

# OFFICIAL RECORDS

OF THE

## UNION AND CONFEDERATE NAVIES

IN THE

# WAR OF THE REBELLION.

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PUBLISHED UNDER THE DIRECTION OF

The Hon. CHARLES J. BONAPARTE, Secretary of the Navy,

BY

MR. CHARLES W. STEWART,

*Superintendent Library and Naval War Records.*

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**SERIES I—VOLUME 21.**

**WEST GULF BLOCKADING SQUADRON**

FROM JANUARY 1 TO DECEMBER 31, 1864.

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WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1906.

Having had many of my own men wounded and the surgeon of the ram *Tennessee* being very desirous to have Admiral Buchanan removed to a hospital, I sent a flag of truce to the commanding officer of Fort Morgan, Brigadier-General Richard L. Page, to say that if he would allow the wounded of the fleet as well as their own to be taken to Pensacola, where they could be better cared for than here, I would send out one of our vessels, provided she would be permitted to return bringing back nothing that she did not take out. General Page assented, and the *Metacomet* was dispatched about — o'clock.

The list of casualties on our part as far as yet ascertained are as follows:

Vessel.	Killed.	Wounded.
Flagship Hartford .....	19	23
Brooklyn .....	9	22
Lackawanna .....	4	2
Oneida .....	7	23
Monongahela .....		6
Metacomet .....	1	2
Ossipee .....	1	7
Richmond .....		2
Galena .....		1

In all, 41 killed and 88 wounded.

On the rebel ram *Tennessee* were captured 20 officers and about 170 men. The list of the former is as follows: Admiral F. Buchanan, Commander James D. Johnston, Lieutenant Wm. L. Bradford, Lieutenant A. D. Wharton, Lieutenant E. J. McDermott, Master J. R. Demahy, Master H. W. Perrin, Fleet Surgeon D. B. Conrad, Assistant Surgeon R. C. Bowles, First Assistant Engineer G. D. Lining, Second Assistant Engineer J. [C.] O'Connell, Second Assistant Engineer John Hayes, Third Assistant Engineer O. Benson, Third Assistant Engineer W. B. Patterson, Paymaster's Clerk J. H. Cohen, Master's Mate W. S. Forrest, Master's Mate [M. J.] Beebee, Master's Mate R. M. Carter, Boatswain John McCredie, Gunner H. S. Smith.

On the *Selma* were taken about 90 officers and men. Of the officers I have only heard the names of two, viz, Commander Peter U. Murphey, Lieutenant and Executive Officer J. H. Comstock, who was killed.

I will send a detailed dispatch by the first opportunity. Enclosed is a list of killed and wounded on board the *Hartford*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Detailed reports of casualties.

No. 338.]

FLAGSHIP HARTFORD,  
Mobile Bay, August 8, 1864.

SIR: In my dispatch No. 335, written on the evening of the engagement of the 5th instant, the casualties then reported were 41 killed and 88 wounded.

More detailed reports since received make the casualties 52 killed and 170 wounded, viz:

Vessel.	Killed.	Wounded.
Hartford.....	25	28
Brooklyn.....	11	43
Lackawanna.....	4	35
Oneida.....	8	30
Monongahela.....		6
Metacomet.....	1	2
Ossipee.....	1	7
Richmond.....		2
Galena.....		1
Octorara.....	1	10
Kennebec.....	1	6

I forward herewith the report of the surgeons of these vessels, giving the names of the killed and wounded and the character of the wounds.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

*Rear-Admiral, Commanding West Gulf Blockading Squadron.*

HON. GIDEON WELLES,

*Secretary of the Navy, Washington.*

[Enclosures.]

*Report of killed and wounded, U. S. S. Hartford, August 5, 1864.*

KILLED.

