Recd. 10th June
18

Phila. June 9. 1862

Commodore Joseph Smith
Chief of Bureau
Dear Sir

Your communication
of 7th with Pay Rolls enclosed was duly
rec'd. I enclose the receipts of
the ship's crew

I considered it best
that the absentees themselves should sign
the receipts, as the powers were given when
the payments are contracted. I enclose
the receipts of Chas Dittmar who came
from N York and of the Carpenter
& Allegan who signed at Baltimore.
The two in the Army have been
written to, at Harpers Ferry, where
I learn they are, with a formal
receipt for their Signatures.

The Boat was submerged
three times on Saturday — the last time
20 minutes — the others 15 minutes.
Mr Eckers was fearfully scalded and
she is a Cripple. She detected some
small matters to be corrected, which

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The Boat was submerged
three times on Saturday — the last time
20 minutes — the others 15 minutes.
Mr Eckers was fearfully scalded and
she is a Cripple. She detected some
small matters to be corrected, which

will take 2 or 3 days — He wishes to make her perfect — I have great confidence in him —

Mr DeVillerois has not made his appearance. His men, I learn, have proceeded on further — I have given up all hopes of seeing him, and have settled nearly all the board bills & the endorsing I could effect.

I am glad you have placed the men on the regular Navy Roll. It will improve the discipline of the crew. I think Mr Eckerson ought to be authorized to select a full crew, as one in the Bend is ready — I have the most unbounded confidence in her success and value to the Government

Very Respectfully
H L Stevens

We the subscribers acknowledge to have received of
the Navy Department the sum of money set
opposite our respective names in full for Pay
and subsistence on the Ship Maria Rogers
at Philadelphia in full for the month of
May 1862, by the hands of W L Haskell -

Philad^a June 7. 1862

Names.		
Samuel Eakins	$	80.66 Saml Eakins
Alex Rhodes	—	25.80 Alexander Rhodes
Jn^o Lambert	—	25.80 John Lambert
C Worthington	—	25.80 Cooper Worthington
W^m Ross	—	25.80 Hughson Ross
P C McCarren	—	25.80 Philip C McCarron
Amos Austin	—	25.80 Amos W Austin
Jos Bates	—	25.80 Jos Bates
Benj^a Claypoole		25.80 Benjamin Claypoole
C P Miller	—	15.48 Charles P Miller
Frank Snow	—	15.48 Frank E Snow

Witness attesting and Payment } A B Stockton

40 US 80
14.20

We the subscribers acknowledge to have
received from the Navy Department
by the hands of W L Hunt the
sums set opposite our respective names
for pay and subsistence on the Sub Marine
Propeller at Philadelphia in full

Baltimore June 7. 1862

Chas De Carpentier — $86.66 — Ch. De Carpentier
Pierre Allegard — 86.66 — Pierre Allegard
Witness at signing — J. Pagueny
J. Pagueny

I acknowledge to have received from the
Navy Department of the U. States the
sum of one hundred and four dollars for
pay and subsistence on the Sub Marine
Propeller in full —

$104 Chas Stillman

Witness to
W L Hunt

C. N. W. R.

Bureau of Yards & Docks.
13 June 1862.

Lieut. Wm L
Philadelphia

The Submarine Propeller being reported ready for service please turn her over to the Commandant of the Navy Yard, to whom I have written directing that she be sent to Fortress Monroe by the first conveyance.

The crew of the vessel will be borne on the rolls of the Paymaster of the Yard, and hereafter be paid by him.

Respectfully
Y. obt. Sert.
Jos. Smith

P.S.

The Secretary of the Navy requests that you will make such arrangements with the Master of the boat as will enable him to use her as proposed.

320
C. N. W. R.

Bureau of Stores & Docks
16 June 1862.

Hoist William L.
Philadelphia

Telegram

A vessel was ordered on Saturday to go from Hampton Roads to Philadelphia to tow the Bofsher. Let her be dispatched. Com Pendergrast has been ordered to send her forward immediately, and to fill the crew at Philadelphia or at Hampton Roads from the vessels.

Jos. Smith

C. N. W. R.

Bureau of Yards & Docks.
16. June 1862.

Hon. William L.
Philadelphia.

I telegraphed to you to day that a Steamer had been ordered from Hampton Roads to tow the Sub-marine Propeller from Philadelphia to that place. I did not receive Mr Thomas's suggestion to transport her through the Canal until after the order had gone.

I directed Comm.r Pendergrast to fill up the crew in Philadelphia, or get men from the fleet— The boat is wanted immediately to clear obstructions near Fort Darling, but I fear she will be too late. The whole enterprize has been lagging in time. You will of course put Mr Eakin under bond and oath in using the invention. The Secretary of the Navy, confiding in your judgment that the inventor has been delelict to duty as provided in the Contract, authorizes this to be done.

Does Mr Thomas intend to go with the Vessels.

Very Respectfully
Your Obt. Servt
Gideon Welles

United States Military Telegraph.

Rec'd 17 June

Received June 17 1862.

