a British pill for you to swallow." The New York papers having once stated that our men were the "scum of England." All the other guns were served with equal precision. We were struck seven times. Only one man being hurt during the engagement, and he receiving only a slight flesh wound in the cheek. One shot struck under the counter, penetrating as far as a timber, then glancing off; a second struck the funnel; a third going through the side, across the berth-deck and into the opposite side; another raising the deuce in the lamp-room; the others lodging in the coal-bunkers. Taking a shell up and examining it, we found it filled with sand instead of powder. The enemy's fire was directed chiefly towards our stern, the shots flying pretty thick over the quarter-deck, near to where our captain was standing. As they came whizzing over him, he with his usual coolness would exclaim:—"Give it to the rascals." "Aim low men." "Don't be all night sinking that fellow," when for all or anything we knew she might have been an iron-clad or a ram.

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

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

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

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

13th. Strong S.E. breeze and heavy sea. At 1.20, a sail was reported right ahead. Made sail; on nearing her we hoisted Yankee colours; she replied by hoisting English. We soon recognized her to be the Agripina, homeward-bound to England. Fearing she would destroy our mail-bag, we hauled down, hoisting our own flag, saluted, and kept on our course.

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

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

16th. Blowing heavily. A frightful sea running. 3, a.m., hove to. 6.30, made sail on her, keeping the screw turning with 2 lbs. of steam, and going on comfortably at fourteen knots. Wind and sea moderating towards evening.

17th. Strong breeze from the north. Took in all square sails, increasing steam. 2.50, p.m., two sails reported, one ahead, the other on lee-bow; both steering to the northward. At 3.30, came up with one, who, on our hoisting Spanish colours, replied with English. Wind freshening.

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

ARRIVAL AT JAMAICA.

20th. Land right ahead, the western part of Jamaica. Prisoners overjoyed at the prospect of being released so soon. Passed two or three vessels, we showing French and Spanish colours. 5, stood towards Port Royal. 5.55, hoisted French

colours, and received the pilot on board. 7. Anchored in Port Royal harbour. Received an official visit from the flag-ship.

21st. Our commander waited upon the Governor for permission to land prisoners, and effect the necessary repairs after our conflict. Permission was readily granted. As soon as our arrival became known, the most intense excitement prevailed. It is impossible to describe the hospitable welcome we received, every one placing their houses at our disposal. Up to 9, p.m., visitors were constantly received, all expressing a most hearty, encouraging sympathy for our cause, and speaking hopefully of our prospects. Still the same enthusiasm prevails: visitors of each sex and every class coming on board; officers and men going on shore and receiving the most flattering attention. Hauled the brig Reindeer, of London, alongside, and commenced coaling, repairing damages, caulking, &c. 11, a.m., paroled prisoners and landed them ashore.

24th. Still coaling, receiving provisions, &c. A report is circulating that two Federal cruisers are in the offing, reported to be the San Jacinto and the Iroquois.

DISAGREEABLES.

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

GOOD NEWS FROM HOME.

26th. Fine moderate breeze. At noon saw a vessel on port bow; at 1.30 came up with her; fired a blank cartridge

and hove her to. On boarding she proved to be the barque Golden Rule, of and from New York to Aspinwall, having on board, in addition to a general cargo, the spars, standing and running rigging belonging to the United States brig of war Bainbridge: she having lost them in a recent gale off Aspinwall. Some of the running rigging, besides some stores, we took from her, then set fire to her. From newspapers we learnt that the Florida had run out of Mobile; of the sinking during a gale of the Monitor; and of the unsuccessful attack by the enemy upon Vicksburg. Such a collection of good news gratified us exceedingly. Disrated the master-at-arms to seaman by sentence of court-martial, for being absent without leave.

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

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

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

30th. Fine moderate easterly breeze. Our usual good luck; passed through the passage without seeing a single vessel. Gave chase at daylight to a schooner on our bow. Saw a large barque standing to the westward. Carpenter's mate disrated to seaman, forfeiting all pay and emoluments due to him, for insolence and insubordination. Three seamen disrated for leaving the ship without permission, all the offences having been committed at Kingston. 8.30, p.m., made all plain sail and triced up propeller.

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

A FIRE ON BOARD.