- |                                       |   |
|---------------------------------------|---|
| 1. Wm. H. Heginbotham, acting ensign. | 13. Wm. E. Andrews, captain afterguard.     |
| 2. Chas. Shaeffer, ordinary seaman.   | 14. Fredk. Munsell, landsman.               |
| 3. Wm. Smith, landsman.               | 15. Geo. Walker, landsman.                  |
| 4. Louis McLane, landsman.            | 16. Thos. Wildes, landsman.                 |
| 5. Benj. Harper, seaman.              | 17. Geo. Stillwell, nurse.                  |
| 6. Jas. B. Osgood, ordinary seaman.   | 18. David Morrow, quarter gunner.           |
| 7. Adolphus Pulle, seaman.            | 19. Peter Duncan, coal heaver.              |
| 8. Thos. Bayne, ordinary seaman.      | 20. And. E. Smith, coal heaver.             |
| 9. John C. Scott, ordinary seaman.    | 21. Francis Campbell, second-class fireman. |
| 10. Thos. Stanton, seaman.            | 22. Chas. Stevenson, second-class boy.      |
| 11. Jas. Alexander, landsman.         | 23. David Curtin, landsman.                 |
| 12. Henry Clark, first-class boy.     |   |

SEVERELY WOUNDED.

- |                                     |   |
|-------------------------------------|---|
| 1. Wilder Verner, landsman.         | 11. Chas. Dennis, colored, landsman.        |
| 2. M. C. Forbes, captain top.       | 12. Aug. Simmons, ordinary seaman.          |
| 3. Michael Fahya, landsman.         | 13. Wm. Thompson, first, ordinary seaman.   |
| 4. Jas. L. Geddis, landsman.        | 14. Peter Pitts, colored, landsman.         |
| 5. Wm. G. Trask, ordinary seaman.   | 15. R. D. Dumphy, coal heaver.              |
| 6. Wm. A. Stanley, seaman.          | 16. Wm. Doyle, first-class boy.             |
| 7. Thos. O'Connell, coal heaver.    | 17. Wm. Eldin, seaman.                      |
| 8. Jas. R. Garrison, coal heaver.   | 18. Walter Lloyd, first-class boy.          |
| 9. E. E. Johnson, first-class boy.  | 19. R. P. Herrick, acting master's mate.    |
| 10. Geo. E. Fleke, first-class boy. | 20. Wm. [G.] McEwan, act. third asst. engr. |

SLIGHTLY WOUNDED.

- |                                |   |
|--------------------------------|---|
| 1. L. P. Adams, lieutenant.    | 5. Michael English, second-class fireman. |
| 2. Robt. Dixon, boatswain.     | 6. Jas. F. Brown, landsman.               |
| 3. Wm. A. Donaldson, seaman.   | 7. Jas. Anderson, seaman.                 |
| 4. Geo. A. Wightman, landsman. | 8. Stephen H. Jackson, first-class boy.   |

Killed.....	23
Wounded severely and transferred to hospital at Pensacola.....	20
Wounded slightly, remaining on board.....	8
<b>Total.....</b>	<b>51</b>

Respectfully,

P. LANSDALE,  
Surgeon.

Captain P. DRAYTON, U. S. NAVY,  
Commanding U. S. S. Hartford, Mobile Bay.

U. S. S. BROOKLYN,  
In the Bay of Mobile, August 6, 1864.

SIR: In addition to the list of casualties resulting from the action with the rebel forts and fleet yesterday I have to report 13 more to-day, some of which were overlooked in the haste of making out the list and others failed to report themselves. You will observe this addition of 13 to the list of wounded makes a total of 54 instead of 43, the number reported yesterday.

I also submit the name, rate, and remarks in each case.

LIST OF KILLED.

Name.	Rate.	Remarks.
1. Wm. H. Cook.....	Acting master's mate.....	Splinter wound of both thighs and legs. The left hand carried away.
2. Eli Harwood.....	Captain's cook.....	Left shoulder and arm badly lacerated.
3. John Ryan.....	Landsman.....	Left half of head carried away.
4. Chas. B. Seymour.....	Seaman.....	Upper half of head carried away.
5. Thomas Williams.....	do.....	Spine and ribs carried away.
6. Lewis Richards.....	do.....	Back part of chest and head carried away.
7. Michael Murphy.....	Private, marine.....	Right leg and half of the pelvis carried away.
8. William Smith.....	Private, marine.....	Struck by a shot and knocked overboard.
9. Richard Burke.....	Coal heaver.....	Back part of chest carried away. Compound fracture left leg.
10. Anthony Dunn.....	First-class fireman.....	Abdomen and chest opened by shell.
11. James McDermott.....	Landsman.....	Left side of abdomen carried away.

LIST OF WOUNDED.