From Phila

To Commodore Jos. Smith

Chf Bureau

Yards & Dock's

U.S. Navy

I would urge as the safest plan that You authorize the navy agt. of this city to charter a small tug boat to tow the vessel from this place to her destination via Balto. It will

United States Military Telegraph.

Received 1862.

From

To

not do to tow her at Sea without preparation I will join the Expedition Telegraph me your decision & Please authorize the Navy Agent to pay me before I leave

Martin Thomas

65 collect 195

C. N. W. R.

Martin Thomas
Care of Wm. L Hirst Esq
Philadelphia

Bureau of Yards & Docks.
17. June 1862.

Telegram.

I direct Comdt to hire a Tug to take Propeller to Fortress Monroe on the best terms he can immediately.

The expense of sending a Steamer from Hampton Roads is useless.

Obstacles seem to present at every stepp.

Payment will be considered in due time.

Jos. Smith

Martin Thomas
Philadelphia.

Bureau of Yards & Docks.
17 June 1862

Have directed Commandant to send by Tug.

Jos. Smith

Telegram

United States Military Telegraph.

rec'd 17th June —

Received June 17 1862.

From Phila 17

To Comdr Joseph Smith
Chief Bureau Yards
& Docks Washington

I have bills to pay on
account of the Boat For
Lead alterations battery &c
about two thousand
dollars before I can leave
will you authorize Asst
to draw for the amount of
on account of Contract
please answer

Martin Thomas

United States Military Telegraph.

rec'd 17 June —

Received June 17 1862.

From Phila 17

To Comdr Jos Smith
navy dept

Shall we go by tug
via Baltimore Du haste

Martin Thomas

9 C

322

C. N. W. R.

Bureau of Docks & Docks.
17. June 1862.

Thomas Martin
Philadelphia

Telegram.

I will approve and forward bills by to-morrows mail for a payment of two thousand dollars provided the boat is not detained therefor. Office closed for this day.

Joseph Smith.

C. N. W. R.

Bureau of Yards & Docks.
18. June 1862

First. M.L.

Philadelphia

I enclose herewith a bill in favor of Martin Thomas approved for $2000, on account of his Contract for the Sub-marine Propeller — The first payment of $6000 was made as an advance to Neafie & Levy the builders, in order to secure the boat and put her in possession of the Government at the instance of the Contractor.

I presume the boat has been dispatched to Hampton Roads, if not the whole enterprise might as well be abandoned. The balance of the Contract money will be paid after the boat arrives at her place of destination and shall prove satisfactory — Mr. Thomas offered to deliver her there. The Commandant of the Navy Yard will direct that she be reported to Flagofficer Goldsborough.

Respectfully
Yr. Obt. Servt
Gideon Welles

C. N. W. R.

Bureau of Yards & Docks.
18. June 1862.

First, Wm. L. Esq.
Philadelphia.

Telegram

I have approved bills and forwarded by mail to you for two thousand dollars favor of Contractor, provided the boat is off. I write by mail.

Joseph Smith

Rec'd 19 June

Phil'a June 18 1862

Commodore Joseph Smith

Chief of Bureau &c &c

Dear Sir

Your letter was duly received.

I send herewith the Bond & Oath of Mr Eakin. Dr Wickersham, the surety, is a gentleman of wealth & standing, —

I desire you are to send an order for $2000 — I should greatly prefer that you should pay the entire balance, in accordance with the letter of the Contract. All the advice I have given, and the step I am about taking with Mr Eakin, depend upon the fact that the Government

William L Frick
8 June 1862
Bond & Oath of Wm Eakin Dr Wickersham enclosed — Post off to him.
Wrote Capt Matthews ordering

THAT we Samuel Eakins and Morris S.
Wechsberm are

I do solemnly swear to keep secret the mode of using the de Bellevoi-Sub-marine - Propeller, the method of supplying the atmosphere for its crew, and every thing appertaining to said invention & be communicated to me under bond and oath; and not to divulge the same or anything relating thereto to any person or persons whatsoever, and not to employ or make use of the same or any application or modification thereof, except under the express orders or by the consent of the Government of the United States.

Sworn and subscribed before me this Eighteenth day of June A.D. 1862

Sam'l Eckstein

W. W. Dougherty,
Alderman.

off to-morrow. - address
at Fortress Monroe) —
Ing letter remaind[r].

—

R

Philada June 18 1864

Comm[r] Joseph Smith
Chief Bur Ord[e]
Sir

The
Submarin boat would have
left early this morng but
the Navy Agt was unable
to procure a Tug till
to day & then she was not
able to start till tomorrow
morng, we will leave as
early as she can be got
off, say between 9 & 11 o'clk.

I requested Mr Hoist
to ask you to write me
to the care of Capt Chas M
Thomas Quarter Master U S
Army Fortress Monroe giving
me transportation for myself
& Mr Moore to go with
the boat, I think it would

be wise for us to learn
the time to go with us from
the Fortress to our place
of destination, but you
are the one to judge of
that.

Your Very Respy Hble
Martin Thomas.

