

Saturday. Feb. 27<sup>th</sup>

To day very fine. one Lieut and one <sup>Phoenix</sup> ~~Master~~ <sup>Minball</sup> reported to day for duty. Received A letter from C. W. B. also read A letter from G. W. J. from Wilmington. went ashore in afternoon staid ashore all night.

Sunday. Feb. 28<sup>th</sup>

I returned on board this morning. A very fine day. wrote fine letters one to C. W. B. W. H. J. A. J. H. L. B. J. M.

Monday. Feb. 29<sup>th</sup>

This morning raining. mailed my letters. went on shore in the afternoon. visited Benjamin Grain. and <sup>M<sup>rs</sup></sup> M<sup>r</sup> Lauren. remained ashore in afternoon.

Tuesday. March the 1<sup>st</sup> / 44

I returned on board this morning at 6 bells all right. Dr Fox returned from Boston he is Detached from the "Niagara" and ordered to the "Minnesota" as fleet surgeon of the North Atlantic Squadron. it Began to

snow about 7 $\frac{1}{2}$  O'clock. and continued to snow all day. our Galley chimney took fire this morning. and there was considerable commotion among the men extinguishing it.

Wednesday. March 2<sup>nd</sup>

This morning clear and cold. Received A letter from G. L. M. containing one from home bearing date Jan. 16<sup>th</sup> all well. they received one from me this is the second one that I have received. Read

Thursday. March 3<sup>rd</sup>

A very fine day. we are still lying off the yard uncertain what is to be done with us. unbend sails

Friday. March 4<sup>th</sup>

A fine clear day. went ashore. received A letter from C. W. B. heard of the arrival at Cambridge of Edger Miller. visited Mrs A. S. P. wrote to G. W. B.

Saturday. March 5<sup>th</sup>

A very fine day. to day I finished packing up. Dr Fox. then took some of his things to the steamer Osborn. in the Afternoon I took the remainder of his things to the Astor house

I then took a stroll up Broadway. Departure of  
the 20<sup>th</sup> Regmt. of U. S. (colored) Volunteers.  
the first colored Regiment raised in New York  
pronounced by all to be a splendid Regiment.  
Recd a letter from H. L. B. one from A. C. J. and  
one from A. C. H. remained ashore all night.

Sunday, March 6<sup>th</sup>

To day very fine. (yesterday it rained) to day, the  
Dr. took final leave of the ship. I know that I  
have lost a good friend, wrote a letter to G. W. R.  
yesterday two steamers ran into us but did no  
damage of any magnitude.

Monday, March 7<sup>th</sup>

A very fine day. this morning the steamer "Augusta"  
ran into us and carried away our spanker  
boom, hauled a little further off from the  
shears.

Tuesday, March 8<sup>th</sup>

To day a very fine day. went ashore in the  
Afternoon remained all night.

Wednesday, March 9<sup>th</sup>

This morning I returned on board at five  
o'clock, found that a draft of one hundred <sup>Rebs.</sup> men  
came on board last evening, also that they  
had up steam ready to move the ship out from  
the yard. after all things were ready, at ten  
o'clock two Tugs came along side and we  
moved out from the yard after hauling in  
almost every direction, we came to anchor  
of Wall street Ferry, about two o'clock, we  
then moved ship, we are again settled until  
the next order comes from Washington.

Thursday, March 10<sup>th</sup>

To day a very fine day, there is a Russian  
Frigate, at the wharf a short distance from us  
with an unpronounceable name we can now  
see a great deal that is transpiring in the  
Harbor, received a letter from G. P. F.

Friday, March 11<sup>th</sup>

To day very fine, we took in our store of  
shot and shells, and sharpnell, in the evening

I went ashore and passed through some of the wealthy streets of Brooklyn. I called upon Mrs. C. then I went to Plymouth Church. (Rev. H. W. Beecher.) Listened to a very good Lecture by George Thompson of England. I remained ashore all the night.