1. Charles F. Blake.....	Lieutenant.....	Flesh wound of right leg; slight.
2. Douglas Cassel.....	Acting ensign.....	Wound of scalp; slight.
3. Daniel C. Brayton.....	Sailmaker.....	Contusion of right forearm; severe.
4. Abraham L. Stevens.....	Acting master's mate.....	Wound of face.
5. Alexander Mack.....	Captain main top.....	Compound fracture of left hand; severe.
6. Patrick Brierton.....	Landsman.....	Wounds in right arm; severe.
7. Francis Prier.....	Ordinary seaman.....	Compound fracture of rib; wound of scalp; dangerous.
8. Rufus Brittell.....	Landsman.....	Left eye destroyed; severe.
9. Patrick Duggin.....	do.....	Fracture of left leg; severe.
10. John McPherson.....	Seaman.....	Scalp wound and contusion; severe.
11. John Dunn.....	Coal heaver.....	Left eye destroyed; severe.
12. Charles Steinbeck.....	Ordinary seaman.....	Fracture of skull; severe.
13. Daniel McCarthy.....	Landsman.....	Compound fracture of scapula; slight.
14. Geo. W. Hersey.....	Seaman.....	Flesh wound over hip; severe.
15. Wm. A. Harrison.....	Ordinary seaman.....	Flesh wound in right arm; severe.
16. Thos. Dennison.....	Landsman.....	Wound over left eye; severe.
17. Frank Hanson.....	Seaman.....	Contusion of both eyes; severe.
18. Alvin A. Carter.....	Ordinary seaman.....	Fracture of right thigh; severe.
19. George R. Leland.....	Private, marine.....	Bolt driven in left thigh; severe.
20. Wm. McCafrey.....	Seaman.....	Wound over right eye; slight.
21. John Bryant.....	Armorer's mate.....	Scalp wound; slight.
22. Roland M. Clark.....	Ordinary seaman.....	Flesh wound, left forearm; slight.
23. William Brown.....	Landsman.....	Splinter wound thigh and shoulder; slight.
24. Patrick McGowan.....	Coal heaver.....	Wound left elbow; severe.
25. Charles Miner.....	Landsman.....	Contusion of shoulder; slight.

FORT MORGAN, August 6, 1864.

SIR: Your note of the 5th received. There is no objection to your burying your dead on shore. When they arrive near the wharf here, a point will be designated for the burial.

Very respectfully, your obedient servant,

R. L. PAGE,

Brigadier-General, C. S. Army.

Rear-Admiral D. G. FARRAGUT,

Commanding U. S. Naval Forces, Mobile Bay.

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Report of Captain Drayton, U. S. Navy, commanding U. S. flagship Hartford, with enclosures.

FLAGSHIP HARTFORD,  
Mobile Bay, August 6, 1864.

SIR: I have the honor to offer the following report of the part which this vessel took in the action of yesterday:

According to previous arrangement, the *Metacomet* was lashed alongside of us at 4:30 a. m., and at 5:30 we got underway, following the *Brooklyn*, which led the line. After some little delay, which was required to allow of all the vessels getting into position, we moved on in the direction of Fort Morgan, which opened on us at about 2 miles distance at 7:06. The enemy's fire was at once answered by that of our bow 100-pounder rifle, the only gun that could be brought to bear until about 7:30, when we commenced firing the broadside guns with great rapidity, which was continued as long as they could be of use. About 7:35 I heard the cry that a monitor was sinking, and looking on the starboard bow saw the turret of the *Tecumseh* just disappearing under the water, where an instant before I had seen this noble vessel pushing on gallantly in a straight line to attack the enemy's ram *Tennessee*, which had apparently moved out to give her an opportunity.

As our boats could not be lowered, by your direction one was sent which was towing astern of the *Metacomet*, the vessel lashed to us.

The rapidity of our fire, together with the smoke, so completely disordered the enemy's aim that we passed the fort with no great injury or loss of life, a shell which came through the side and exploded a little abaft the mainmast killing and wounding a large portion of No. 7 gun's crew, being the only one that caused much destruction. As we, however, were getting by the shore batteries we came directly under the fire of the gunboats *Selma*, *Morgan*, and *Gaines* and the ram *Tennessee*, and being only able to direct our fire on one of them at a time, the shots from the others were delivered with great deliberation and consequent effect, a single shell having killed 10 and wounded 5 men at Nos. 1 and 2 guns.