Bureau of Yards & Docks.
19 June 1862.

To Wm L.
Philadelphia

Your letter of the 18th inst with its enclosures, has been received.

I rejoice to hear that the Porpoise will leave for Hampton Roads to-day. As the Department has been from the first very much governed by your advice and full faith in the success of this enterprize, it will not fail to discharge its obligations in the matter. The final payment on the Contract has been withheld like a repent on the completeness of the boat that have been received. I do not presume the Contractor doubts the good faith of the Government.

Instructions have been given to Flag officer Goldsborough to employ the Porpoise in such Submarine work as the Service in his judgment, shall require.

Assistant Secretary Fox is now Hampton Roads, and will be there as the Porpoise arrives if the Weather is favorable in the morning.

Flag officer Goldsborough has discretion to retain the Porpoise with the Propeller, or employ other may already have to attend to. I have written to Mr. Thomas your request.

Very Respectfully
Yours

Thomas. Martin
Care of Capt. Chas. H. Thomas.
Quartermaster U. S. A.
Fortress Monroe.

Bureau of Yards & Docks.
19. June 1862.

Your letter of the 18th inst has been received.

You will call on Comm. Goldsborough who will afford you and Mr Moore a passage in the Tug employed with the Propeller. He has discretion to hire the tug which is sent with the Propeller or employ one he may now have in service.

Respectfully
Yr. obt. Servt.
Jos. Smith

Eakins Samuel

Actg Sub-Marine Propeller

Actg Flag Officer Goldsborough

Hampton Roads - Va

Bureau of Yards & Docks.

21 June 1862.

You are placed in command of the Sub-marine Propeller - It is a trust of considerable importance, requiring the exercise of prudence, skill and good judgment on your part. So soon as you have fully tested the boat you will report to the Secretary of the Navy her description - the length, breadth, depth, amount of ballast, what apparatus you

you have on and in her of all kinds – how she moves submerged, and at what speed, how she steers, how long it takes to depress her in fine bottoms of water, and how long to elevate her – how far and with what distinctness an object can be seen through the glass globe on the top of the boat – how the Divers operate outside the boat at a depth of forty feet, and how well they are supplied with air from the boat and generally, her Completeness for Service and the objects for which she was designed.

Respectfully
Yr. ob. Sert.
Jos Smith

P.S.

You will of course act under the orders of Flag officer Goldsborough.

J.S.

Rigging to the Mary Jane this morning, I ascertained that

The order for the tug owned by Mrs Mathews having been countermanded at an early hour yesterday morning by Comr Pendergrast (on account of the arrival of the Natchez to tow her by the outside passage) or representations by Messrs Ellis & Thomas that it would only be incurring great risk, but that in their judgement it would be practicably unsafe to transfer her cpgt through the Canal. Comr Pendergrast immediately sent orders to the Navy Agent to re-engage the tug. Mr Thomas also sent Mr Morris for the same purpose. After the lapse of some time he succeeded in finding Mr Mathews, who positively declined to tow her down as he had contracted to do, not on account of the countermand, but because he said he would "spile his tug." When asked by Mr Morris for the grounds for such an opinion, he stated to him that Mrs Mary had told him that he could not tow that thing down & further more that at great risk of injuring his boat, which is a new little steam yacht just built by Neafie & Levy. I should here state that notwithstanding the exorbitant price of $600, which it had been agreed to pay him, he had peremptorily refused to take down the crew without the payment of $100 additional making $700. for the trip. Mr Thomas after a number of unsuccessful efforts (the delay occurred in which was unfortunate) finally succeeded in engaging the "Fred Reps." Capt'n Maloy for $400 for taking Propeller & crew - a saving of $300 Capt Maloy also offered his services & act

was a tender of requisite at the very moderate rate
of $45 per day. He arrived at the yards before
I left & desired himself - but had to send his tug
to take us formerly, which would take about an
hour. I have since been informed that the
U off work the yard fellow I sent all the work

Friday morning June 25th

Guy Bryan Schuyler

I enclose extract from an Havana paper
a "Submarine mare gate" from to day's North
American, which is of interest as showing that
experiments in submarine operations are occupying
attention abroad

39

William Monadnock Boat.
20. June 1862
Balance due on Pontoon
boat to Mr. Birt - ultg.
Visit to Fortress Monroe &c

Rec'd. 21 June

Philad. June 20 1862
Commodore Joseph Smith
U S Navy
Dear Sir

I have been apprized of the Intrusion into this place.

I go tomorrow morning via Baltimore to reach Fortress Monroe in advance. To all arrangements can be made for her proceeding to any point designated, without delay. I have every confidence in her. As I will not probable have much time to write you that point after her arrival I desire to ask you if on her arrival & she is all perfect you will make the Draft for the balance

my Chief Engr. came
Goldsboro.
Ordered to Comd. Engr.
has been directed to
allow him to accompany
the Propeller. Soon
as the hog has been taken
that is can be made,
in place, driven
out by a supply of
air from the boat
according to the
requirements in the
contract & the
Superintendent de-
certificate, the balance
will be paid. As Assistant

Say Six Thousand Dollars
To Mr L Hunt Esq the
rule direction is to the
proper parties.
Hoping that next Session
Term of me will be very
Satisfactory
Dear Sir Yours
Martin Thomas

Thomas. e Martin
Care of Flag Officer Goldsborough
Hampton Roads - Va

Bureau of Yards & Docks
21 June 1862

I have received your letter of the 20th inst.