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

3rd. Fresh southerly wind. At 2.30, p.m., saw a vessel coming towards us. We hoisted the *Yankee* flag; the stranger did the same. Hove her to, boarded, and took possession of the schooner *Palmetto*, of and from New York to Porto Rico, ten days out, with lumber, provisions, &c. Took from her a considerable quantity of crackers, cheese, &c. Removed prisoners and set fire to prize.

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

4th. Chased a brigantine, which proved to be a *Spaniard*.

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

11th. Have only seen one vessel up to to-day. 2, p.m., boarded the schooner *Hero*, of and from Yarmouth, N.S., to Barbadoes. Gave our name as the *United States'* steamer *Dacotah*.

13th. Light S.S.W. breeze, 2 p.m., sail reported standing to the S.E. To her we showed U. S. colours; she showing English ones. Continued our course without speaking her. Strong northerly winds until the morning of the 17th, then a succession of light winds, until

MORE PRIZES.

21st, at 7 a.m. The inspiring and welcome cry of "Sail ho!" was heard from the mast-head. All sail was made in

chase. Chase bearing $1\frac{1}{2}$ points on weather bow. By 10.30., two more vessels were seen. We then tacked ship, and stood towards the other two. 11.30, observed them signaling to each other; then part company, each on a separate tack. We then stood for the ship hoisting Yankee colours. 12.30, fired a blank cartridge; no notice being taken of it, another was fired, hoisting our own colours; still no notice was taken of it. Steam was got up, and the propeller lowered. The rifled gun's crew were called to quarters, and a shot fired over her. The gun was loaded a second time, and trained upon her, and its captain just going to pull the lockstring, when she hove to. A boat was despatched with an officer and five men, with instructions to make all sail and follow the Alabama, who immediately went after the other one. Coming near her, we fired a blank cartridge, which caused her, at 3.30, p.m., to heave to. Boarded, and on her captain coming on board with his papers, we found her to be the barque Olive Jane, of Boston, 30 days from Bordeaux, with a general cargo of wines, brandy, &c., &c. His crew and one passenger were sent on board our ship, and the barque set on fire. Stood for the other prize. She proved to be the ship Golden Rule, of New Bedford, from Chinchas to Cork, laden with guano. Removed the prisoners and applied the match. Shipped two men, 8.55, p.m. Blew off steam and hoisted the propeller.

23rd. This morning three vessels in sight ahead. Made all sail in chase. Light northerly airs, 11.15. There being no wind, got up steam and lowered the propeller, giving chase to a large ship right ahead. At 12, came up with her, hoisting Yankee colours, the chase hoisting English, dipping it to us. We then hoisted the Confederate ensign, the ship dipping to it also, the male passengers cheering and ladies waving handkerchiefs. On boarding she proved to be the ship Prince of Wales, from Melbourne to London, 80 days out. Gave her steam again and chased another, which on boarding proved to be the French barque Gil Blas, from Buenos Ayres to Havre. Sent on board her two men, natives of France, taken prisoners on board the Olive Jane. Exchanged colours with another English vessel. At 3 hoisted propeller. Made sail; at 3.30 hove to; 10, p.m. made sail.

24th, 2.45, p.m. Sail reported on weather bow. In reply she showed French colours. Chased another, which on boarding was found to be a Portuguese brig, bound to Lisbon. This day boatswain's mate Horwood, and fireman McFadgan's term of service expired.

25th. Fresh S.W. breeze. Two sails reported, one ahead, the other abeam; coming up with one, she showed Dutch colours. Made for the other fellow; coming up and boarding

her, I found she was the English brig Cedar, from Guayaquil to London. Reduced sail to topsails and jib. At midnight a large sail was reported, running before the wind; made her out to be a four-master; called all hands to quarters; got the guns ready for loading and hailed her; the answer, however, being scarcely audible; we announced our name, and ordered him to heave to. On boarding, it was found to be the steamship Sarah Sands, from India to England, 140 days out. Secured the battery and piped down.

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

27th. Eight vessels in sight. Exchanged colours with a Portuguese brig. Saw a ship and brig exchanging signals. Coming up with the ship, we found by signal that she was the Henry, of St. John's, N.B. In answer to our signal we found that the ship ahead was the Washington, of New York, from Callao to Cork. Made sail in chase, fired a blank cartridge, and hoisted our own colours. No notice being taken of it, a shot was dropped within five feet of her stern. She then hove to. Boarding, we found our information respecting her to be true, her cargo proving neutral. She was ransomed, on agreeing to take our prisoners. After paroling them, they were transferred and the vessel allowed to proceed on her course. The Henry being a suspicious-looking craft, was boarded and found to be what they represented themselves to be. Evening, two vessels in sight. 10.30, another seen on lee bow. 11.15, hailed and ordered him to heave to. On boarding, found her to be the English ship Glendower, from Foo-Choo to London, with a valuable cargo of tea, silks, &c. Discharged and transferred the two men whose term of service had expired to the Glendower, her captain agreeing to land them in England.