The *Tennessee* also followed us for some distance, throwing an occasional shot; but finding that she did not come up, and we being now a mile ahead of the remainder of the fleet, she turned and ran down to them, not wishing, I suppose, to be entirely cut off from Fort Morgan.

At this time, by your order, the *Metacomet* was cast off and directed to chase the *Selma*, which, keeping on our bow, had annoyed us exces-

sively with her three stern guns, which we could not answer, owing to our rifle-gun carriage having been destroyed by a shell.

She was just sheering off as the *Metacomet* was loosed from us, and being followed into shallow water, was overtaken and captured by the latter vessel after an exciting running fight of an hour. The other two gunboats, the *Morgan* and *Gaines*, also got into shallow water, and not being followed by any of our light-draft vessels, escaped to Fort Morgan, where one was run ashore and afterwards burned, and the other, the *Morgan*, got to Mobile during the night by keeping close inshore.

The fight appearing to be now over, we anchored and made signal to the fleet to do the same, supposing that as the *Tennessee* had got under Fort Morgan, she would remain there, when a quarter of an hour later it was reported that she had come out and was steering toward us. I could not, however, believe in such temerity at first; but its truth becoming soon evident, by your order I commenced heaving up the anchor and should have slipped had it not been for the jamming of a shackle pin; but the ship was soon underway again and steering straight for the ram, which we struck with great force, although not on her beam, as she turned toward us as we approached. After striking, we dropped close alongside and delivered our broadside of solid IX-inch shot with 13 pounds of powder, at a distance of perhaps not more than 8 feet from her side, as I believe, however, from subsequent observation, without doing any injury. The ram at the time had only two guns in broadside. One missed fire several times, as we could distinctly hear. The shell from the other passed through our berth deck and exploded just inside, killing and wounding a number of men, and the pieces broke through the spar and berth decks, even going through the launch and into the hold where were the wounded.

We then stood off and were making another circuit to run into the ram again when in mid career the *Lackawanna* struck us a little forward of the mizzenmast, cutting us completely down to within 2 feet of the water. This caused a detention of perhaps five minutes; but finding that we were not sinking, the ship was, by your order, pointed again for the ram, and we were going for her at full speed when it was observed that a white flag was flying. This ended the action, and at 10:10 we had again anchored at about 4 miles distance from Fort Morgan.

I have now only to speak of the officers and crew.

To Lieutenant-Commander Kimberly, the executive officer, I am indebted not only for the fine example of coolness and self-possession which he set to those around him, but also for the excellent condition to which he had brought everything belonging to the fighting department of the ship, in consequence of which there was no confusion anywhere, even when from the terrible slaughter at some of the guns it might have been looked for.

All did their duty; but I can not but mention Lieutenants Tyson and Adams and Ensign Whiting, to whose example and exertions it was in a great measure owing, no doubt, that the great loss at some of the guns was not followed by confusion or delay in repairing damages. Acting Master's Mate Tinelli also, who took charge of the third division after Lieutenant Adams was wounded, is spoken of to me very highly. Acting Third Assistant Engineer McEwan is also strongly noticed in

the report of Chief Engineer Williamson. He lost his right arm while busily employed on the berth deck, where he was stationed, in assisting and comforting the wounded. He is spoken of by his superiors as most competent to fill the position of third assistant engineer in the regular service, for which I would beg you to recommend him to the honorable Secretary of the Navy.

The last shell fired at us, that from the ram, killed my clerk, Ensign W. H. Heginbotham. Although this was the first time he had been in action, nothing, I am told, could exceed the coolness and zeal with which he performed his duties in the powder division, and I feel his loss most seriously, as his general intelligence and many amiable qualities had made him almost necessary to me.

I must also thank Lieutenant A. R. Yates, a volunteer from the U. S. S. *Augusta*, who acted as an aid both to you and myself and was to me most useful.

The two after guns were entirely manned by marines, who, under the direction of Captain Charles Heywood, performed most efficient service.

Thanks to the unremitting supervision of Chief Engineer Williamson all had been so thoroughly prepared in his department that nothing was required of the engines during the day which they could not perfectly perform.