Comm. Goldsborough has been directed to allow you to accompany the Propeller. So soon as she has been tried in regard to her movements, the facility with which she may be elevated and depressed - how the divers act and are supplyed with air from the boat, as well as upon the other points proposed in the Contract, and the Superintendent Certifies that they are satisfactory, the balance of the Contract money will be paid. I have instructed Mr Eakin to report accordingly

Respectfully
J. Faxon
Lieut

Philadelphia August 8, 1862.

235

Honorable Gideon Welles
Secretary of the Navy.

Sir,

In answer to your letter of July, in which you tell me that I am no longer in the service of the Government since April 19th, because on that date I had refused the service, allow me, Sir, to remark that is all my correspondence I have always conformed strictly to the instructions of the Department, perhaps too much so, as this was the origin of my disgrace. I have always thought it to be Officer of the Government to direct the Submarine boat, and not the man, the servant of a contractor, that had neither credit nor good will, who from unquestionable motives has caused the expedition against the Merrimac before and after the disastrous affair at Hampton Roads to be missed. But as all my recriminations have failed before opposed influence, there is nothing left to me, but to suffer your decision, begging you to send the pay for the four months: January, February, March and April

has not fulfilled his duty I am obliged to refer to your authority.

How is it that the last of my sailors has been paid and that I have not yet received anything, not only the money I have advanced for my 20 men, but also my personel share from December 31st till May 19th, this being the date when the letter from the Secretary announced me that, not being able to agree with the contractor the Department thought proper to appoint some one to replace me.

In every country in the world it is customary to pay the person employed, when discharged, and when one takes possession of his work he is indemnified. Does the American Government make an exception to this universal rule? I think not, and for such faults bad agents must be blamed.

Expecting your answer I am

Respectfully

Your obedient servant.

Dr. D. Horsin

P.S. I have just finished a work of the greatest importance for the Navy, for which so many millions are spent without any practical result.

Washington August 8th 1862

Sir.

In obedience to your orders, I have the honor to make the following report upon the submarine boat "Alligator", of which I am in charge, founded upon personal examination and experiments with her.

This submarine boat, as I understand, was to have possessed the following properties;

1st Facilities of Immersion & Emersion.
2d Self propulsion above and below water
3d Capability of remaining with her crew a long time under water, by purifying the air contained in her, so as to admit of its being breathed repeatedly &c.
4th To be able to operate under water, and to permit a person to pass in and out at pleasure.

Most of these properties she does not possess to a practical degree, and in all she is defective

1st Facilities of Immersion and Emersion.
Her apparatus for sinking and rising is good, and sufficient for the purpose. She is incapable however of being suspended in the water, but must sink, when immersed

to the bottom; therefore she could only ascend in such depths of water, that a person standing upon her could reach the vessel above him.

2d. Propulsion above & below water.
She is in this particular very defective, being totally incapable of steering an ordinary tide of the velocity of 1½ knots, and she is provided but late of speed and length, difficult to manage with any exactness with the helm.
Her installation is bad, even above water with the steam hole open. On one occasion after her crew had been in her an hour two of them became so exhausted as to be lifted from the inside, and the remainder were all so much prostrated, as to be obliged to leave the inside, and to get in boats that were near, & upon her mountain. As to propulsion under water, she has never been tried, but in this respect it is hardly probable, she could do any better than on the surface.

3d. Capability of remaining under water.
She has no means, known to me of purifying and replenishing the vitiated air, other than forcing it through lime water. This though it would absorb much of the carbonic acid, would be of but partial relief

with her crew of twenty two persons, it would not be safe to remain more than an hour under the surface.

4th To be able to operate under the water. I cannot see that this submarine boat in its present state, could be of any use in this particular. The means proposed by the inventor may be very pretty in theory, but in practice, they would not in my opinion be at all applicable.
By means of an air chamber, which is filled with compressed air, a person can get in & out of her. But there are no means of supplying that person with air, other than a common tube connecting with the mouth. It is extremly improbable that any person could be found, who with only this slight means of obtaining air, would remain any time under water. Such a person would be obliged to keep one hand upon his nostrils, & would have to be loaded as to remain below the surface, a position that would admit of little exertion upon his part.

To sum up the whole, I consider that this vessel has such inherent defects, as to preclude of her use, as her name indicates, for submarine purposes.
If her speed was greatly increased, her

T. O. Selfridge
Aug 8-6—

steering apparatus improved, and the co
desire a much better initiation, the might
be made use of to operate above the surface
The manner in which she could be brought
in play in this particular is my limited
confined to approaching the enemy at
night, and liable in this respect to be un
favorable by a boat pulling more than two
to be attacked.
It seems to me therefore unwise all the
circumstances, of doubtful expediency to
proceed any further in improvements upon
her.

