LONG buried in a mass of wastepaper in a Philadelphia warehouse, a diary kept by a 15-year-old boy, Charles K. Mervine, "Second Class Boy, U. S. Navy," has come to light and reached The Historical Society of Pennsylvania some weeks ago. The value of this journal as a military document is slight; as a social document, however, illustrative of the life of a sailor during the Civil War, it is quite outstanding.

When the age of the author and the circumstances under which the journal must have been written are considered, this is a most unusual and realistic picture of life on a Union frigate during the blockade of the South Atlantic coast and cruises to the West Indies. With complete frankness, young Mervine writes of events as he saw them, comments on his superiors with no inhibitions, and gives a wealth of detail of life aboard ship in that day.

Of Mervine himself, unfortunately, we know very little. "Charles R. [sic] Mervine. Born in Phila. Enlisted as 2c Boy Aug. 8, 1862 at Phila. Served on U.S.R.S. Princeton and Powhatan until his death Jan. 16, 1865. Landsman at time of death." Other than that, we know nothing of this young author except that he had a relative, Isaac Mervine, who was on the Philadelphia police force, likewise kept an entertaining diary, and mentioned having dinner with Charles Mervine on the Powhatan before she headed south on Charlie's first cruise.

The diary itself was the type known as a "Day Book" in old counting rooms; it is in splendid condition, with long pages written in the clear handwriting of those days. According to the flyleaf it

1 Lieutenant Commander M. V. Brewington, USNR, of the Navy Department has rendered every assistance and from him the meager details of Mervine's service record have been obtained.
was presented to Mervine by one Abijah D. Ball, a Marine Corps corporal and friend, whose service record follows:


It will be noted that certain naval officers mentioned in the diary have been identified in footnotes, whereas others are not so mentioned. An explanation of this lies in the fact that the first class to be graduated from the Naval Academy was in 1846 so that older officers in the Civil War were not graduates of the Academy. Furthermore, during hostilities, many merchant marine officers came into the Navy. Unless individuals from these two groups became particularly prominent, it is difficult to find any information concerning them. An effort has been made to confine footnotes to the minimum and to let this vivid record speak for itself, as it is so well able to do. About one-fifteenth of the diary—descriptive or repetitive sections—has been omitted.

Paoli, Pennsylvania

KENT PACKARD

8th August 1862—At Sea I shipped in the U. S. Navy at Philadelphia for three years, The same day found myself on board the Receiving Ship “Princeton” where I remained going through the ups and downs of a Sailor's life untill the night of the 9th when I was drafted on board the “Powhatan”? We lay in the deleware [sic] many visitors coming aboard untill the

25th At 11 A M we weighed anchor and steamed down the river and leave the City of Penn. Our band played the Star Spangled banner and the crew man the rigging give 3 cheers. We came to Anchor four miles below Chester and wait for high water.

26 Weighed Anchor and again steam down the river, untill we came to shoal water and we anchored again. Men get their Nos

2 The USS Powhatan, named for the Indian chief, was one of four steam frigates built at the Norfolk Navy Yard. Her keel was laid in 1847; she was launched in 1850 and completed in 1852. She was a first-class sloop, of wood, with side-wheel propulsion, barque rigged. The following proportions may be noted: tonnage 2415; length 253 feet 8 inches; beam 45 feet; 69 feet 6 inches over guards; depth 26 feet 6 inches; draft 17 feet 6 inches; total cost $795,227.
and Stations. My watch No is 200. Ships No 33 and Powderboy of No 7 Gun.3


28th Changed our white clothes bags for black ones also changed our hammocks. Got underway and run to sea. A fine day.

29th Passed a Barque and a Man of War Str standing to the N4. At 6. A M also passed a Brig and a Ship standing in the same direction. At 7. A M Exchanged Colors with U. S. S. "Hines" to N4. At 11 A. M exchanged Colors with a Brig showing American Colors.

30th Passed a large number of vessels. At 6.30 P M. took in all sails.

31st At 1.45 A. M passed a Ship standing to N4. At 3.30 P. M A Steamer was reported from aloft, about twelve miles distant and crossing our bows, and at 5.30 we spoke her and she proved to be the "Star of the South" from New York bound to Port Royal (S. C) At 6 P. M. we gave chase to and boarded a Barque from Boston for Port Royal with ice for the Army.

September 1862 At 5.30 A. M. gave chase to a ship and at 7.15 hove to and boarded her. A pleasant forenoon. At 11 A. M we was Boarded by the U. S Sloop of War "Vandalia." At noon we came to Anchor off Charleston S. C4 in full view of Sumpters walls. At 4 P. M while getting up Anchor our cable parted and we lost the Port bow Anchor and 45 fathoms of chain.

2nd Arrived in Port Royal harbor (S. C) which is a fine one for vessels. But on shore at "Hilton Head" is a most miserable place to live or stay, as there is nothing but Soldiers and Contrabands,5 and is under Martial Law. Sent down our Top Gallant Masts and

3 The armament of the Powhatan was one eleven-inch shell gun and fourteen nine-inch shell guns. See Admiral Ammen, The Atlantic Coast, Volume II of the Scribner series, The Navy in the Civil War (New York, 1883), 259.

4 The blockading squadron were constantly sailing from Charleston, S. C., to Port Royal, a distance of about 70 miles, and back again. With Wilmington, N. C., and Savannah, Ga., these were the favorite ports of entry and departure for Confederate blockade runners.

5 The slang name for Negroes, or a fugitive slave who took refuge within the Union lines. General B. F. Butler coined the word in 1861 in a proclamation that such a slave was "a contraband of war."
sent them with all of our light spars on shore. We lay in the harbor until the

6th All hands called at 4 A.M. and weighed anchor at 5 A.M. Rec'd a pilot and stood out. Discharged him at the light ships outside and we then shaped our course for Charleston S.C. We arrived at our station and dropped anchor at 5 P.M. Cast loose the battery for any emergency.

7th On Blockade off Charleston and Acting Flagship. A raining and disagreeable day. A steamer inside the fleet at 8 P.M. we made signal to her with rockets and she proved to be the U.S.S. "Bienville." We lay at anchor, keeping a sharp lookout for Blockade runners and drilling with big guns and small arms but nothing of importance occurring until the

10th We got underway and proceeded to the fishing banks where we spent a fine day in catching a large abundance of the finny tribe. In the afternoon we went back to our old station again.

15th A steamer ran by us. All ready to give her a broadside when she showed her colors and proved to be one of our blockaders.

16th September 1862 A cloudy day. We made a sail outside slipped cable and gave chase the stranger proving to be a French barque called "Milan" Bound for New York. We then went back to our old station.

20th A rainy day. Saw several sharks off our starboard quarter. The Captain and officers firing at them.

29th Got underway and overhauled a schooner which proved to be a prize from Port Royal for Philadelphia.

October 1st A few nights ago ten gallons of liquor was stolen from the 2nd Lieut's room and to day a great search is made for the stolen article. Some of it was found. The petty officers found guilty and some to [sic] or three put in irons to await a summary court martial. Gave chase to a strange sail proved to be the U.S. gunboat "Mohawk." Also chased and boarded the transport "Star of the South."

14th Three of the petty officers were court martialed for being implicated in the whiskey affair. A little excitement was aroused by Bill Hill catching a huge shark measuring about seven feet in length. He was hauled in over the quarter and dragged forward. Nothing occurred until the
26th The Prize Str "Scotia" was brought in, she having been captured off Bulls bay in trying to escape the vigilance of our Fleet. Our 2d Cutters crew was sent on board of her to pump her out.

28th The Steamer "Anglia" another blockade runner was brought in for the same offence. We sent both of them down to Port Royal S. C. Nothing of interest untill November the

2nd At 8 A. M Got underway and started for Port Royal, where we arrived and came to Anchor about 8 P. M. We lay in the harbor. Employed in taking on board Coal and Provision. We celebrated the 7th with a national salute of 21 guns, as the Capture of P. [ort] R. [oyal] in '61. We lay here untill the

November 15th '62 Got underway and stood out of the harb er in charge of Pilot. Discharged him at the Light Ship and went on our Course.