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

1st March, 6.30, p.m. Hove to, boarded, and took possession of the Yankee ship Berthiah Thayer, of Rockland, from Callao to Cork. Having a neutral cargo on board, she was ransomed and allowed to proceed on her voyage. A suspicious-

looking barque, with the English flag at her peak, hove in sight. Fresh S.W. breeze; set our flying mainsail, both vessels crowding every stitch upon them. At 4.30, p.m., after a most exciting chase, we came up with her. By signal we found her to be the William Edward, from Bahia to Liverpool. At first we called our vessel the United States' steamer Ticonderoga. After obtaining some slight information from her, we announced our real name. 5.30, passed an Oldenburg brig. 8, p.m., a large barque hove in sight. After an hour's chase fired a gun, she not heaving to, ran down to her and hailed her; after repeated hailing, she hove to. On boarding, I found her to be the barque Nile, of London, from Akyab to London, 109 days out. She corroborated a statement made by a ship, some days ago, to the effect that a United States' vessel-of-war was in the South Atlantic. Supposed to be the Ino by us.

2nd. Light winds. Daylight, sighted a large ship steering towards us. At 6, boarded and took possession of the ship John A. Parks, of Hallowell, from New York to Buecos Ayres, with a cargo of lumber, &c. Transferred her captain, his wife, and crew, also some stores, and set fire to the prize. 4, p.m., chased another. Hoisted the United States' ensign to her, she replying with English. At 6.30, I boarded and found her to be the barque Miss Nightingale, of Sunderland, from Colombo to London, the captain agreeing to take the captain, wife, and two boys, and land them in England. From this vessel received information that a Yankee barque had passed them a few hours previously.

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

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

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

Sunday, 8th. Mustered as usual. Strong E. wind. Exchanged colours (Yankee) with an English barque, and a Norwegian barque and schooner. Very strong winds to the 14th: under reefed top-sails, &c. We were considerably startled at 11.30 by the look-out singing out "Sail ho! close aboard us, sir." Our helm was immediately put apart, and we just

sheered clear of a large ship, running to the northward. Ere, however, it had been done, the fact had been communicated to the captain, who ordered "all hands to quarters;" all sail was made, and the ship wore round in chase. Beat the retreat at 12.

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

16th. Light N.E.; fine. 6.30, a.m., descried a sail on the weather bow; hauled up for her. At 8, by signal, found her to be the ship Hermione, of Liverpool, from Mauritius to Cork. Passed as the Dacotah.

21st. Until noon this day we had a succession of light moderate N.E. winds. At 11.30, a.m., three sails in sight, steering to the southward; made sail in chase. One showed Dutch colours, darkness prevented us making out the others.

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

23rd. Heavy rains. At 10.30, a.m., hoisted Dutch colours to a large ship standing northerly. She replied with the Stars and Stripes. Of course, we invited her captain on board with his papers, by which we found she was the ship Morning Star, of Boston, from Calcutta to London with a general cargo. The cargo proving neutral, she was ransomed. 1, p.m., four vessels in sight. Exchanged Yankee colours with an English barque. Bore away for a schooner. At 5, chase answered with U. S. colours. Boarded and took possession of the schooner Kingfisher, whaler, of New Bedford, with 20 barrels of oil, having (fortunately for them) transferred two cargoes of oil to neutral vessels, for shipment home, a short time previously. Reported having left the U. S. ship of war Ino at Ascension, a fortnight ago. Our fellows delighted at the prospect of a brush with her.

CAPTURE OF THE NORA AND CHARLES HILL.