Saturday March 12<sup>th</sup>

I returned on board at 7 $\frac{1}{2}$  o'clock. A very fine day. we stowed both decks and otherwise regulated the ship. all hands were stationed to their respective Divisions. in the evening we were called to Quarters for the first time in two months.

Sunday March 13<sup>th</sup>

To day a splendid day. Quarters at 2 bells about 8 bells it commenced to rain and blowed very hard. it lasted about an hour. when it cleared of as clear as it was before about 8 bells this evening we had quite an excitement in consequence of the Masters Mates Store Room taking fire. from a light left burning in

it by one of the boys. as we are to have a party tomorrow we are busy preparing for it the Officers will enjoy themselves but the men cannot even get ashore.

Monday March 14<sup>th</sup>

To day was a lovely day. the Powder boat came along side about 9 o'clock. and we commenced to take in Powder. as we intended to have company to day.

I was obliged to go to New York after some of the Indispensables. as I was leaving the ship. the Band from the "North Carolina" came on board. I returned about 12 o'clock. to find quite a number of Ladies assembled and dancing going on. we now made preparation for the Luncheon. which passed off finely. when dancing was again resumed which lasted till four. when the Band left the company remained later. and the last did not get away until about five. so end our trouble of to day. I received a letter from Mr. & Mrs. Hall quite well. the Water boat came along side and we took aboard a supply of the crystal liquor.

Tuesday. March 15<sup>th</sup>

This morning was clouded and quite cold. about eleven o'clock, it commenced to rain ~~thru~~ it changed to snow. it snowed about 2 hours when it finely cleared off. I went ashore and went to a concert (at fleet. St. church.) by Madam Greenfield. (the Black Swan) I visited Mrs. C. and Mrs. L. I accompanied Mrs. P. from the concert quite cold. I remained ashore all night.

Wednesday March 16<sup>th</sup>

This morning I went to the supply store and got our stores then came down to the wharf to return on board here I took an unintentional bath. the ladder that we had placed along side of the wharf. for our convenience of getting in and out of our boats. the ladder had become coated with ice. and as I descended the ladder to the boat. I slipped from the ladder into the River. I was rescued by the boats crew. it was very cold. and my face and clothes became coated with ice. I soon got on board and

changed my cloths. in the evening I felt quite unwell from the effect of my bath. I received a letter from C. W. R.

Thursday. March. 17<sup>th</sup>

To day being St. Patrick's day. there is lively times among the Irish portion of our crew. orders came on board for the ship to be ready to proceed to sea. in search of the Station ship of the Sine "Pie Galan<sup>tu</sup>horn". reported to have been passed in a sinking condition. on the 7<sup>th</sup> inst we commenced preparations accordingly we began to bend on sail and unmoor ship. also took aboard a supply of wood. also got up steam and otherwise prepared for sea. wrote to C. W. R.

Friday March 18<sup>th</sup>

all hands were called at 3 bells after taking breakfast. they commenced to bend on sails and got up the Port Anchor. took aboard our stores. the Pilot came on board about 11 o'clock. at 1 1/2 o'clock we commenced to take up the starboard anchor

James Thompson, was discharged, his time having expired we secured anchor and started for sea about 2 $\frac{1}{2}$  O'clock, after passing Sandy Hook we passed several vessels inward bound about five P.M. we discharged the Pilot, we now are one more on the boundless deep blowing quite fresh the ship rolls heavily the greater portion of our crew being Landsmen, on their first cruise there is a large number of them ~~and~~ sick, you can see them trying to get forward by crawling and helping each other, they do not like their first feelings of a seafaring, after night we set our fore-topmast staysail fore and main sail and Foretop sail, making ten knots our course lay to the Eastward.

Saturday, March 19<sup>th</sup>

Not blowing as strong as yesterday, steering E.N.E. about about ten O'clock A.M. passed a sail on our Starboard beam, we now set our Fore and Main Regalant sails

and all our Fore and Aft sails except the Spanker, 20 minutes to 1 O'clock spoke the Ship, Florida, Southard of and from Boston, for New Orleans, at 1 O'clock a sail reported on our Port bow, passed the sail (A Brig) at 6 O'clock, took in sail, steering at night E.N.E.