16th A fearful storm is raging, had to batten down the hatches and secure everything on deck.

17th We Arrived off Charleston. Still raining and blowing a gale.

18th It cleared off warm and pleasant again. Still laying on the Blockade all quiet and things going on as usual.

December 6th '62 Mr. Young our 1st Luff\(^6\) left the ship to take command of a Gunboat We manned the rigging and gave three cheers for him All sorry to loose such a good officer as he was.

7th A strange sail was seen from Aloft, we got underway and went out to the stranger which proved to be an English Frigate—standing in towards the fleet. She came in, in company with us and dropped Anchor astern of us.

11th A Steamer came out of Charleston with flag of truce, and she communicated with an English Man of war lying close to us. Another English Frigate the "Awadno" came in and Anchored.

25th Still lying on the Blockade we enjoyed a merry Christmas considering our situation. Held a concert on board, nothing occurring untill January 17th 63 At 2 A. M. I being on watch, we discovered a burning vessel at sea, which proved to be the Rebel

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\(^6\) First Lieutenant. This might have been either Jonathan Young or George W. Young, both of the class at the Naval Academy which was graduated during the years 1847-48-49-50. Because of the shortage of trained officers, frequent assignments to command new or improvised warships were made to younger officers of the Navy.
Str "Huntress" She had a cargo of Cotton and having a high pressure of steam on she took fire in running the Blockade. Some of her Crew were lost we took on board the men that were rescued.

Jan'y 21st We Captured a Schooner Called the "Hetiman" trying to run out of Charleston harbor.

January 24th '63 We got underway and went to sea, our destination being Port Royal S. C which place we arrived at 4 P. M. and drop Anchor close to the "Vermont"

Jan'y 26th Employed in Coaling ship and taking on board Provisions.

Jan'y 30 We finished coaling and cleaned up the ship fore and Aft.

Jan'y 31st Cleaned up ship fore and Aft. The Prize Str "Princess Royal" came in, she having been captured by our fleet off Charleston. We got the news of the fight between Rebel Ram and "Keystone State." We are ordered to get underway and proceed to Charleston as quick as possible, and sooner if we could. We got underway at 8 P. M. and start for Charleston.

Feb'y 1st '63 We arrived off Charleston at 9 A. M. and An-chorered at our old station. The "New Ironsides" came in about 8. but left again for Port Royal on account of rough weather.

Feb'y 6th 63 A heavy swell on causing the vessels to labor heavily. The English Frigate "Cadmus" At anchor astern of us, rolls very heavy, her Gundeck battery dipping the water. This ship pitching awfully, everything on deck that is not lashed goes with the motion of the ship.

Feb'y 7th 63 An English Str called the "Ossian" Arrived and wanted to go into Charleston for repairs. Capt Godon could not see it so he sent her to Port Royal S. C.

Feb'y 10th '63 Warm and clear. The "Ironsides" Arrived from Port Royal. We received our Grog Money $3.00 due from the 1st.

Feb'y 12th '63 Verry foggy. We got underway and gave chase to a strange sail which proved to be a French ship.

Feb'y 13th '63 Off Charleston S C. All hands holy stoned decks. Weather blows up cold again.

7 A very powerful monitor, so named to distinguish it from Old Ironsides (Constitution). She was armed with two one-hundred-and-fifty-pounders, rifled; two sixty-pounders, rifled; and fourteen eleven-inch shell guns.
Feb'y 15th '63  A Strange Steamer ashore on the beach. The rebels actively engaged in getting her Cargo out. She being so close in it is impossible for any of our Fleet to get near her. In the Afternoon we got underway and gave chase to a strange sail outside which proved to be the Schooner “Seth Rich” from New York bound to Port Royal with a cargo of Horses.

Feb'y 16th '63  A very high wind prevails. The Schooner “Shark” came in with Provisions for the fleet.

Feb’y 17th '63  Got underway this morning and ran alongside of the “New Ironsides and get Provisions from her, in the evening went back to our old station again.

Feb’y 22nd '63  A great excitement at 5. A. M. A strange Steamer came in sight. Supposed to be a Blockade Runner, fired across her bows, she hove to and proved to be a Transport from Fortress Monroe bound to Port Royal. We celebrated Washington’s birthday, at noon and fired a National Salute of 21 guns. Fort Sumter and the rebel batteries along the shore, also fired a salute in memory of Washington.8

Feb’y 26th '63  Held a concert on board. Many visitors on board from all the ships in the Squadron. Still laying on the Blockade.

March 5th '63  The U S S. “Bienville” passed us on her way south with the Monitor “Catskill” in tow for Port Royal S. C.

March 11th '63  Get underway at P. M and run to sea our destination being P. Royal S C. and arrive in the harbor early next morning. Busy engaged taking in Coal and Provisions and leave the harbor of Port Royal.

March 19th '63  The rebel Str “Georgianna” ran ashore and was set on fire to evade falling into our hands.

March 22nd '63  A fine day, to night a Str was discovered coming in. We slipped our chain and cautiously moved alongside the Ironsides to report her. We gave chase fired at her to heave to. She came to and showed a light. She proved to be the U S S. “Circassion”, 23” Isaac Smith came out with a flag of truce.

March 26th 63  All hands roused up at 3.30. A. M. A strange steamer ahead standing out to seaward dipped, and proved to be the U. S. Monitor “Keokuk” going to P. R.

March 28th '63  U S. S. “Stettin” came in at 4 P. M. with a

8 Surely a “war of brothers,” both honoring the Father of their country!
fine Prize Steamer in company called the Aries. She had her masts lowered down fore and aft on deck. A fine day. All bags up to day for inspection.

April 5th '63 The Ironclads arrive. A number of sick men come on board this Ship to recruit up a little. Volunteers wanted for the Monitors9 On the 6th of April The iron fleet moved inside the bar. All ships preparing for Action.

April 7th '63 About 2.30 A. M the iron fleet moved in range and the ball opened with vigor.10 Heavy firing on both sides. Sumter and Moultrie opened a heavy fire upon our fleet. At 5 P. M. the fleet withdrew out of range.

April 8th '63 One of the monitors sent down to Port Royal for repairs she having been slightly damaged in the attack yesterday. The Monitor “Keokuk” sank early this morning

April 12th '63 All the iron fleet came out over the bar and proceeded to Port Royal, S C. The Attack proves a failure and is given up for more force. The officers and men are greatly displeased with Dupont for not taking Sumter and Moultrie. The fleet was as follows, “Ironsides,” “Wehaukeen,” “Nahant,” “Patapsco,” “Passaic,” “Nantucket,” “Catskill,” “Montaug” and “Keokuk.” We towed some of them down to Port Royal. The I. S.11 remains off Charleston, as Flag Ship.

April 15th Mr. Williams our 1st Luff12 leaves us to day to take Command of the “Paul Jones” a double ender, and Cap1 Steedman comes on board from the “Paul Jones.”

April 17th To day our new Captain inspected the Ship and crew and he seemed pleased with the noble sett of them under his Command.

April 19th '63 The U S Str “Stettin” came in with a large

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9 Owing to lack of any ventilating systems and comforts, service on the monitors was very unhealthful and volunteers from the Fleet were often called for.

10 The naval attack on Charleston, which was protected on the coast by Forts Sumter and Moultrie.

11 USS New Ironsides was then commanded by Commodore Thomas Turner. Built by William Cramp and Sons, it was the flagship for Admiral S. F. du Pont in the attack on Charleston.

12 Possibly Edward P. Williams of the Class of 1853–1854, Naval Academy. In 1870, as a Commander, he was lost on the Oneida, Yokohama Bay, Japan.
Prize Steamer in company called the “St Johns.” At 9.15 P. M. we discovered a Schooner bearing N W by W. We fired our forward Rifle at her to heave to. At 9.30 we slipped our chain and seing her still standing out, we fired again at her, upon which she hove to and showed a light. We then lowered a boat and sent an Officer on board, the Prize which proved to be the “Major E. Willis” from Charleston bound to St Johns N. B. with 163 bales of cotton on board.