25th. Light airs. Saw several vessels yesterday. Seven in sight to-day. At 11, a.m., boarded the English barque Pizarro, from Liverpool to Valparaiso, 37 days out. At 2.30 I boarded the Dutch brig Isabella, from Liverpool to Melbourne. A large double top-sail-yard ship being to leeward, the captain of the Isabella told me he thought it was the Yankee ship Eastern State. We immediately made all sail in chase; soon three vessels, two ships, and a barque were seen. At 5, we

hoisted Yankee colours; both ships hoisted the same. Boats were lowered, one under M. M. Evans, boarding and taking possession of the ship *Nora*, of Boston, from Liverpool to Calcutta, laden with salt. The other, on boarding, I found to be the ship *Charles Hill*, of Boston, from Liverpool to Monte Video, laden with salt. The barque showed Spanish colours, but, suspecting she was a Yankee, we made sail in chase; prizes following. Boarding her she was found to be *bond fide* Spanish. About 35 tons of coal, besides a quantity of provisions, were taken from both ships; this occupied us until the evening of the 26th, when both were set fire to. The captains of each asserting that their cargoes were English owned; but having no papers to prove it, they of course said no more about it. 10 hands shipped.

23th. Many vessels seen, both yesterday and to-day. 10, a.m., boarded the English barque *Chili*, from Cardiff to Coquimbo, 33 days out. We as usual passed ourselves of as Yankees. She reported that the *Alabama* had whipped a vessel twice her size, and strongly recommended us not to attempt fighting her should we meet. Made sail in chase of a vessel right ahead.

29th. Light variable winds. In chase of three vessels right ahead. At 5.30 crossed the Equator.

30th. Showery. Boarded the English barque *Snope*, from Cardiff to Rio Janeiro. Found that one of the vessels ahead was a Frenchman.

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1st April, a.m. Variable winds, with occasional rain. P.m., fresh N.N.W. wind. Two vessels in sight.

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

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

4th. Light S.E. wind. Seven vessels in sight. Chased one, which towards evening showed what we supposed to be Yankee colours. 8, p.m., wind growing light, lowered a boat and sent M. M. Evans in chase. 10, chase stood down for us. Her captain coming on board with his papers, we found that she was the ship *Louisa Hatch*, of Rockland, 28 days out, from Cardiff to Point de Galle, laden with coal.

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

6th. At 6, a.m., made a schooner on port bow. Hauled up and made sail in chase. 7.40, sail reported on lee-bow.

9.30, got up steam and lowered propeller, and stood for schooner. 12, p.m., came up with her: found to be a Portuguese. Chased another: fired a blank cartridge; she not heeding it, fired a shot across her bow—she then hove-to, and proved to be a Brazilian. Kept away for prize ship Louisa Hatch; 1.45., came up to her, blew off steam, hoisted propeller, made sail, and stood on course.

7th. Made sail in chase of a vessel a-head. 5.30, p.m., reduced sail—whole sheets of water pouring down; in fact, the heaviest rain ever seen by any on board.

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

9th. Two vessels in sight. 8.30, p.m., land reported in sight. 9, p.m., got up steam, lowered propeller, took in all sail, and took prize in tow. Coaling ship in boats.

ARRIVAL AT FERNANDO DE NORONHA.

10th. Prize still in tow; coaling ship; tow-line parted twice, so knocked off coaling and stood for the anchorage off the Island of Fernando de Noronha. Both vessels under Confederate colours. 2.45, p.m., came to an anchor in thirteen fathoms. Hauled prize alongside and commenced coaling.

11th. On account of heavy swell, cast off prize at 7.30 a.m. Coaled by the boats.

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

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

14th. — a.m., despatched officer and crew to prize again. Still coaling.

15th. This morning finished coaling. Two vessels seen standing off and on the land. Two boats from vessels observed going to the Louisa Hatch. 1.15, p.m., started under steam after the two vessels. 2.30, boarded and took possession of the whaling brigantine Kate Cory, of West Port. At 3, p.m., came up with barque Lafayette, of New Bedford, whaler; set fire to the barque. 5, p.m., took brigantine in tow, and stood for the anchorage. 7.30, anchored in fourteen fathoms water; pyramid bearing S.W. $\frac{1}{4}$ W.; eastern part of island E.N.E.

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

17th. 5.30, p.m., ship Louisa Hatch and brigantine Kate Cory slipped cables, and proceeded seaward. 7, p.m., both vessels being five miles from land, were set on fire. Mr. Evans and myself returned on board by 9, p.m. Shipped four men.

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

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

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

22nd. At 9.30, a.m., we got under weigh, steering to the eastward. 4.30, p.m., hoisted propeller; steering south-westerly.