Sunday, March 20<sup>th</sup>

Quite moderate, wind ahead, until after 12 O'clock when it hauled on our Port Quarter, set all our square sails making about 8 knots, passed a Barque, to the Starward, at sunset another sail on our Port Bow, about 8 bells took in sail about 11 O'clock, passed some heavy spars.

Monday, March 21<sup>st</sup>

The sea quite calm, the sky clouded, and pleasant our course lay E.S.E. about 9 O'clock made out a steamer on our starboard bow, we gave chase, but she ran away from us, ship rolling heavily

Tuesday. March 22<sup>nd</sup>

Very cloudy. our course lay to the S.E. it tried to rain several times during the day we only carried our Fore Tropsail and Foretopmast stay sail ship rooling very heavalry.

Wednesday March 23<sup>rd</sup>

Very cloudy with strong winds from south west. about 4 bells A.M. it commenced to rain very hard. we could not stow our Hammocks in the Kettings. sea running very high. the blow increases to A gale. under double reef Main Top sail ship'd several seas over our bow. I was really amuseing to see the Landsmans trying to keep their feet manay at one sigh for their home they have left. to become A sailor. the gale increases.

Thursday March 24<sup>th</sup>

Blowing furiously from S.W. last night about 11 o'clock ship'd A tremendous sea wich carried away two of our Port waist boats. (3<sup>rd</sup> and 6<sup>th</sup> Cutters) fill'd the

steerage and Engine room with water. set the Fore Topmast staysail and Fore sail. (closed Reef'd) the Commodore at the wheel. about 1 o'clock ship'd another heavy sea. we ship'd several. untill after daylight. when it moderated A little. but still blowing A gale. one of our Coal heavers. was severely injurd last night by the coal falling upon him. at ten o'clock steering S.S.E. we secured the remaining boats by putting top lifts to the Davids. to day we sent down our main. Degallant yard. and mast. in lowering the mast it was accidentally broken in the afternoon we shook the reef out of our Foresail. and set the Foretop sail we took the Sun at noon and found that we was A great distance out of our course this evening about 6 bells. our Main Tropsail stay parted. the wind is more moderate. but A very heavy chopping sea is running. our course lay S.S.E. we lost one of our 12. lb. boat Howitzer. and had A general smash up of carriages

Stalyard racks our Main Deck wet Fore and Aft. and all our Main Deck hatches battened down steering at night East by North.

Friday March 25.

A very fine day. light wind with a heavy sea running we send down Fore Deggallant yard and Mast. still steering E. by N. we took soundings to day at 11 o'clock. and obtained 45 Fathoms. and again at 1 o'clock. and we also got 45 Fathoms. we have been on the Banks of Newfoundland for the last three days steering at night E. S. E. we also sent down to day our Mizzen, Deggallant yard and Mast. heavy clouds rising all around the horizon which betokens another storm.

Saturday March 26<sup>th</sup>

Cloudy with a slight Drizzle of rain. very light wind and a heavy sea running steering E. S. E. about ten o'clock we changed our course N. W. steering homeward. it was reported that we passed an Iceberg last night. but I did

not have an opportunity of seeing it being asleep at the time raining very hard all day carrying to night our Foresail Foretop-sail. Foretop-mast Staysail. Foretop-sail and Main Top-sail.

Sunday March 27<sup>th</sup>

The morning was very fine. until about 10 o'clock when commenced to rain quite hard we steering to the N. W. with all sail set until about 7 bells P. M. when a sail was reported on our Port beam. the wind blowing from that direction we were obliged to furl sail. in order to give chase. but night coming on we lost sight of the stranger. we again changed our course so as to get our Fore and Aft sails to bear and stood on our course homeward. some of the Boys reported a Whale this afternoon but I did not get a sight.