April 16th '63 British Frigate “Rinaldo” arrived and Anchored near the Flag Ship. She fired a salute of 9 guns and sent a boat into Charleston, in the Afternoon her boat returned again.

April 18th '63 At 1.15 A. M. Saw a strange boat approaching the ship. Sentry hailed them and ordered them to stop which they did. in Answer to who they were and what they wanted, they said they were Contrabands and wanted to come aboard, they then appeared to get frightned and pulled away from the ship. We called away our 4th Cutter and sent them in pursuit but failed to find the black rascals. At 9 P. M. a Strange Str reported bearing E N E. At 9. 30 fired a gun and brought her to which proved to be the U. S. Transport “C. W. Thomas” from Hampton Roads to Port Royal with Genl Seymour on board.

April 20th '63 Mr Frost one of our Masters Mates went on board the Prize with a few of our men to take our Prize to Boston. One of the Rebel Batteries and the Gunboat “Paul Jones” exchanged a few shots. The rebels fired, one that exploded right over her and the “Paul Jones” was signalized to withdrew.

April 21st '63 A two masted Steamer came down Charleston harber and anchored close to Sumter.

April 22d '63 At 6.15 P. M. we discovered a suspicious looking sail outside. At 7.20 we got underway and gave chase. At 9.30 we spoke the stranger which proved to be a Schooner from Philadelphia to Port Royal with a cargo of coal.

April 28th '63 Gett underway at an early hour and run down to Port Royal.

April 30th '63 All hands called at an early hour. I with a number of others went ashore till sundown, at Hilton Head, where we spent a pleasant day I got my Picture taken and sent it home to C.

13 Mervine himself made the entries in this way, with April 16 and April 18 following April 17 and April 19.
We came on board about 7.30 in the evening. The Band playing on the Quarter Deck.

May 1st '63 Took Barque "Annie C. Norton" alongside and began Coaling Ship. At 9 P.M. to night a tug came alongside and we received from her one Nine in Broadside Gun and a hundred pound Rifle. On account of it being so rough alongside the Tug's wheel house was all tore to peices. We lay in Port Royal taking in Coal & co untill

May 7th '63 Get underway at 6. A.M. and start for Charleston again. At 3.30 P.M. spoke the brig "Martin" from Port Royal for Stono Inlet with coal. Arrived off Charleston and took our old station at 4.30 P.M.

May 8th '63 A splendid Steamer called the "Cherokee" was captured by the Canandaigua last night.

May 10th '63 An French Sloop of war came in from the Eastward to day.

May 14th '63 We fired a salute of 13 guns to the French Admiral.

May 16th '63 At 4.30 A.M. Saw a strange sail to Sd & Ed, slipped our cable and gave chase hove her to and sent an officer on board the Prize, she proved to be the Sloop "Charles Rotereau" from Charleston bound to Nassau with 12 bales of Cotton and 8 bbls of pitch on board. The "Canandaigua" caught the Sloop "Secesh" also.

May 19th '63 At 11 P.M. saw a Str running out. Slipped cable, fired rockets, and gave chase but owing to the darkness we missed no doubt a very valuable prise.

June 11th '63 A beautifull day. A fine side wheel Steamer originally known as the notorious Blockade Runner "Herald" was ran ashore and destroyed by her crew.

June 16th Sent out our boats to fire at a target with howitzers. Boats returned In hoisting up the 2d Launch, the bolts to the outer guy of the after davit drew out, the boat came inboard on the hurricanec deck Smashed the iron railing and skylight and injured four men very badly.

June 17th '63 At 9.30 P.M. Saw a Schooner bearing E S E. fired two howitzers at her, she not showing a light, slipped our chain and went in chase of her. We then fired a howitzers and ten shots from the forward rifle at her before she hove to and showed a light.
Boarded her and brought the Captain with his papers aboard. She proved to be the "William Spriggs" from Phila for Port Royal with coal for the Squadron. At midnight sent the Captain with his papers on board his vessel with permission to fill away and stand on his Course again.

June 18th '63 Flag Ship made signal to us that the Rebel Ram "Atlanta" was Captured by the Monitor "Weehauken."

June 19th '63 At 2.30 P.M. we got underway and stood out to sea, to bury one of our Shipmates who was killed by the falling of the Launch. At 3.30 "All hands were called to bury the dead" Capt Steedman read the funeral service and the body of our lamented Shipmate Richard Carroll was launched into the deep blue sea.

June 21st '63 All hands dressed in white. A heavy squall came up this afternoon of wind and rain. The Foresail got adrift and we thought it would blow in ribbons, but after a hand got it was furled again.

June 23rd '63 Crew exercised in making, taking in, reefing and furling sails, much to the pleasure of our officers.

July 2d 63 We have a target practice with Broadside guns. A Flour bbl at a distance of 2100 yards which was struck several times.

July 8th 63 We get orders for to have all of our Boats fully armed and equipped at any moment to be ready for an expedition.

July 9th '63 The monitors arrived and lay off the bar during the day, while the Tug "Dandeline" was taking soundings preparatory to the attack, which was decided to come off the following day. The monitors cross the bar again at daylight. The boats make another attempt "to enter Stono Inlet"\(^{14}\) in which they are successfull. Our boats left the ship about 9 P.M. and were towed in by the Tug "Dandeline."

July 10th '63 The monitors cross the bar at the appointed time and wait till the shore batteries have routed out the rebels from their first position, which they did in splendid style, firing in rapid succession from 5 A.M. till 6 P.M. and in the mean time our little monitors were not idle. But running along the shore for the purpose of drawing the enemies fire in which they succeeded, thereby finding out the different Batteries, many of which were not known to our Fleet. At 6 A.M. we could say the ball was fairly opened. After the first water

\(^{14}\) About 15 miles SE of the entrance to Charleston Harbor.
battery was silenced our Troops began to cross the inlet from Folly\textsuperscript{15} to Morris island, which feat they accomplished without resistance only getting one or two volleys from the enemy, causing but little or no damage. After they crossed they proceeded up the beach under cover of the monitors. The rebels flee at their approach not contesting an inch but leaving everything, and make for Wagner\textsuperscript{16} and Cummings point under a continued fire from our monitors. Our troops lay under the protection of our Gunboats all day, while the Monitors kept up an incessant fire on Wagner and battery Gregg during the day. The amount of damage done to the rebels is not known, but their loss must be severe, for our monitors kept up a continued fire of grape and canister during their retreat across Morris Island. Our monitors during the day up to 6. P.M. were uninjured, although they had been struck a number of times. In the evening our boats returned to the ship. The men bringing with them all kinds of trophies. Some with muskets. Others with Swords, love letters, canteens and even hats shoes and clothing which they took from the rebels. Our victory from Folly island to Fort Wagner was complete, Loosing very few though the shells flew thick and fast, during the landing of the troops three Sailors were killed by the explosion of a shell that being the only loss sustained by the fleet.

July 11\textsuperscript{th} 63 The day is beautiful. the sun shining down opon the field of carnage. At early dawn the monitors could be seen receiving their compliment of Ammunition from the Store Ship, which had been towed in during the night. While this was going on a Chanel was discovered, having a good depth of water, and the Boats were actively laying buoys in it. The fight was commenced again about 8. A.M. though occasional shots have been fired by the enemy since daylight. Firing all day by the monitors and Gunboats which was all directed against Fort Wagner, which showed a strong resistance. An occasional discharge from Sumter greets the assailing Fleet, but is not noticed, her fire falling short. This Afternoon Several wounded men came onboard from the monitor “Catskill,” they state that the monitors are in good fighting trim and can stand the fire directed

\textsuperscript{15} Folly Island and Morris Island, near Legareville, S. C. This was a flanking attempt by the Army to take Charleston from the SE and avoid the harbor forts.