24th. Saw a vessel yesterday. 2, a.m., a vessel hove in sight; chased, hailed, and ordered her to heave to. On boarding, she proved to be the barque Nye, of New Bedford, who having on board 500 barrels of oil. Transferred prizes and burnt prize. 2, p.m., saw another vessel.

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

29th. Fine moderate breeze. 2.30, p.m., gave chase to a sail on the weather bow. 5, brought her to with blank cartridge. On boarding, I found her to be the Hanoverian brig Elise, from Rio Grande, 30 days out, bound to England.

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

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

On boarding, I found her to be the ship *Sea Lark*, of and from Boston to San Francisco, with a general cargo. Transferred prisoners and stores. Set fire to the ships. Both vessels reported having seen a vessel burning in lat. 0.50 S., long. 32.00 W.

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

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

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

IN BAHIA HARBOUR.

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

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

THE GEORGIA JOINS US.

13th. At 3, a.m., a steamer was observed to anchor about two miles distant. At daylight saw it was a brig-rigged screw steamer, presenting unmistakable signs of being a war vessel. 8, a.m. Great was our astonishment to see the stars and bars hoisted at her peak. Private signals were exchanged. She then got up steam and anchored near us. Soon after sent a boat on board, when it was found to be the Confederate steamer *Georgia*, 5 guns, Lieutenant Commander Maury. Had captured one vessel. Crowded with visitors. Bahia has a very pretty appearance from the bay; which is not altogether lost on landing. Victoria, the place where the English residents live, is a charming spot.

JOLLIFICATIONS.

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

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

7th. Sunday. 3.30, p.m. According to an invitation given by Captain Semmes, a party of ladies and gentlemen (chiefly English) came on board. After a minute inspection they sat down with the captain and officers on the quarter-deck and partook of a slight refreshment. 5.30, p.m. Visitors left the ship. An official came on board with an order for us to leave in twenty-four hours after receipt of the message. Captain Semmes' reply was, that if he had 30 tons of coal on board by that time he would willingly comply, otherwise, he would not.

19th. Received an intimation from the authorities to the effect that, as they had strong suspicion that the barque *Castor*, of Liverpool, lying there with coal for the *Georgia*, had also a quantity of arms, &c., to be transferred to the *Alabama*, they could not permit us to coal from her. So took coal from the shore.

DESERTIONS.

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

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

22nd, a.m. Passed a large frigate standing towards Bahia. 6, a.m. Two vessels in sight.

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

24th. Fresh S.E. wind. 4.30, p.m. Sail in sight. On boarding, she proved to be a Dutch barque, Amsterdam to

Batavia. Told them we were the United States steamer Sacramento.

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

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

27th. Dutch colours.

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

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

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

3rd. 10, a.m. Chased a brigantine, which, on boarding, was found to be the Widna, of Hanover, London to Rio Janeiro. Sent ten days' provisions and all prisoners on board of her, her captain being presented with a chronometer for his kindness in taking them.

4th. 9.30, a.m. Saw a large ship with fore-top-gallant mast gone, dead to windward. Chased until sundown. 6.35,

p.m. Saw a burning vessel bearing W.S.W. ; stood towards it.
 9.30. Saw a flash, then darkness. Supposed it to be a prize captured by some Confederate vessel.

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

6th. 2.30, p.m. Saw a large ship to windward. On boarding, she proved to be the (late Yankee) ship *St. Leonard*, Hull to Calcutta. Transferred a passenger and lady to her.

7th. Chased a barque until we lost sight of her in a rain squall.

8th. 4, a.m. Gave chase to a brigantine that turned out to be the *Hanoverian*.

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

11th. 2, a.m. Saw a very brilliant meteor.

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

14th. In the evening saw two vessels.

15th. Saw a vessel on lee bow.

16th. Chased a barque. Proved to be French.

17th. Saw several vessels. In the evening saw a suspicious-looking ship. Beat to quarters, fired two blank cartridges and a shot, upon which she hove-to. On boarding, she was found to be the ship *Queen of Beauty*, from London, 35 days, to Melbourne, with passengers.

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

19th. 4, a.m., saw a sail, gave chase. On boarding, I found her to be the Bremen barque *Brema*, Buenos Ayres, 13 days, to New York. Called ourselves the United States steamer *Dacotah*.