Monday March 28<sup>th</sup>

This morning cloudy and raining with a fresh breeze from the Eastward. we averaged last night

Eleven knots. the wind increasing and at 12 O'clock we were making 14 knots. we carried all sail up to 1 O'clock. when it became necessary to take in our Foretopmast staysails, and to take it double reef in our Main and Foretopsails. the <sup>wind</sup> at this time increasing to a Gale, and the sea running very high. at 3 O'clock P.M. our Fore staysail was carried away. when it became necessary to take in all sail except the Fore and Maintopsails. we were making at this time 15 knots. with her engine. stopd. about two bells we made a schooner. on our lee bow. we passd close by him but could not speak him on account of the gale. the "Chiagara" passd him as if he was standing still. we now began to ship seas. as night comes on the Waves began to mount higher. about 5 bells. our Main-Topsail. gave away. all the evening we stood on our course before the wind. under sail alone. sailing faster by five knots than we could steam. but the Gale has helped us

on. we tried to furl our Foresail but we only could get it clew'd up and let it remain

Tuesday March 29<sup>th</sup>

All last night we went before the gale under double reefd Foretopsail. and fore storm staysail our Main Topsail. has blown to ribbons also our Foresail. the Gale still blows fresh and the seas running very high. we shipd several through the night. and one sea filld the Ward Room with Water. I have got duck'd awfully. last night it was worth something to be upon the Deck. although there is so much danger in a storm there is something very sublime in one. to hear the roar of the storm. the hissing of the Waves. the whistling of the Piggings. and the Cannon like report of the torn sail. and above all this the stern <sup>ward</sup> of command. and the shrill sound of the Boatewain's Pipe. all adds to the grandeur of the scene. for there is something grand in a storm. all night with eager eyes both Officers, and Men. paced the Deck. watch-



ing our Foretop-sail. feeling in A measure secure as long as we could carry sail at all. it has stood through the night. there is no sign of the storm abating. all the Galley fire is out. and nothing to eat. is the cry. and almost nothing to wear on account of the Water. shine out fair sun and smote the Waves. that we may proceed on our course and all be saved. It continued to blow until about 3 O'clock. in the Afternoon. when it Moderated. enough to enable us to send Men aloft. to remove the remainder of our Main Top-sail. and to set A new one in its Place. our course lay at night S.W. by W. after the sail was secured and spread to the breeze. Grog was served out to all the Seamen's with was taken with A relish.

Wednesday March 30<sup>th</sup>

The sun rose clear this Morning but it was not long before it hid itself behind the murky clouds that obscured the horizon at this time. and we had alternately Sunshine and

rain during the day. we removed the remains of our Foresail and made everything snug to day Grog Money was served out to all hands. I took up A subscription to assist in sending A News Paper (The Anglo. African) to the Colored Soldiers of the Army of the United States. very little sea running but it seems as if the ship has learnt to Brool so well that she cannot stop Brooling and tis with some difficulty that you can keep things in their places. we had Fair wind until late in the evening when the wind showed A disposition to change. and for some time it did not blow from any particular direction until 8 O'clock when it settled dead ahead. when we were obliged to take in all sail

Thursday March 31<sup>st</sup>

We still have the wind ahead and as it blows from the southward it might be fine. if we did not Brool so very bad. to day was the counterpart of yesterday in regard to the changes of the weather. we had head wind until about four O'clock when the wind

hauled on our beam, and we got our Fore and  
Aft sails set, about this time a sail was re-  
ported on our Port Bow. she was a schooner  
but night coming on we did not speak her

Friday, April. 1<sup>st</sup> / 04.

This morning cloudy and cool we took the  
wind on our beam, carrying our Fore and Aft  
sails until about 8 O'clock when the wind hauled  
ahead and we were obliged to take in sail, at  
daylight there was two sails in sight, but by  
12 O'clock, we counted 22, land was reported  
early this morning after dinner they holysto-  
red deck and scraped spars, and otherwise  
put things in order, at 6 O'clock we made the  
Highland light, we stopd several times to take  
soundings, late this evening, sat all our  
Fore and Aft sails, which helped us along  
A great deal, we took aboard a Pilot at  
7 O'clock, and bore down for the Bar.