\textsuperscript{16} Fort Wagner. This was taken by the Union Army September 6, 1863. As it could not be captured by direct assault, a regular siege operation was made. The Confederates abandoned the fort just before the final bombardment.
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opon them. The "Flag" one of our gunboats has gone to Port Royal
and it is supposed she has gone after everything that will help to
subdue this stronghold of Secession. Our men succeeded in storming
Fort Wagner last night but were all driven out this morning. This
evening another monitor arrived also a Prize Steamer which had been
captured by the "Memphis" while attempting to run in to Charle-
ston. She was loaded with Cotton and turpentine.

July 12th '63 At daybreak the monitors were lying out of reach
of the Batteries. We got underway and went over to the Flag Ship
"Ironsides," The U.S. Frigate "Wabash" arrived at 8. A.M and
anchored near the Flag Ship. Our boats busy engaged planting Buoys
in the Channel. The fight is again resumed by the Gunboats, The
Monitors keeping off. At noon there was four gunboats engaged and
from appearances the forts are injured to a considerable extent, they
only firing at long intervals and then with only three guns. The day
is beautiful and our view uninterrupted, the smoke clearing away
rapidly. Some splendid shots were made this afternoon by our Gun-
boats, most of them striking in one place around the Flag Staff of
Wagner About 3. P.M. they drew off. The monitors did not partici-
pate in the fight during the day. More troops have been landing and
can easily be seen from our ship. Cap'n Steedman left us to go on a
furlough home for the short period of thirty days. May success
follow him.

July 13th '63 Our monitors again opens a most deadly fire opon
the rebels. Our Marines getting ready to leave the ship to go aboard
the "Wabash" Bluejackets takes their place on post on board with
Cutlasses. Our boats preparing to leave the ship, fully armed and
equipped, to take part in storming the rebel batteries. At noon all
quiet along the lines, At 2. P.M. The men picked out to take part in
the Expedition are mustered aft on the Quarter Deck, which con-
sisted of the following, The 1st, 2nd, 3rd and 4th Cutters and the Whale
Boat with picked crews Also the 2nd Launch, they are ordered to
wear white badges on the right Arm and hold themselves in readiness
to leave the ship at any moment.

July 14th '63 The weather is anything but favorable for landing
in small boats, and the prospects are that the Expedition will have
to be delayed in consequence of the weather. No firing as yet from
either side. A very large fire was seen in the City last night.
July 15th '63  No firing from either fleet or land and silence prevails once more. The Monitors cross the bar in the morning, We are sent down to Port Royal for the Monitor “Patapsco.” We arrived in the harbor, and got her in tow and arrived off Charleston on the

July 16th '63  Some slight firing on Wagner by our monitors. The “Ironsides” receiving sand on board.17 A heavy rain during the night.

July 17th '63  Our marines returned from the “Wabash,” and they receive four days rations ready to land this evening. A Draft is made for the monitor “Nahant” now lying in (Warsaw Sound) of Sailors and Firemen. The Launches are ordered away, armed and equipped. Everything indicating a General Attack to morrow. Another draft is also made for the “Pawnee.”

July 18th '63  Our boats returned to the ship from the expedition. After undergoing the most severe exposure. They were not only exposed to the fire of the Enemy but the elements of Heaven seemed arrayed against them. But amid it all their souls were undaunted and despair was a stranger to to [sic] them. In a word they knew no fear, but toiled on in the discharge of their duty. The men that volunteered for the “Nahant” leave us to join her. A heavy thunder prevailed during the night. The lightning struck the ship but doing no damage. At noon the weather being favorable the Ironclads steamed in towards Wagner, and when within rang [sic] the Fort opened fire. The “Catskill” being ahead, she received the concentrated fire of the enemy. But the “Ironsides” comes nobly up and released her from her situation. She taking a commd.g position in front of the Fort and opened upon it with shell and judging from appearances she did terrible execution. Up to 4 P.M. the battle rages furiously. The rebels contend with it truly heroic. The “Catskill” withdrew, but only for the purpose of giving her men a little air. Our shore batteries have rendered valluable assistance to day, taking the Enemy by surprise, They not aware that our troops were in such a close proximity, more especially in positions. So much for the perseverance of General Gillmore.18 At 5. P.M. the battle is still going on and no signs of the

17 Before action it was customary to fill sandbags, which were piled as a bulwark on deck and at vital spots.
18 Major General Quincy Adams Gillmore, who commanded the Tenth Army Corps in operations conducted by the Union Army around Charleston.
rebels evacuating their stronghold. It is the opinion that Wagner will be a more serious obstacle than Sumter with her grim and lofty walls. The flag was shot away on Wagner to day but again replaced. Battery Bee and Gregg are lending a helping hand to Wagner. At 6.30 P.M. the fire from Wagner has slackened considerably and the Fleet seems to take advantage of the lull by throwing shells at a fearfull rate. But Sumter is not idle she being unable to use her Broadside guns, amuses herself by working a mortar at long intervals, which is not heeded by the Ironclads. Our Picket boats leave the ship this evening. Heavy firing untill a late hour by our Fleet which is only responded to occasionally by the Fort, leaving the impression that it is considerably weakened. It is surprising that it has returned fire up to this late hour, considering the means employed for its destruction. Such array of Battle Ships the world never saw, and it will not fail to impress opon the Frenchman that is lying here and watching the movements. They can now see for themselves our Superiority over their Ironclads. A splendid day.

July 19th '63 The atmosphere very heavy. Raining slightly at times. At daylight our Monitors can be seen laying within easy range. Our Launches return, bringing with them the disheartning report of another failure in attempting to storm Wagner last night. The night was everything that could be desired, combined with the days attack. We are certain of success in the undertaking, but the Battle is not always with the strong as was proven in this case. Troops are plenty enough but the position of the Fort is so that it can challenge our forces. It is a Gibralter itself. Something must be done or tried or its capture will date far in the future. There is another Draft of men made out this morning but for what purpose it is not known. Reports have reached us to the Affect that in storming the Rebels works last night we lost some of our men. At noon all quiet allong the line, all activity is being displayed among our Ordnance Vessels. At 6 P.M. Silence reigns. The Sabbath to day has been respected by both parties in regards to fighting.

July 20th '63 This morning a very large Steamer can be seen lying off Moultrie point, and lare [large?] volumes of smoke issuing from her. Supposed to been a Blockade Runner, and a large fire was also seen on Morris Island during the night and on in the direction of the Steamer, and it is supposed she was fired by her Crew, As a
Steamer ran in, though hotly pursued by the "Canandaigua," At noon two monitors steamed up to Wagner and exchanged a few shots, it replying slowly, It either being crippled or withholding its fire until a better opportunity. At 2.30 P.M. the "Ironside" moved slowly up and took her old position in company with the monitors and commenced firing. Battery Gregg and B opens again this afternoon, at 5. P.M. the firing is briskly kept up by the "Ironside," and well has she shown herself. The Philadelphians are deserving of great praise in her construction. This afternoon Sam Rodgers a mesmate of mine met with quite a painful accident while carelessly handling a revolver, it exploding and the ball taking effect in the left hand. This evening the Fleet withdrew. Launches go on Picket duty.

July 21st '63 From midnight to 4 A.M. firing was heard at intervals. The Launches return from Picket duty and from their statement they were not idle. The 1st Launch with the Captain of the "Nantucket" went up the harbor as far as the wrecked Steamer. The 2nd picked up a small boat adrift. The men have worked faithfully and willingly in their arduous task of guarding the coast on Picket duty. Although the same energy does not manifest itself among seamen, as it did before the Whiskey Ration was stopped! If you want a Sailor to work give him his whiskey and he is true to the letter. At noon the shore batteries and the Gunboats opened fire on Wagner, The latter replying slowly. Some splendid shots were made by the shore batteries Landing them exactly on the fort, and in bursting would fill the air with dust and smoke, so that it could not be distinguished for a few minutes. This evening we got underway and start for Port Royal, leaving our Launches behind.

