

USS SHARK

# Florida Keys Sea Heritage Journal

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## US Coast Guard Cutter Ingham Pride of the Coast Guard



*USCGC Ingham is believed to be the only US vessel afloat today to have sunk a German U-Boat. In 2013, she is still dedicated to US Coast Guard service—these days as a museum ship in Key West, Florida, that preserves the memory of those who served aboard her, her place in Coast Guard history, and the broader role of the Coast Guard in American history, alive for today's and future generations. Photo credit: Andy Newman.*

by William Verge and John Viele

*This article appeared in Sea History No. 143 (Summer 2013) and is printed with permission. (www.seahistory.org)*

After more than half a century of active service, the most decorated

ship in United States Coast Guard history, the USCG Cutter **Ingham**, is moored alongside the seawall at the former Key West Naval Station, now a memorial museum. The only cutter to be awarded two Navy Presidential Unit Citations, she saw battle service in World War II and in Vietnam. Today, she is a National

Historic Landmark and a national memorial to Coast Guard sailors who died in battle. She lives on as a floating museum, open to the public, reminding visitors of the courage and sacrifices of those Coast Guard officers and men who fought for our

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# SocietyNews by Tom Hambright



*The Long Key Fishing Camp. Photo credit: Monroe County Library.*

## New Keys Books

Five new Keys history book that were published in the past year.

Thomas Neil Knowles' "Long Key Flagler's Islands Getaway for the Rich & Famous" is published by University Press of Florida. The Long Key Camp was destroyed by the 1935 Hurricane and with it most of the records. Other have tried to write about Long Key and failed because of lack of material. Tom Knowles through extraordinary research has made an exceptional contribution to Keys history with his account of how the rich and famous vacationed and fished in the Florida Keys.

Peter M. Bacle's "Trapped in Key West" published by Mangrove Publishing tells the story of his family and Key West commercial fishing for lobster and the other

important commercial fishing industries of the Keys.

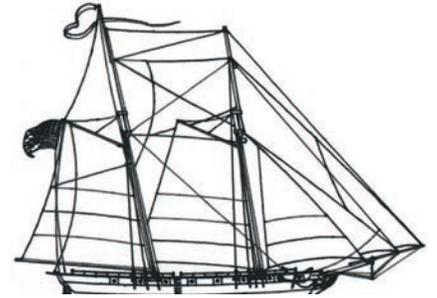
Terry Schmida's "True Crime Story of Key West and the Florida Keys Volume Three," tells of some more of the notorious violet crimes of the past and some of lighter crimes and events. If you do not know the story of Bigfoot, the custody fight over a cat, it is must read of a "Only In Key West Stories" that is worth the price of the book.

Jerry Wilkinson and Brad Bertelli have added Key Largo and Islamorada to the Images America series published Arcadia Publishing. These are photograph history books covers the Upper Keys that have been over looked by other writers. For sale from The Historical Preservation Society of the Upper Keys. (305-852-1620)

## New Member

Robert Feeney, Plantation, FL; Angie & Conrad Heinold, Chestertown, MD; Victoria Leigh,

Key West; Chris & Barb Myers, Key West; Leonard F. Owens, Key West.



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Editor: Tom Hambright

Letters and articles are welcome. Please write to: Editor, Florida Keys Sea Heritage Journal, KWMHS, P.O. Box 695, Key West, FL 33041 or visit our web site [Keywestmaritime.org](http://Keywestmaritime.org).

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(**Ingham** from page 1)

freedom.

Built in 1935–36, **Ingham** was one of seven sister ships known as the Secretary class, christened with the names of secretaries of the Treasury. She is 327 feet long, displaces 2,650 tons, and has a geared-turbine steam plant capable of speeds up to 20 knots. At 11 knots she could cruise for 8,000 miles without refueling.

After her commissioning, the **Ingham** conducted routine peacetime duties in the Bering Sea. When war broke out in Europe in 1939, she and her sister cutters patrolled the Neutrality Zone off the East Coast to prevent attacks by warring powers on merchant ships. In April 1941, with the possibility of US involvement in the war looming ever closer, **Ingham** was assigned to the US Navy but retained her Coast Guard crew. After a six-month tour in Lisbon, Portugal, to protect American interests, she sailed to Argentina, Newfoundland, to prepare for service as a convoy escort in the critical effort to keep the Atlantic lifeline to Great Britain open.

Until President Roosevelt ordered US ships and aircraft to escort convoys in March, 1941, the Battle of the Atlantic was fought mainly by the Royal Navy; the Royal Canadian Navy; and a few Polish, Norwegian, and Free-French escorts. Because of their fine sea-keeping abilities and their extended cruising range, **Ingham** and her sister ships were ideal ships for North Atlantic duty. Before the U-boats began losing the battle in May 1943, all sinkings of U-boats by U.S. surface escorts were by Secretary-class cutters. World War I flush-deck destroyers were also used as escorts, but in heavy seas they had to slow down and sometimes leave the convoy because of low fuel.