I have the honor to be
Very Respectfully
Your Ob. Servt.
Thos. O. Selfridge
Lieut. Comdg. Sub.: "Bonne Volliga"
Hon. Gideon Welles
Secretary of the Navy
Washington D. C.

S— aug. 9.— Chandler

From these reports I con-
clude that the Submarine
boat is a failure.
Aug 11th

"Rec'd Oct 13/62"

Philadelphia October 9th 1862. 114

Commodore Joseph Smith.

Sir,

After what has happened between the Navy-Department and myself, I fear you have not been more fortunate in the choice of your agents than in that of your contractor. I have kept silent for a long time, but every thing has an end.

On my demands, that was addressed to the President and the Secretary my 20 men have received every thing that was due to them, but instead of giving me the charge to regulate their accounts, to receive their money, Mr Flirt as Government agent was charged with it.

Consequently in your letter of June 9th you advise me to address to this agent for the claims that I might have on the payment of the men, respecting the money I had advanced and for board, charged to me from January till May (4 months). I have sent in time my written account to Mr. Flirt. He has neither paid me anything, nor sent me a positif answer on this subject. As this agent

I have informed the Secretary of the Navy of it, who has not yet deigned to answer. Such negligence has sometimes occasioned great catastrophes.

direct to me.

I say direct because from the money sent for the payment of my 20 men for the five months, I have not yet been able to obtain the sum, which I have advanced in cash and for their board during this time, although I have sent my written bills and claims repeatedly to Mr. Hirst.

I have the honor to be

Respectfully

Your obedient servant

D. Patterson

Box 1325 Pine Street.

C. N. W. R.

DeVilleroi, Brutus
Philadelphia - Pa

Bureau of Yards & Docks.
13. October 1862.

Your letter of the 9th instant is received and in reply I have to say that your matter is with the Secretary of the Navy and it is to your own dereliction of duty, or obstinacy in not resuming your duty when called upon to take Charge of the Sub-marine boat enterprize and the payment and selection of the crew, that you must attribute all the short comings of which you complain.

I presume the Department Lords in obeyance, the decision, whether or not you are entitled to any further Compensation, than that you have already received.

Respectfully
Yr. Obt. Svt
Jos. Smith

Recd Feb 28th 1863

Philada Feby 27th 1863 105

Admiral Joseph Smith

Dear Sir

Yours of the 26th came to hand this morning & I was much astonished and grieved at the tenor of it. I thought you understood all the conditions and the Contract for the Boat. It was continued between Capt Davis and Mr Hurst to stand as originally made; Six Thousand Dollars to be paid on acct, balance when tested. Since then you have paid $2000 more on acct which has all and a great deal more been expended. You will not forget that I was always in doubt as to her speed by the vans and I told you so. However she was sent to James River; I followed as a volunteer at my own expense; Capt Rodgers would not risk ours going up to remove the obstructions but ordered her to Fortress Monroe, from whence she was ordered to Washington. Lieut Delpeige was placed in Charge; he objected to her want of sufficient speed and requested a survey by an Engineer. Mr Stimers made the examination and reported she could not be made to obtain any considerable speed. I differed with him and after the Report was made to Admiral Dahlgren, he authorized me to go to Philad^{a} & get the machinery for a stern wheel propeller & that it should be put in at the Navy Yard Washington

(I thought you knew all about it). I ordered the machinery, forwarded it by Express, started the workmen at it when Com. Wilkes returned, and the men were taken off, and so it happened several times, until at last I sent them from Philad.a (paying their passage) & paid them additional wages. Finally the boat was finished & launched, & tested as to her speed (the only thing not already obtained). She with twelve green men (instead of a drilled crew of eighteen or twenty) obtained a speed of just five & seven tenths on hour nearly double what was required. Presd. Lincoln, Mr Fox and Gen Butler and Prof Hosford witnessed her performance perfectly satisfied I believe. Prof Hosford descended in her, & remained submerged for one hour and seventeen minutes and was perfectly satisfied as to that part. I thought you knew all this - I think I am not claiming any thing but what I fairly and justly due in any ask. I have had more work and worriment with this Boat than all the other business of my life. I have been sick nearly all the time since we left James River, although I have been frequently in Washington, attending to and hurrying the work; and for the last ten weeks I have been ill at home, and cannot leave the house, with disease of the lungs, & I would have seen you sir

persons instead of writing. I am sorry to trouble you with so long a letter, but cannot explain fully in fewer words. I regard the Boat now as the greatest success. She can be made to do anything and still remains at the Navy Yard Washington.

Awaiting your reply I remain

Very Respectfully

Yr Obt Servt

Martin Thomas

for Guy Bryan Schooner

The above was written at the dictation of Mr Martin Thomas himself too ill to write.