July 22nd '63 We arrive off the Lightship at 6. A.M. and was detained until after 7 A.M. in waiting for a Pilot. We entered the harbor and came to Anchor close to Hilton Head, almost within a stones throw of the shore, opposite Nigger town. A heavy thunder storm prevailed at 6. P.M. and the lightning was very severe. One of our men was left on shore drunk. Was detained by the Provost Guard, Lieu Williams being willing after hearing the case to let him abide until morning.

July 23rd '63 All hands called at daylight and after hammocks was stowed we made preparations for coaling ship. At 8. A.M. a lighter came off and we commence coaling by watches, the Port
watch having the first round. At 4 P.M. we had took in Sixty tons. But on account of a heavy shower of rain coming up, delayed us for nearly two hours.

July 24th '63 Still coaling, having worked by watches all night, yet it only comes in slow. We finished at 4 P.M. As it is very scarce here and only a few vessels in the harbore and their stock belonging to the Army transports. We also took on board three months provisions, causing many doubtful faces to be seen, in regards to going home soon.

July 25th '63 All hands called at 5 A.M. and washed down decks, they needing it very much for being smeared up with coal dust and Molasses. Rec'd on board Bread and Ammunition. Ship ready for sea at 4 P.M. but the orders were countermanded. Experienced a very heavy blow this morning.

July 27th '63 No news from Charleston yet. All are anxiously awaiting the Arrival of the "Massachusetts." Several of the liberty men ashore yet. Several vessels arrived during the day, also a monitor in tow of the "Tonawanda." A heavy shower towards evening.

July 29th '63 Washed down decks, as usual. Some of the liberty men came on board and were put in the brig to await a "Court Martial." If poor Jack stays a day or two over his time, he is Court Martialed and loses two or three months pay. So much for being a Sailor. Quite a fishing party left the ship with the seine. A prize steamer came in this afternoon and Anchored.

July 30th '63 We have a nice fish breakfast this morning. No news from Charleston yet. The band practising for to attend a funeral to morrow from the U.S. Steamer "Mercidita." Coal very scarce, no vessels coming in with that Article. Boy Yeager had a fit on the Quarter deck this morning, but is well now and saucy as ever. A mail arrived in.

July 31st '63 At 9 A.M the band left the ship to attend the funeral. The body was buried at Bay Point. This evening we got underway and started for Charleston again.

August 1st '63 Arrive off Charleston at 6 A.M. Wagner not taken yet. Our forces are building a battery within 300 yards of it. The Steamer "Adelaide" with troops from Fortress Monroe passed this morning. Our Launches returned again, they bringing all kinds of news with them. They all seem glad to get back, thinking their own
ship the best yet. Took the 2d Launch in board for repairs. Repaired and hoisted her out again. The 1st Launch left the ship this evening on Picket duty.

August 2nd '63 At 7 A M. we get orders from the Flag Ship to take in tow the "Cimmarone" and to proceed to Port Royal with her and return as speedy as possible. Some of her machinery having played out. We hauled her through the water at the rate of ten knots and her Crew said they never went so fast before. At 4 P.m we arrived off the Lightship and came to Anchor. At 11 P.M. we hear the loud cry of "All hands up Anchor" Got underway and put to sea our destination being Charleston as usual.

August 3rd '63 We arrived off Charleston at 7. A.M. Some of our Volunteers returned from the "Augusta Dinsmore" and are glad enough to get back to our old ship again. Two Steamers with a cargo of Sailors, came in this afternoon. There is some forty men scattered among the fleet and when our Launches crews are away, it leaves our compliment of men very small, barely sufficient for ships duty, to Get up Anchor etc.

August 4th '63 Firing heard on shore at daylight, evidently from the rebels, as the shells seem to come from Cummings point. The men are going to the mast every day to report their time out. The "Arago" came in from New York with Soldiers and Sailors. Also a French sloop of war.

August 5th '63 We hove to at 4. A.M. and got underway at 6 A. M. and took in tow the monitor "Montaug" and stood off for Port Royal again Left our Launches at the "Canandaigua", and we arrive off the Lightship at Port Royal at 4 P.M. we did not go in the harber but cast off the monitor and "Bout Ship" and ran to sea again bound for Charleston again.

August 6th '63 Arrive at the Flag Ship at 5 this morning. The Launches crews came back with news of a sad nature, as follows, one of our officers name E. L. Haines took charge of one of the "Wabash" Launches with strict orders not to venture in to far, and in going in approached one of the rebels Steamboats and fired his howitzer at her, she then gave chase, running him down, capturing him and all his crew except seven who jumped out of the boat and escaped, but was picked up by one of our picket boats. Our Marine Guard were inspected by Major Reynolds, on the Quarter deck. The
1st Cutter called away for picket duty with a picked crew. Several shots fired at Battery Gregg by our Gunboats to let the rebs know that our ammunition is not quite exhausted yet and they can spare one occasionally.

August 7th '63 Firing at intervals all throughout the day. Our men return from picket duty at 7 A.M. A small boat came out of Charleston harbor with a flag of truce and was met by the same from this ship, both boats met side and side a short distance from the ship and they both proceeded to the Flag ship "Canandaigua" together. It brought the cheering news of the safety of Mr. Haines and the men that was with him. The Gunboat "Ladona" came alongside this evening. Heavy firing is heard until midnight which proves to be the Rebs firing on our men who are building batteries I am one year in Uncle Sams service to day.

August 8th '63 A mail came in this morning, which is greedily accepted. We get up Anchor at 4 P.M. again for Port Royal. The Gunboats engaging the Batteries as we leave.

August 9th '63 We arrive off the Light ship at 4 A.M. fired a gun for a pilot but he failed to come out, so we proceeded in under the pilotage of Mr. Williams our 1st Luff, and we dropped anchor close to the "Vermont" at 6 A.M. A very hot day, a large number of visitors are some of our men who were transferred to the monitor "Nahant" and we are all glad to see our old shipmates.

August 10th '63 All hands called at 4 A.M. we get underway and proceed to an American Barque that is ashore outside loaded with coal, we dropped Anchor close to her for the purpose of getting the coal out of her as there is none in the harbor. The one years men goes to mast to day again with the old cry, (our time is out) but they are handsomely repulsed by Barney our 1st Luff he giving them a broadside in plain english, telling them to wait untill relief comes from north. Employed all day coaling with our Launches which is a tiresome job. The Carpenter and his gang on board the Barque cutting away her decks so we could get at the coal.

August 12th '63 The Steamer "Fulton" came in at a late hour last evening, the Str "Adelaide" coaling from the wreck also. We get up anchor at 7 A.M and took in tow the monitor "Weehauken" and stand off towards Charleston again. The "Flambeau" and "Cimmarone" have one in tow also, and we start in company. We arrive
in sight of the fleet at 5 P.M. Some firing on shore when we came in. From 8 to 12 P.M there was a constant stream of fire illuminated the heavens caused by the bursting of mortars.

August 15th '63 The boats are called away for the purpose of getting fresh meat from the Transport "Arkansas." A great excitement prevails on board the men are getting ready to go on some kind of an Expedition. I seen several very long faces on, on some of the men whose times of service have expired. Muttering curses not loud but deep, on the part they were expected to act in the drama Entitled, (The downfall of Sumter) they expecting to go home in the first boat, which is doubtful now at present.

August 16th '63 A beautiful day, dress all white. Everything quiet to day, but very heavy firing was heard between 12 P.M. and 4 A.M. which was truly terrific.

August 17th '63 Firing all night by the shore batteries. At daylight the "Ironsides" was observed to be underway. At 6 A.M. she was as far up as Wagner followed by the monitors. After the rebels had fired several shots the "Ironsides" commenced firing which was truly terrific, on both sides. The fight lasted until 1 P.M. when the ironclads hastily withdrew, displaying their colors at half mast. The shore batteries made some splendid shots at Sumter some of the shells exploding right over it, causing no doubt considerable damage among the workers on the Parapet. The reason the fleet withdrew was that Capt Rodgers and the Paymaster of the "Catskill" were killed, they being in the turret when a shell come from the enemy and struck on top the fragments coming through the bars, causing their sad fate.