The devoted attendance of Fleet Surgeon Palmer, Surgeon Lansdale, and Assistant Surgeon Commons to our wounded was beyond praise, and it was owing to their skill and untiring exertions that the large number of desperately wounded were prepared, by 8 o'clock in the evening, for removal to the hospital at Pensacola, for which place they left at daylight on the following morning in the *Metacomet* under a flag of truce.

Boatswain Dixon was nearly knocked overboard by a splinter, but absented himself from the deck only long enough to have his wounds dressed, when he returned to his duties.

Acting Master's Mate Herrick, while superintending the passage of powder and shell on the berth deck, was very severely wounded by a piece of shell, which entirely disabled him at the time and may, I am afraid, prove very serious. Up to this time his conduct and bearing are spoken of by the commanding officer of the divisions in the highest praise.

I must also thank Lieutenant Watson, your flag-lieutenant, who, besides attending most faithfully to the signals, found time to assist me on several occasions when it was important to give directions in detail about the firing.

Of the crew I can scarcely say too much. They were most of them persons who had never been in action, and yet I can not hear of a case where anyone attempted to leave his quarters or showed anything but the sternest determination to fight it out. There might perhaps have been a little excuse had such a disposition been exhibited when it is considered that a great part of four guns' crews were at different times swept away almost entirely by as many shells. In every case, however, the killed and wounded were quietly removed, the injuries at the guns made good, and in a few moments except from the traces of blood nothing could lead one to suppose that anything out of the ordinary routine had happened.

In conclusion, I request that you will recommend to the honorable Secretary of the Navy for the medal of honor the men whose names

accompany this in a separate report. They well deserve the distinction.

Very respectfully,

P. DRAYTON,  
*Captain.*

Rear-Admiral D. G. FARRAGUT,  
*Commanding West Gulf Blockading Squadron.*

With this report I enclose those of the executive officer, the officers of divisions, and of the gunner, carpenter, and sailmaker, and I beg leave to heartily endorse all that is said in them about the officers and men of their respective commands.

I would also beg leave to say that although there was very considerable loss of life in the powder division, thanks to the good arrangements and the example of coolness of Ensign Dana, who was in charge of it, there was no confusion.

He was also greatly assisted in the after part of the division by Sailmaker T. C. Herbert, whose example tended much to give confidence to those around him. He is a most deserving officer.

The gunner, J. L. Staples, and carpenter, George E. Burcham, also deserve notice for their strict attention to duty.

Very respectfully, your obedient servant,

P. DRAYTON,  
*Captain.*

Rear-Admiral D. G. FARRAGUT,  
*Commanding West Gulf Blockading Squadron.*

[Enclosures.]

U. S. FLAGSHIP HARTFORD,  
*Mobile Bay, August 8, 1864.*

SIR: Agreeably to your order I submit the following reports of the passage of this ship by Forts Morgan and Gaines and our engagement with the ram *Tennessee*, ironclad, and with the gunboats *Selma*, *Gaines*, and *Morgan*:

On the morning of the 5th called all hands at 3 a. m., stowed hammocks, and gave the people an early breakfast; hove in to 20 fathoms of chain and prepared to receive the U. S. S. *Metacomet* alongside. At daylight the *Metacomet* came on our port side and made fast, our battery on that side having been run in for the purpose. Hove up our anchor, and at 5:40 a. m. stood in to take our position astern of the *Brooklyn*, which ship was slowly standing in for the bar, followed by the *Hartford*; lashed our anchors to the bows and secured the chains with extra stoppers, beat to quarters, and cleared ship for action. A few minutes after 7 o'clock Fort Morgan opened upon us and continued firing until the fleet had passed.

We commenced and continued to fire with our starboard 100-pounder Parrott on the topgallant forecastle until our starboard broadside could bear, which was not, however, until we got nearly abreast of the fort, when we opened with our twelve IX-inch guns loaded with 10-second shell. We now fired rapidly, and as we approached used 5-second shell and shrapnel with fuzes cut at 2 seconds, which had the effect to drive the enemy from their water batteries and parapet guns whilst we were abreast of the fort. The *Brooklyn* now having stopped and commenced backing, the *Hartford* went ahead and led the fleet until we anchored up the bay.

After passing the *Brooklyn* the rebel ram and gunboats paid their