20th. Two vessels in sight. Gave chase to a barque. The wind being light, and darkness coming on, got up steam and lowered propeller. At 7.50., p.m., I boarded, and took possession of the barque *Conrad*, of Philadelphia, Buenos Ayres to New York, laden with wool. Sent captain and mates on board the *Alabama*. Prize hove-to, [received written instructions.] Stood after the other vessel. Lost her in the darkness, so stood again for prize. 11.30.—Hove-to till daylight.

COMMISSIONING A NEW CRUISER.

21st. Sunday. Preparing the prize for commissioning as a Confederate vessel-of-war. Sent on board her provisions,

coals, and the two brass guns taken from the *Talisman*, with a quantity of small arms. At 5, p.m., she fired a gun, hoisted the Confederate flag and pendant; both ships' crews manning the rigging and giving three cheers. She was then finally declared commissioned as the Confederate States barque *Tuscaloosa*, Lieutenant Commanding Low, late junior lieutenant of the *Alabama*; Acting Master Sinclair, Executive Officer, late midshipman; Master's Mates J. F. Niner, late seaman, and A. Marmelstein, late quarter-master. The vessels saluted each other and parted company. Went after a vessel; she looking suspicious, went to quarters. On firing a blank cartridge she hove-to. Boarding, it was found to be the English ship *Mary Kinsall*, Shields to Point de Galle. Her crew had refused to work her any longer unless the master made for a port, she leaking badly. A boy having fallen from aloft, hurt himself severely. Dr. Llewellyn went on board and rendered the needful assistance. Her master agreeing to take our prisoners, was rewarded with a chronometer. Shipped six men from prize.

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

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

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

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

30th. In the evening boarded the English barque *Medora*.

1st July.—Chased a sail until 9, p.m. Saw another; chased her until the

2nd, when, on boarding, she was found to be the ship *Anne F. Schmidt*, of Boston, from St Thomas' last to San Francisco, general cargo. Transferred prisoners and stores, and burnt prize. Seven vessels in sight; one, on boarding, I found to be the (late Yankee) ship *Thorndeer*, of Greenock, bound to Calcutta.

A SLIGHT MISTAKE.

8, p. m. Made a sail on lee-quarter; wore ship in chase; fired a blank cartridge, to which chaso replied with another. Called all hands to quarters, lowered propeller, and stood in chase, under steam. Loaded port battery with five second shells and issued arms. Everyone certain of a brush. Over-

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hauled chase. Upon speaking, she proved to be Her Majesty's frigate *Clio*. Secured the battery and piped down. Made sail.

4th. Made a sail on weather-quarter.

6th. 2.30, a.m. Sail descried one point on weather bow. Gave chase. Paying no attention to two blank cartridges, fired a shot which had the desired effect. On boarding, I found her to be the ship *Express*, of Portsmouth, N.H., Valparaiso to Antwerp, laden with guano. Removed prisoners, bread, provisions, &c., and fired her. The captain's wife and servant were accommodated, as usual, in the wardroom. Proceeded again to the eastward.

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

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

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

27th, a.m. Saw a schooner: signalled her to heave-to. Boarding, I found her to be the schooner *Rover*, of Cape Town, Walwich Bay to Cape Town. Had exchanged signals with a barque-rigged steamer the day previous. Large ship reported at sundown, bearing south. Three vessels seen during the night. Fresh S.S.W. gale. The *Lion's Rump*, Cape of Good Hope, in sight.

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

ARRIVAL AT SOUTH AFRICA.

29th. Saw a schooner on port bow. I brought her master off to pilot us in. 4.20, p.m., anchored in Saldanha Bay. Splendid bay. Fresh provisions abundant, but water scarce. A splendid harbour for a capital.

A MELANCHOLY DAY.

3rd. This day proved the most melancholy one since we have been out. Four officers left the ship in the dingy to go

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shooting. Whilst Cummings was in the act of drawing a gun towards himself (in the boat) it went off, at a distance of three inches from his breast, and its contents entered his breast, going through the lungs, and causing instantaneous death. The deceased was third assistant engineer, S. W. Cummings. His death caused universal sorrow. 5.15, p.m., passed his body on deck.

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

JOIN THE TUSCALOOSA.