August 18th '63 A very cool morning. The "Ironsides" and monitors close in by Wagner at an early hour and commenced firing. Wagner replying very slowly. The shore Batteries playing upon Sumter with great accuracy. One of our men caught a very large Shark this morning. A very severe storm of wind accompanied with rain has prevailed nearly all the afternoon, thereby stopping the land and naval operations to day.

August 19th '63 A very tempestuous night, reminding us of what is generally seen on this coast in the shape of foul weather. At daylight the shore batteries again opened on Sumter. She did not

19 Capt. George W. Rogers.
The reply, standing on her dignity. The "Ironsides" has been bombard-
ing Wagner alone as the weather has been unfit for the monitors to
work with advantage. This afternoon the "Anago" came in bringing
our Captain after a leave of one month. The weather is still very bad.

August 20th '63  The old ocean is still again. Considerable firing
during the night. The "Ironsides" has been firing continually all this
afternoon at Wagner and Gregg. Wagner has not replied once this
afternoon and I doubt whether she ever will at the "Ironsides" think-
ing perhaps that she is too rough a knot to split. We get up anchor
and wait for the "Catskill" At 8.30 P.M. she came alongside of us,
we then ran a hawser to her and took her in tow and at once started
on our journey, our destination being as usual to Port Royal. We
running slow during the night.

August 21st '63  A clear morning, we are close in to the harbor
at daylight. We came to anchor close by the U.S.S. "Brooklyn" she
being bound home after a nineteen months cruise. The one years men
again at the mast, hearing that the "Brooklyn" was going home they
wanted the opportunity. They succeeded in getting off in her. May
they all return home safe. Employed coaling ship all day knocked of
at 8. A.M. Some of the men drunk.

August 22d '63  Coaling ship from lighters alongside. All the
Marines lending a hand and getting it in fast. Several swelled heads
to be seen around decks on account of partaking too freely last night.
Quite a shower this afternoon. Some more men drunk to night.

August 25th '63  Holystoned decks. Received on board three
new boats. Whale boat 2nd and 3rd Cutters. Up anchor at 12 A.M and
put to sea, having a fair wind we made sail, to Fore and main top-
sails. Topsails, Stay-sail and jib, with land tacks aboard, we are
making good time and ploughing the briny deep, and arrive off
Charleston bar at 7 P.M. took in and furled all sails. came to anchor
at our old station close by the "Wabash." Heavy firing kept up all
night on shore.

August 26th '63  Holystoned decks this morning. Lieut.
Williams left us to take command of the Gunboat "Wissahickon,"20
so farewell Barney may luck attend you where you go. We shifted
our Anchorage and now have a splendid view of Sumter.

August 27th '63  A stormy morning, heavy firing all night by

20 USS Wissahickon was a gunboat built in Philadelphia at the yard of John W. Lynn.
the land forces. At noon the wind died away. Slight firing during the day. A tug came alongside and we sent eight volunteers on board of her for special duty inside.

August 28th '63 This morning holystoned decks. Very little firing. The fleet still idle. A tug came alongside. We put on board of her a Sheet Anchor for the "Ironsides" she having one shot away, by the enemy.

August 29th '63 Weigh anchor and go over alongside the "Wabash." Nothing doing as yet by the fleet. We are looking every night for a general attack both by land and sea. August 31st This afternoon the monitors went in behind Sumter and were fired into strongly by Moultrie and Johnson, but the little fellers heeded it not, took their survey and came out none the worse of their hammering, the Rebs must be satisfied by this time that they are hard nuts.

September 2nd '63 Weather pleasant. No news from over the bar. We received the sad news of the Captain of the monitor "Weehauken" getting his leg broke by the head of a bolt driven in, in the last attack. There has been a young man keeping the Ships Log for the Sailing Mr [master] his time having expired, leaving him to do it himself. So he asked me if I could Read and write, and I told him yes. I showed him my handwriting and he said I would do, so he set me to work at it. May success follow me.

September 3rd '63 A Steamer came alongside with ice for us, and putting larges pieces in the "Scutle Butt" we have cool drinks throught the day. The monitors having been lying opposite Wagner all day unmolested. This evening our batteries are throwing shells at a rapid rate, the explosion of them being distinctly visible. Sent Eighteen volunteers inside for special duty. Wrote the Log.

September 4th '63 Severe firing heard early in the night. The usual routine of work this morning Holystone Decks. This afternoon several sick men came on board from the ironclads. Things pretty quiet on shore Gillmore actively engaged in erecting a battery close by Wagner and in such a position so as to render it useless to the Rebs and harmless to us. Wrote the Ships Log.

September 5th '63 A very pleasant day and the Ironsides is taking the advantage of it, taking her old position opposite Wagner, and began pouring in shell at a fearful rate, and with deadly effects. The view is splendid the Atmosphere being so very clear. The Iron-
sides continues firing until 4 P.M. At 8 P.M. a tug came alongside of us with orders for us to proceed to Port Royal without a moment's delay, but for what purpose is not known to us. We got underway immediately, and after the Anchor was fished. Edmund Buck a seaman belong to Phila who had been on the stock of the Anchor for that purpose and he was just in the act of coming inboard when the Ring stopper parted and is supposed to have struck him, he going overboard and sinking beneath the surface never to rise again, and we going at fast speed at the time, he was no doubt struck by the wheel causing instant death, as he was not seen after he fell. The Engines were immediately stopped, and a boat lowered, and manned and went in search of him, but searched in vain for him. The boat returned, hoisted her up and we proceeded on our course, leaving behind our much liked Shipmate. The reader can doubtless imagine the feelings of the crew to night. Hoping he has gone to a better world, where troubles are at an end.

September 6th 63 We arrived in the harbor of Port Royal at 9 A.M. and dropped Anchor close to the rebel Ram “Atlanta,” Drew charges from the guns and loaded with saluting charges. We understand our errand here was to take Sec’y Stanton, to Charleston but we are disappointed, he not arriving as was expected. We get underway again and start for Charleston once more. Wrote the Ships Log.

September 7th 63 We reached the Flag ship off Charleston at 6 A.M. and was greeted with the cheering news that Wagner was ours together with battery Gregg and Cumings point. The Ironsides has been lying off Wagner all day. Moultrie has been firing rapidly throughout the day at our troops. The Stars and Stripes floating gaily over Wagner in place of the rebel rag that has formally flew there. Two of the monitors went up above Cummings point to some observations. Wrote the Ships log.

September 8th 63 The iron fleet moved up and opened a steady fire upon Fort Moultrie. A shell from the “Weehauken” exploding over one of her magazines which told the tale of sorrow. At 11 A.M. the ball fairly opened and such firing was never heard before by mortal ears. The Air was filled with all sorts of noises and the sea.

21 Stanton’s comings and goings were rather unpredictable. His failure to appear might have been due to the effect of the Draft Riots in New York which were still having their repercussions at this time.
fairly quaked beneath the thunder of shot and shell, and the scene is magnificent. The ironclads are formed in a crescent thereby making their fire a cross one. This Afternoon thirty blue Jackets and twenty marines volunteered to engage in an Expedition to put the old flag on Sumter to night to be led by E. P. Williams in person, they leave the ship to night. Wrote the ships Log.

September 9th '63 Our crew were anxiously watching every movement around Sumter last night. At 1. A.M. this morning the fire of small arms was distinctly visible. But at daylight the rebel flag was still flying from Sumter, and our little party of heroes met with a very sad disaster. The 4th Cutters crew have all been lost or taken prisoners, as none of them have turned up, all missing Boat and all which are supposed to fell in the rebs hands. Instead of our little troupe finding it evacuated they found a regiment of soldiers awaiting them. The Sentry on the fort hailed them but received no answer, he then rousing the rest which poured in volley after volley upon our boats, they being then right under the very walls of Sumter. Gunners Mate, John Sargent was brought aboard dead, having been pierced through the neck by a minnie ball, Corporal Hennis mortally wounded, Private of Marines Jno Havelan wounded in the shoulder seriously and several others more or less hurt. This forenoon Captain Steedman has gone inside to gather information respecting our Officers and men that are missing. He brought us word that most of them are Prisoner in Fort Sumter, which is a source of comfort to us, yet we are still in the dark as to many of their fates. Wrote the log.