*The survivor of a U-boat attack is brought aboard the **Ingham**. Photo credit: USCG Archives.*

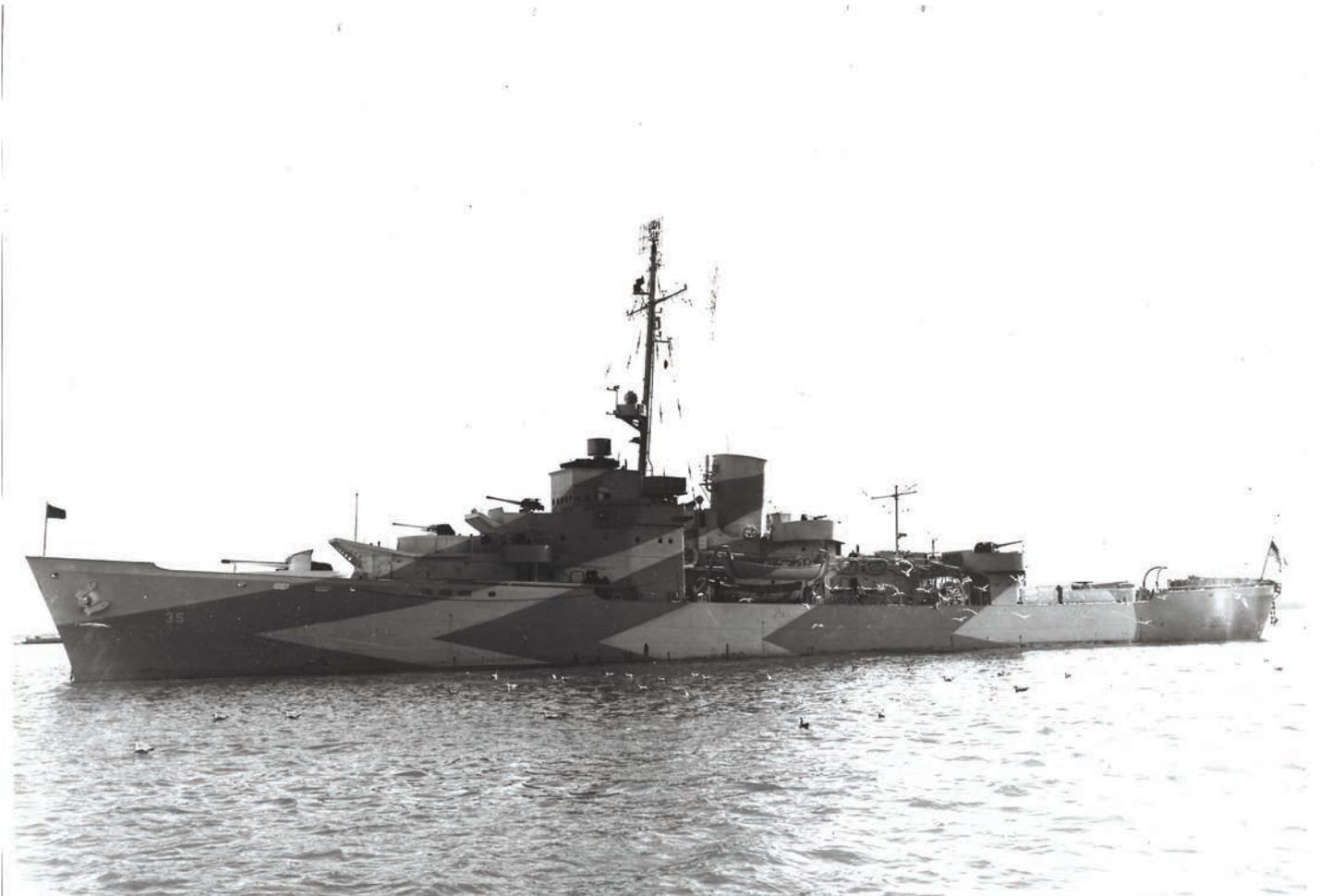
To carry out submarine detection and attack, **Ingham** was equipped with radar, sonar, depth charge racks, and K-gun depth charge launchers. Her armament, which was changed from time to time as her mission changed, included two 5-inch, two 3-inch, and four 20mm guns. As the war continued, a hedgehog launcher and a high frequency radio direction finder (HF/DF) were installed. Her complement was increased to sixteen officers, five warrant officers, and 202 enlisted men. During her sixteen months in the North Atlantic, **Ingham** served as an escort with thirty convoys, sank one German U-boat, and rescued over one hundred survivors of torpedoed ships.