Very Respectfully

Guy Bryan Schooner

Rec'd March 7, 1863

Phila 5th March 1863 118

Admiral Jos Smith

Bureau of Yards & Docks

Dear Sir

Permit me at the
hand of Mr Thomas to address you a few lines in relation to what
we consider a misapprehension as to what Mr Eakin has stated
with regards to Submarine Boat. Mr Thomas who has been
seriously ill, his condition aggravated by his physical exertions
to attend to the matter himself, & see you in person, relied
on the flattering representations of Mr Eakin as to the perfection
which he had attained in his arrangements, & the speed of the new
propeller, which rendered her all he desired. But on receipt of
your recent letters he has declined as rapidly & is unable to
write. Mr Eakin left yesterday for Washington, hoping
then to explain positions of matters fully. We infer from two
long conversations with him that a misunderstanding exists easily
explained. Mr Eakin is a man of action & not of words. He is
not a diplomatist, but a cool headed, energetic, brave man,
yet destitute of rashness, who wishes to do what he undertakes
intelligently & with adequate preparation & foresight, so as to
command success. He seems to have felt keenly, after the boat
was completed to his satisfaction, the want of a crew & devoted
obstacles encountered; and to have been mortified at being appointed

to jump in the Boat without adequate notice, with such men as would volunteer from the rough labourers of the yards, with orders to submerge her, when the men who were never in her before suddenly refused to be submerged, but to allow him to sink her an inch lower beneath the surface, & were clamorous in demands for extra pay for their services in merely exhibiting her speed; to which he had no authority to accede. He felt naturally irritated when asked as he supposed, if he was ready to start off at once on a hazardous enterprise, without men somewhat practised on whom he could rely, to attempt an operation against Cronstadt or Sweaborg, & answered perhaps somewhat shortly. I think there must have been some misunderstanding. Now, Admiral Jervis surely would not think of expecting a Navy Officer to man a Torpedo & Ram-Boat with common labourers & Landsmen, & start off to capture an enemy's Stronghold fortified with all the appliances of military science in modern warfare!

Mr Eakin informs me that he made the best of the Boat's speed under very unfavourable circumstances with such men; and subsequently by accident, obtained a crew of sailors from a boat near (American land are afraid of nothing in the water) with whom he submerged her & remained under more than an hour to the satisfaction of Prof. Hosford. He promises, even without a crew, if he is permitted to take some of the intelligent mechanics of the yards, who would be willing & anxious to assist in the experiments (especially if allowed to exercise them

nice or twice first) to give a satisfactory test of the Boat in the presence of the Secretary & yourself, notwithstanding that he regards the area of the river where she lies very inauspicious with its tortuous channel & mud banks.

In answer to Mr Fox's interrogatories of the last sentence marked under a sense of injustice & had expressed himself more diplomatically, his answer would have been this. "It is true that Mr de Bellerois contemplates as one mode of operating, employing divers to go out of the bottom of the boat, in which a compartment is expressly constructed, & had an Italian trained to do do, who did it before the Board of Naval Officers (which Diver has since served the Govt faithfully in another capacity having had a leg shot off at the capture of N Orleans). I was not jealous to have experiments & I was had no means to train Divers being still without even a Diver. But this was not proposed as the only means or even the best, but simply one mode of operating. I propose another, by getting under a vessels quarter & working through the iron-hole above. I not only avoid the risk of accident to the divers, & work with more economy to the Govt dispensing with them & reducing, with my new propeller, the crew from twenty to twelve men, but I propose to work myself feeling sure sense of success. The mode of accomplishing the object can be of no consequence of the result if gained: I indeed the whole manner of operating should be left to the Superintendent's discretion, who knows more about the boat & submarine operations than any one initiated. I am willing to undertake anything which in my judgement I can perform with the Boat, but must have reliable men, who require

some training to be confident of themselves & the boat & destitute of fear.

This as far as I can understand, Admiralty & the Genl of Mr Eakins reasoning - Do you not think on calm reflection that he is right? and that it would be unjust to condemn the Board as a failure because he proposes a different mode of employing her, than one of the modes illustrated by the deliberate experiments. We feel that we can leave the matter to your own sense of justice.

We have supplied the Genl at place of Mr de Bellevue who was old & decrepid, with an energetic brave cool - headed practical man: we have given you in place of a savant of unquestioned scientific attainments but whose knowledge was partially theoretical, a practical sub-marinist whose experience at Sebastapool is invaluable. All we ask is simple justice in the payment of the amt provided by the Contract, (which was continued in force by Admiral Davis under the authority of the Depart) to be paid on completion of the Boat, and that you will give Mr Eakins a crew to employ him in some suitable service which he is able & willing to perform, of the Genl will only provide him with adequate means & preparation.

Very Respectfully
Yr Obt Servt
Guy Bryan Thos
for Martin Thomas and
the other parties in interest

Rec'd March 20, 1863

140

Philadelphia March 19th 1863

Admiral Joseph E. Smith

Sir.