September 10th '63 We hove short at 6. A M an lay to for the monitor "Patapsco" we going to tow her to Port Royal. At 7. A.M she came alongside in a disabled condition also with loss of her Smoke stack. We at once ran a hawser to her and proceed on our course, and arrived in Port Royal harbor at 6 P.M, we then cast off the monitor and Anchored. We then made preparations for the burial of Sargent, he was taken ashore at 7. P.M. and interred at Bay Point in the Sailors burial ground, it being a very picturesque and romantic spot. Wrote the ships Log.

September 11th '63 All hands called at 4. A.M. and make preparations for coaling. At 7 A.M we took a Schooner alongside and commence coaling The Painter busy engaged marking Sargents head
board. This afternoon the Gunner, with others go ashore to erect it over his remains. We finished coaling at 11.30 to night.

September 12th '63 All hands called at an early hour and Holystoned decks. There is various rumors afloat that we are going to tow the “Atlanta” north but what it is time alone will tell. We get underway at noon and take in tow an Ordinance Schooner and make our way towards Charleston again.

September 16th '63 At 6 A. M. we again get underway and proceed on our course with the Schooners in tow. Raining all the morning and a heavy swell on causing the ship to roll heavy, we arrived off Charleston at 5.30 P. M cast off the schooners and came to in our old position. A very heavy rain with high winds during the night. Wrote the Log.

September 17th '63 Still blowing hard from the S E. Josiah T. Hughes a marine died of dysentery at 7.30 A. M. At 8. A. M. we slipped our cable and put to sea, not being able to ride to an Anchor on account of such a hard wind and heavy sea, and the rain coming down in torrents. At 3.30 P. M we buried our beloved shipmate, we are now riding out the sea which is running very high. Enough water on the berth deck to sail a Seventy four gun Frigate. At 4 P. M. we saw a U S. Gunboat crossing our bow and riding the waves like a duck on the water. This afternoon we carried away our fore and main topsail runners, But fortunately without doing any damage. The Boatswains gang busy employed fitting new ones. A very disagreeable night. At 10 P. M the wind lulled considerably. Wrote the ships log.

September 18th '63 A beautiful morning broke over us after the severe storm, and we feel like ourselves once more. We came inside of the Blockade at 6 A. M. and went to our old station and picked up our Anchor. The sea is calm leaving no traces on its bosom of the Anger it was in a few hours since. Lieu Higginson left us this afternoon to join the “Housatonic.”22 The cheering news came on board that we are ordered home, and we are to proceed to Port Royal to make the necessary arrangements for taking the Rebel Ram “Atlanta” in tow. Nothing can be heard from the lips of the men but “going home” and a smile meets you at every turn, there is magic in the word, “Home.” At 6 P. M we get underway and start for

22 Probably Francis J. Higginson, Naval Academy 1861; later Rear Admiral.
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Port Royal with the gentle rays of a soft moon gently falling on us. Wrote the ships log.

September 19th '63 A coll [sic] morning making us think of our Pea Jackets. We entered the harbor and came to Anchor at 8 A. M. A lighter came alongside with Stores. Corporal Hennis died this morning and was buried this afternoon. He was much beloved by all the crew. The Lighter hauled off at 6 P. M. there was plenty of whiskey about judging from appearances and especially Tom Foley the Cooper it worked on him so hard that he came very near taking possession of the ship. He imagined that he was the Rear Admiral himself going about striking whom he saw fit. He finally wound up at the mast and then followed the brig (what a fall) then he made the night hideous with his loud cries for Mother and singing that touching poem "Old Santee" he was so full of harmony that the gag had to be brought into requisition which in a measure altered his tune and voice. Wrote the log.

September 20th '63 A beautiful morning, the air cool and bracing. Our new 1st Lieut came on board this afternoon. Foley was very quiet after his nights performance to a full house. Wrote the log.

September 21st '63 A very cool morning. Commenced coaling ship at 9 A. M. The transport "Arago" came in this morning, and we get our mail from her. The "Wabash" left for Charleston, we take her place as Flag ship and fly the Admirals pendant. The monitor "Passaic" came in for repairs.

Port Royal harbor. Sep 22nd '63 All hands called at 5 A. M. and go to breakfast at half past five, and began coaling again. Busy employed all day coaling ship. Wrote the Ships Log.

September 23rd '63 All hands busy cleaning up this morning. An Auction was held to sell the effects of Sargent, which brought a good price. Our crazy Ships Corporal acting the Auctioneer.

September 24th '63 All hands called at 5 A. M. and go to breakfast at 5.30. No signs of the "Massachusetts". This afternoon we commenced painting ship inside. Wrote the log.

September 25th '63 The Atmosphere is very damp this morning. Thirteen months to day since we left the good old city of Penn and great changes have taken place in that period, and we are now on the eve of going back to the same old port again. Our Spars came
alongside this morning, and we take them on board, and stowed them in the gangways. Wrote the log.

September 26th '63 A pleasant morning. The "Massachusetts" came in at a late hour last night. I suppose we will get ready for sea to day, the "Atlanta" came close to us and Anchored at dusk this evening. Wrote the Log.

September 27th '63 At 6. 30 A. M. we ran a hawser to the "Atlanta" and got underway and put to sea with her in tow, "Home- ward Bound." At 8. 45 A. M. we passed a prize Steamer bound in. At 11 A. M. we passed and exchanged Colors with the U. S. Steamer "Flag." Saw several small vessels bound to the Sd. Wrote the Log.

At Sea, September 30th '63 At 1 A. M. made a light from aloft bearing N. distant twenty five miles which proved to be Cape Hatteras light. Passed the U. S. Transport "Kate Dale" bound to the Sd. We were going to run into Norfolk on account of the leak increasing around the "Atlanta" rudder head. At 5. P. M. we saw a U. S. Gunboat to the Nd & Ed standing to the Sd. This evening we passed another Gunboat off our port beam, steering to the Sd.

October 1st '63 Another fine morning steals over us, and we are now making a strait streak for the Delaware Bay. Our bean soup was boiled with a fine toothed comb in it. At 1 P. M. we sent aloft top gallant masts and Studdingsail booms. At 5. P. M. the loud cry of "Land Oh" greets us from the lookout aloft. Everybody running forward to see who could see it from the deck first. At 6. 30 P. M. made Finiwick light from aloft bearing W. by N—12 miles. At 7. 30 P. M. made Cape Henlopen light bearing N W. b N. At 9. 30 P. M. the Pilot came on board and took charge, Cape Henlopen light bearing N W. distant 6 miles. Fired our two rifle guns and one blank Nine inch. At 10 P. M. burned our number and again fired a blank nine inch. At 10. 30 P. M. a brig ran across our bows, and nearly coming in collision with us. At midnight passed Brandywine light.

October 2nd '63 Another fine morning. At 1. 40 A. M. passed Cross ledge light. Also make out Cohanzey light bearing N N W. At 3. 30 A. M. came to Anchor and hauled in the hawser, the "Atlanta" anchoring astern of us, Bombay hook light bearing N W. At 8. A. M. we ran the hawser to "Atlanta" and got underway and stood up the bay. At 11. 00 A. M. we passed Fort Delaware. At 1 P. M.
we passed Wilmington At 2.15 P. M passed Chester. At 3 P. M. passed Fort Mifflin and at 4 P. M we dropped our mud hook off the Philadelphia Navy Yard and saluted the broad pendant of Commodore Stribbling with thirteen guns which was returned by the Receiving ship Princeton with nine guns. Ship moored with 30 fathoms on the Port chain and 15 fathoms on the Starboard. Wrote the log.

October 3rd '63 A disagreeable day, having rained a little during the night. At 9 A. M loosed sails to dry. The Engineers steward was left ashore this morining by the market boat. At 1. P. M furled sails. Many visitors on board. Wrote the log.