5th, 6, a.m. Got under weigh and stood out of the bay along the land in chase of a sail. Nearing her, it was found to be the Confederate States barque Tuscaloosa, Lieut. Commanding Low. I boarded and brought him off to communicate with Captain Semmes. Took him off again and parted company. At 1.30, p.m., stood in chase of sail. 3, p.m., overhauled her; we being under English colours. She then showed United States colours. Fired a blank cartridge, hauled down the English, and hoisted the stars and bars. Ran alongside and ordered her to heave-to or we would fire into her. Showing no disposition to heave-to, a musket shot was fired over her. After some delay she hove-to. Sent Mr. Evans on board. Found her to be the barque Sea Bride, of Boston, from New York to Cape Town. We being five miles distant from land by cross bearings. 3.10, I was sent on board as prizemaster with eight men. The captain, mates, and crew sent on board from prize.

ARRIVAL AT TABLE BAY.

3.30. Came to an anchor in seven fathoms water in Table Bay. Banked fires. Lieutenant Wilson went on shore to visit the Governor. Visitors came on board in numbers. 5.15, English mail steamer Lady Jocelyn anchored near us; the crew cheering us as they passed. 10.30, p.m., H.B.M. sloop-of-war Valorous anchored near us.

6th. The enthusiasm displayed by the inhabitants of the Cape amounts almost to frenzy. All day crowded with visitors.

Sent on shore all prisoners. Sent the cutter with instructions to the prize barque Sea Bride. She was observed to stand out to sea. 8, p.m., cloudy, threatening weather; strong northerly breeze.

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

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

9th. 6, a.m. Steamed out of Table Bay along the land. Saw a vessel on starboard bow. 8.35, a.m. Made a sail right ahead. 11, a.m. Overhauled and boarded the barque Martha Wenzell, of Boston, rice-laden, from Akyab to Falmouth. She being at the time of capture within three miles of a line drawn from headland to headland of False Bay, was in British waters, and therefore not liable to capture; consequently she was released. 2.30, p.m. Came to anchor in Simon's Bay, with both cables in seven fathoms. Official visits paid and received.

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

14th. The Chinese gun-boat Kwantung steamed out to sea. Reported having met the United States steamer Mohican off the Cape de Verdes. 6, a.m. The Confederate States barque Tuscaloosa got under weigh. Visitors *ad libitum*. Repairing ship. Mr. Mulnier and Mr. Schroeder appointed master's mates.

15th. 11, a.m. Got up anchor and steamed out of Simon's Bay. 2.30. Two sails reported on port bow. Bo the English barque Saxon, Algoa Bay to Cape Town. 3. Blew off steam and hoisted propeller. 11, p.m. Made a steamer on lee-bow, steering S.E.

16th. Saw two vessels to windward.

17th. Made a large ship on lee-quarter. Stood in chase. 7.10. Hove her to by signal. Proved to be the ship Broughton Hall, of Belfast, from Bombay to Liverpool. Medical aid being required, Dr. Llewellyn was sent on board. 8.15. Boat returned, and stood on course. Three vessels in sight before dark.

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

19th. Chased and boarded the English barque Durbar, from Natal to London.

21st. Chased a vessel, found to be Dutch.

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

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

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

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

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

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

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

2nd Sept. 6.30, a.m. Saw a large sail to windward. 10. Hove her to by signal. On boarding, I found her to be the Punjaub, of and to London from Kurrachee, laden with saltpetre and cotton. 5, a.m. Made a sail on weather-bow.

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

5th. 7.30, p.m. A steamer passed us on weather-beam. Supposed to be the Cape mail steamer.

8th. Strong S.E. wind. Two sails in sight. By signal found her to be an English ship from Bombay to Liverpool. We passed as the United States steamer Dacotah.

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

10th. 10.15. Made a sail on weather-bow, found her by

signals to be an English barque, Calcutta to London. 8.30, p.m. Sail in sight on weather-bow. At 10.35, after hailing three times, and firing a blank cartridge, chase hove-to. On boarding, I found her to be the ship *Flora*, of Liverpool, from Manila, with a general cargo.

11th. At 5, a.m., made a barque on weather-bow. Made sail in chase. 6, a.m., chase showed English colours.

Sunday, 13th. At 6.17, a.m., saw high land right ahead. Found it to be Table Mountain. Cruising, land still in sight, until the

16th. At 7.15, a.m., lowered propeller. 8, under weigh, steaming towards Simon's Bay. Learnt of the visit of the Confederate States steamer *Georgia*, and also of the visit of the United States steamer *Vanderbilt*, the latter leaving on the 11th instant.

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