I have just had an interview with Mr Baker who arrived this morning. A Telegraph addressed to him (Care of Martin Thomas) remained several days unopened. Finally I suggested that it might relate to Submarine Boat, and as we did not know his present whereabouts, it was rather due to him than objectionable to ascertain its contents. Finding it was from the Department, I enclosed it to his old address Exchange Hotel. Balt. He had not received it, but on being informed of its contents decided to return to night to Washington and will wait upon you to morrow.

I find we erred in inferring that (from your letters) he might have stated, the Boat could not be propelled any considerable distance under the water, nor divers employed &c. He states explicitly that there is not a shadow of a doubt of his ability to propel her under the surface almost as rapidly as on it - & that he so informed Mr Lop; nor of his ability to come up under a vessel. But that on being asked if he could (himself) come out of man-hole of Diver's Compartment and operate, he bluntly answered "No" on which he was abruptly discharged, without explaining one of his proposed modes of operating -

The Department seems to have lost sight of the fact

that Mr Eakin took an oath not to divulge anything relating to the Boat. When called upon before to propose a mode, he felt at liberty to suggest that of working through the man-hole above, since it had been suggested by Lieut Selfridge. Another which he stated vaguely to Operator of Military Telegraph who said he should inform Mr Doy of it (to which he is probably indebted for your Telegraph) he seemed to have resolved to keep secret, as it was an idea of his own, & because he thought, as we do, that the manner of operating was of no importance so that he succeeded, & that the whole plan of operating which would vary according to circumstances should be left to his discretion.

He will communicate it in person, as far as necessary to prove to you its feasability. I believe it perfectly practicable, & as Mr Eakin tells me unhesitatingly that he is willing to go to Charlestown or Charlestown or wherever ordered to try an operation; & that he can get a Crew in a short time from the tars at the Navy Yard, who would require little practice (as the important thing is to submerge them once, when they loose all fear) Allow me to express the hope, Admiral, that you will afford him the opportunity

Very Respectfully
Yr Ob Servt
Guy Bryan Scholfield

1411 N. Penn Square -

C. N. W. R.

U. S. Str. Sumpter,
New York. April 9th 63.

Sir.

I have the honor to report that on the 1st inst in obedience to an order from Act. Rear. Admiral S. P. Lee - I took the Submarine Battery Alligator in tow. and resumed my passage to my port of destination Port. Royal. in accordance with Your order of Feb 18th 63. on the way down the Bay the Engine Gave out. and we were some hour and a half repairing it when I rounded Cape Henry the wind was fresh from W. N. W. found the water very smooth under the Beach and kept in 10 and 12 fm water. at ½ past 9 P.M. made Cape Hatteras light bearing about S. W. at 1.30 am 2d Cape Hatteras light bore N. W by W. distant in my judgment about 15 miles kept the ship S. S. until 5 a.m. finding the temperature of the water

had risen to 68. hauled up to S.W.
by W. at 6. the wind increased from
W.S.W. and the water still at 68.
steered W.S.W. making but little
headway at 8. am. Kept away to
S.d and set fore and aft Sails, at
noon Gat an observation and found
Lat. 34. 43. Long 75.20 water still at
68. the wind by this time had in
creased to a very heavy Gale from
S.d and west.d and a very heavy sea
running the ship laboring very —
heavily but the alligator towing very
well astern. from 2 to 4 P.M. the
wind rapidly increased in force the
sea running higher causing the
ship to plunge heavily and labor
hard at 3.30 the ship was plunging
under to the foremast the weight of
water she shipped broke the windlass
purchase in fragments from the Paul
Bitt Carried away the Galley funnel
washed the Battens and tarpaulens from
the hatches forward, and flooded.

the Berth deck and hold with
Water. at 3.40 P.m. finding it impossi
-ible to keep her head to with daffy.
and the Engine Going out partialy.
I was Compelled to bear up and Run
Shortly afterwards passed a propellor St.
painted lead Color. English Built.
Showing U.S. Ensign. with men & officers
in uniform. showed our Numbers but
received No answer in return
at 5. P.M. the wind still increasing
and the alligator towing hard parted
the Port hawser. hauled it in and
payed out full scope of Stb'd hawser
at 5.30 the wind had increased
to a furious Gale. from S.W. the
Sea running very high and breaking
heavily and threatening Every Moment
to pool the ship the Engine was kept
running at full speed. although
a portion of it was out of order. and
all the storm Canvass she could bear
was set to Keep her ahead of the Sea.
the alligator was steering wildly and.