Port of Philadelphia, October 5th '63 A handsome day. At 7.45 A. M Two Canal boats came alongside with coal for us and we make all preparations for getting it in. At 8.30 A. M we began coaling ship with all hands, assisted by the laborers from the Navy Yard. At 12.30 P. M. we exchanged numbers with the U S. Steamer Sloop "Ticonderoga." At 2 P. M. she came to off the Navy Yard. This afternoon a lighter came alongside for, ashes. She oend in the bows, filled and sank immediately. At 8 P. M. The 2d Cutter, Barge and Dingy was discovered to be gone from astern, and supposed to have been taken by deserters. Wrote the log. One of our men named John Lynch tried to leave the ship but sorry to say poor Jack had to come over the gangway again and was put in double irons for safe keeping. Employed coaling ship all night with one watch and the laborers from the yard.

October 6th '63 Employed in coaling ship. The laborers left the ship at 5. A. M. At 6 A. M we sent our 3d Cutter with four marines to look after the missing boats. At 7 A. M. the laborers returned to the ship. At 7.30 A. M. the Barge was brought alongside by three boys from shore and was rewarded for their trouble by our 1st Lieutenant, Mr. Boyd.23 At 9. A. M. all hands were called to muster and the following number of men twenty one were missing they having deserted the ship last night at 8 P. M. One of them my old friend William H. Atkins, and another friend of mine, Francis M. Jones, a boy belonging to Brooklyn. He being boat keeper in the Dingy last night when the men ran away, they threatening to throw him in the river if he gave the least alarm, they succeeded in reaching the shore in safety and buying Jones a nice suit of clothes and giving him

23 Probably Robert Boyd, Naval Academy 1856.
thirty dollars, and paid his way on home where he arrived home safe and sound, right side up with care, much to the astonishment of his Parents. Received a quantity of stores on board. At 5.30 P. M. finished coaling ship, the laborers going on shore. At 9 P. M. There was ninety men sent ashore on liberty. Wrote the ships. [log]

October 7th '63  All hands clean ship is the order of the morning. At 5.30 A. M. sent the 3d Cutter in charge of an officer with three marines to look up the dingy, they returned without her. At 7.30 A.M she was brought alongside in a damaged state. At 9.30 A.M. Capn Steedman came on board. The tug "Ella Carl" carried away a buoy we had alongside and stoved the Dingy, the tug took the Coal Barges from alongside. Sent the Dingy to the Navy Yard for repairs. At 2.30 P. M. the Caulkers came aboard and began caulking the Spar and Quarter deck. I went ashore on 48 hours liberty.

Port of Philadelphia—October 8th '63  I am ashore on liberty enjoying a good time among my friends. Caulkers at work on board. Hoisted out the Launches preparatory to sending them over to the yard. Rec'd a quantity of wood for Engineers Dept. Sent the Launches to the Navy Yard and also the 1st Cutter. Laborers on board taking down the galley and brought a temporary one in its place Caulkers left the ship for the night at 5. P. M.

October 9th '63  A pleasant day. The galley that came on board yesterday has already proved to be a perfect failure, and nothing can be done with it. There was no ration served out to day, and all those that have no money have to do the best they can, which caused a great deal of grumbling among the men. I returned on board at 3 P. M from liberty and commence writing up the Log. One of our men ran away from the Sunset boat while on shore.

October 14th '63  Wrote the Ships Log. Many visitors aboard. At sundown the Whale boat was sent ashore to the Navy Yard dock for some of the officers and at 8 P. M. it has not returned, causing a great anxiety to the officer of the deck.

Port of Philadelphia—October 15th '63  At 6.30 A. M the Whale boat returned with two of the crew in her, the rest having deserted her last evening. Caulkers and scrapers at work on board. Our Galley is brought from the Navy Yard and we get something to eat now. In swinging this forenoon the Schooner "L. S. Levering" fouled with us and carried away part of our rail aft. Some of our men cut away some of her head gear greatly to the displeasure of her
skipper. It served him perfectly right for Anchoring so close to a ship like this anyhow. The Carpenters gang busy employed repairing our damages done by the Schooner. Wrote th Ships Log.

October 16th '63 Wrote the Ships Log, nothing of interest going on. This afternoon a small side wheel steamer called the "Spaulding" of St Johns, arrived under English Colors, she having been captured in trying to evade the vigilance of our Blockaders off Wilmington N. C.

October 17th '63 Caulkers at work again on board. Actg Master Richard Hustace and Captain Steedman were detached from this ship, we feeling very much put out at losing our old Captain who has proven so faithfull to the crew, and is now taken away from us. U. S. Steamer "Mercedita" went to sea this afternoon. Wrote the ships log.

October 19th '63 Wrote the ships log. Received on board from the Navy Yard a one hundred pound rifle in the place of the nine inch we sent ashore. Act,g Ensigns D. R. Cassell and R. D. Evans reported for duty on board.

October 20th '63 At 7 A.M Painters from the yard came on board to paint ship. Six of our men who ran away were brought on board by some Policeman to day. How eager the damned infernal policeman watches poor Jack on shore when he breaks his liberty, for the sake of getting the lousy reward, they were all put in double irons for overstaying their liberty. About 10 P.M a lot of coal barges in tow of the steamer "Atlantic" went foul of our stern damages to them not known. Wrote the ships log.

Port of Philadelphia. October 21st '63 Wrote the ships log. Shifted port bow chain into port sheet hawse pipe. One of our marines was brought on board by a policeman as a deserter and placed in double irons. And another marine and a fireman was brought on board as deserters by a Sargent of marines from the yard.

October 22nd '63 Wrote the ships log. At 9 A.M loosed sails to dry. Captn Ronckendorff reported for duty. At 10.30 A.M. he came on board and took command, furled sails at 3.30 P.M.

24 Douglas R. Cassell, Naval Academy, ordered to active service September 1863.
25 Robley D. Evans, Naval Academy, ordered to active service September 1863; later one of the most distinguished officers of the "New Navy," and Rear Admiral in command of the fleet that made the world cruise. He commanded the battleship Iowa at the Battle of Santiago in the Spanish-American War.
October 23rd '63

At 8 A.M Painters came on board from the yard and resumed painting ship. At 3. P.M. while an Army Transport was going down the river with a cargo of soldiers on board and when abreast of us one of them being intoxicated he leaped overboard, and endeavored to escape, and as it happened our Barge had been ashore and was returning to the ship at the time, they picked him up and came alongside with him, by this time it was found out aboard the Transport and she turned round and was standing towards the ship. Our boat pulled alongside of her and delivered the deserter up.

October 31st '63

At 7 A.M. called all hands up topgallant masts, swayed aloft and fidded them. Yesterday one of our men who had been ashore on liberty and had overstayed his time was picked up by a god damned lofer calling himself a policeman, who brought him off to the ship, and on coming alongside Jack succeeded somehow in getting on the gangway ladder and coming on board ahead of the policeman he then ran forward and stowed away below, the policeman after him but did not catch him. The poor policeman as he styles himself reported to (Mr Evans) the officer of Deck that he had brought one of our men on board, but he got away from him. Mr Evans not seeing him told the policeman that he knew nothing of him, but give him permission to search the ship and find him. The policeman then went below to search for him, followed by a party of Sailors who were then hungry enough to eat him, when the policeman had got as far as the orlop deck he met with a warm reception of whisky bottles he then turned round and made the best of his way on deck to avoid further danger, as he might probably met with some very rough handling by the noble tars had he gone any further after our shipmate. He then gave up the chase after Jack and went ashore without getting his twenty dollars in his slippery fingers as he no doubt expected. I hope it learned him a good lesson that he very likly forget. He had better not bring any more of our men aboard in the future as he will be rembered. So at 8. A.M our shipmate made his appearance on deck and reported himself returned from liberty, he was sent to his duties, Causing quite a joke among the officers.

Part II of this diary, which carries the Powhatan through a cruise in West Indian waters, will follow in the July issue.