threatening to snap the hawser and
it being evident we would soon
lose her I called a council of all
the officers including Capt Masters.
English
Lagen. her Condr. when it was
unanimously Concluded that to
keep her longer would greatly en-
danger the ship and as we had
all we could do to save the Vessel
alone I was compelled Reluctantly
to give the order to cut her adrift
all expressed a desire to save her if
possible but the danger to the Vessel
being so imminent having then
over 2 feet of water in the hold and
the ship straining badly I gave the
order to cut. at 6 P.M. and the ship
instantly sprang ahead and cleared
a very high and heavy sea that partly
broke over her stern. The Engine
Needed some repairing at this critical
time but it was impossible to stop -
At midnight the weather moderated
a little at 3. Am. 3rd the winds

hauled to westd and moderated
at 10. a.m. stopped the Engine to —
repair it and to clear the pumps.
at 2. the Engineer reported he had
done all he could to it under the
circumstances, Cape Henry being
the nearest point and being in my
judgment only 50 miles distant
I deemed it pundant to put in
there at 6. o'clk. made the land to
Sd. of Cape Henry the winds at that
time having shifted to Nd and Ed
and freshening up I ran in to 10
fm water and seeing nothing by
which I could recognize the land.
I hauled off shore until 10. deepening
the water to 20 fms. I then hauled
in shore and shoaled the water to
12 fms. at 1. a.m. 4th and then hauled
off shore again the wind then com-
-menced freshening from Nd and Ed
at 5 a.m. increased to a gale of wind
which lying under reefed spanker and
fore storsail. laboring heavily and.

making a Great deal of water at
10. A.M. blowing a tremendous Gale
Carried away Spanker boom but
managed to save the Sail soon
after Lost the 2d cutter at 2 P.M.
Commenced blowing a perfect —
Tornado shipped a very heavy sea
washing the Dingey inboard from
the Davits and landing it on
the opposite sides of the Ship. —
Broke in the Wardroom skylight
and washed it off Carried Berth
deck skylight overboard. and —
washed the Bulwarks off fore & aft.
immediately put the Helm up and
put the Vessel before it. Running the
Engines at full speed. Soon after
shipped another heavy sea. which
washed overboard Asst. Surgn and
Sailing Master. R. Benton and
Fred.k Way O. Sea. for some 3 or 4
hours it blew a tremendous tornado
with a heavy fall of snow so thick
we could not see a ships length.

Nasty sea running & the ships -
steering badly - At 8. a.m. 6th
made a sail to S.d & E.d spoke her
and proved to be Sch Manhasset.
from Port Royal bound to N. York
with main boom boats & davits
gone told her the Condition I
was in and asked her to keep
Company with me. The sea having
gone down and the wind Canting
to the S.d of West. Concluded to
run in towards the land and be
governed by the winds in regard
to my movements. Throughout the
day all hands busy clearing up
decks repairing sails &c. at 7. all
sail set going ahead at full speed
but owing to the feed pipes of the boilers
being burst and having to feed with
Cold water. Could not keep much
steam at midnight wind hauled
to W. N. W. Run all night W. N. W until
9 a.m. 7th at 9.30 water was 6 f.
seeing tide ripples indicating edge

found the wind had hauled into the N.W. at 12 M. 5th the wind backed into the West.d and Moderated down to a very heavy Gale and very heavy sea running steering from E.S.E to S.E. wind baffling at West.d making a course most easy for the Vessel. at 7 P.M. Engineer reported the water having Gained on him the pumps not being able to keep her clear. and supposing the outboard delivery of the air pump leaked around the out side it being on the Port side at the water line the sea having gone down so I could haul up to the N.d and setting fore and aft Canvass. it gave her a list to Stb.d which brought it out of the water. soon after the pumps cleared the Vessel of water. which led me to believe the principal leak to be about there kept the ship on that tack all night. a

of the Gulf Stream tried the
water and found it 56 and im
mediately hauled ship to N.E. —
at noon found my position to be
lat 37. 38. Long 71.04 spoke
Brig Abbie Watson from Laguira
le Grande bound to Boston
main boom and Jaff Jones
— during the whole time my
Aneroid Barometer has not
been lower than 30.15 or —
higher than 30.25 — From 9th
had fine weather. on the after
noon of 8th took a pilot off
Barnegat and arrived at the
Anchorage at 2.30 P.M. 9th

Respectfully
Yr obt Svt
W. Winchester
Lt. Master, Comdg

Hon. Gideon Welles —
Secy Navy Washington D.C.

U.S. Steamer Sumpter
W.S. Navy Yard New York
April 9th 1863

Sir,

I have the honor to inform the Department that I reported to Actg. Master J. D. Winchester for a passage to Port Royal with the Submarine Steamer Alligator by order of Actg. Rear Admiral S. P. Lee dated March 29th 1863 off Newport News Va.

The Sumpter sailed on the morning of the 1st inst: and on the 2d encountered a heavy gale from the S.S.W. off Hatteras which obliged her to run off to the northward. about 8.40 P.M. it was reported to me that the Port Hawser attached to the Alligator had parted and at 9.30 P.M. I was informed that the Ship was labouring heavily and that it would be impossible for the other Hawser to hold out much longer. That a council of the Officers was being held as to the propriety of letting the Alligator go adrift as she was evidently endangering the safety of the Vessel. I immediately went on deck and seeing the position of affairs I concurred in the opinion of the other Officers of the Ship and the order was given to cut the Hawser which was accordingly done.

I am Sir
Very Respectfully
Your Obt. Servt
Thos. Eakins
Actg Master

Gideon Welles
Secretary of the Navy
Washington D.C.