**Ingham's** first assignment as an escort was with an eastbound convoy of 43 ships assembling at Argentina. The convoy got underway on 9 December 1941. The wintertime North Atlantic crossings delivered gale-force winds piling up thirty-foot seas, which rolled the

cutter forty degrees and smashed one of her lifeboats. With the merchant ships scattered over a wide area, the convoy was officially dispersed. **Ingham** and a destroyer escorted five merchantmen safely to Reykjavik, Iceland. **Ingham** then proceeded to Hvalfjörður Bay, 25 miles north of Reykjavik, which was a base for convoy escorts and repair ships. Surrounded by mountains on three sides and a rocky shore with a Quonset hut bar open only two hours a day, it was a less than inviting location, but it was to be **Ingham's** home port for most of her service in the Battle of the Atlantic.

The stretch of ocean between Newfoundland and Greenland was called the "Greenland Air Gap" because long-range aircraft, even those based in Newfoundland and Iceland, could not reach it. Iceland's mid-Atlantic location made it a strategically important base for

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*USS Ingham on convoy duty in World War II. In wartime, the president ordered that the Coast Guard be placed under the operational control of the US Navy. All Coast Guard ships remained Coast Guard assets and were maintained by Coast Guard crews. In WWII, the ships' names were changed to reflect this change in status (i.e. USCGC **Ingham** changed to USS **Ingham**). Rhode Island's Representative Clairborne Pell had served in the Coast Guard in WWII and was frustrated that Coast Guard vessels had to lose most of their identities. He introduced and got passed legislation that Coast Guard vessels would retain their identities when merged with the navy in wartime. Therefore, in Vietnam, the Coast Guard's 82-footers and other Coast Guard vessels operated under the US Navy but maintained the "USCGC" in their names and, in the case of the large cutters, retained the identifying color scheme of white hulls and the orange-red racing stripe. Photo credit: USCG Archives.*

**(Ingham from page 3)**

Allied long-range aircraft, surface ship escorts, and ships leaving or joining convoys. Escorts based in Iceland were used to reinforce escort groups of convoys under heavy U-boat attack, and to escort ships breaking off from convoys to proceed to Reykjavik or leaving that port to join a convoy.

Because of the absence of Allied air coverage, U-boats concentrated in the Greenland Air Gap. Having broken the British and Allied merchant ship code, the Germans knew the routing of convoys. Using

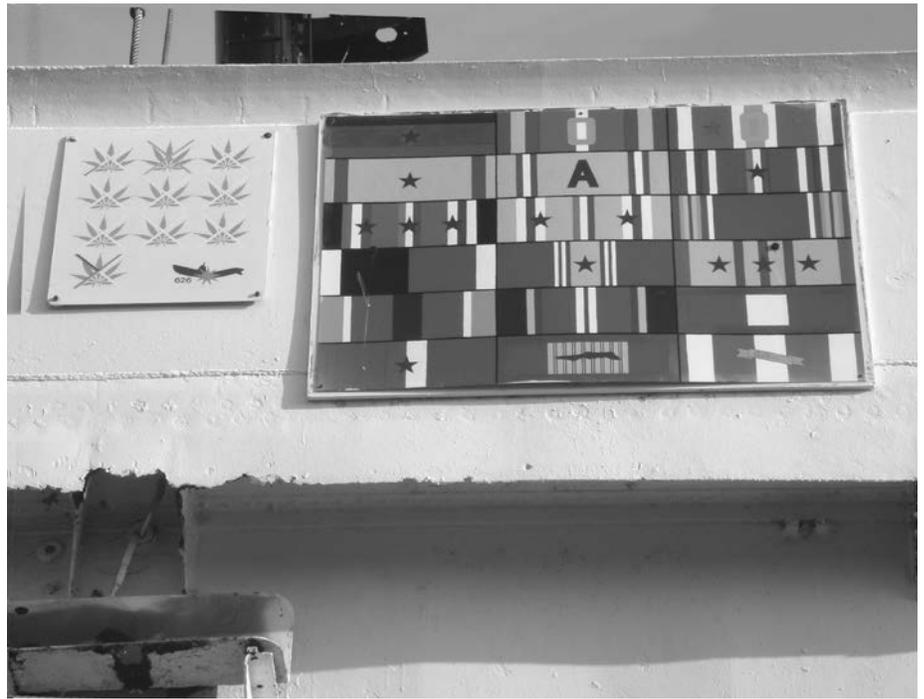
this information, Admiral Karl Doenitz, commander of U-boats, would order the boats by radio to form a long scouting line across the expected track of a convoy. The boat that sighted the convoy would radio headquarters, report the convoy's course and speed, and trail astern. The other boats, in groups called "wolf packs," would race to positions to intercept the convoy. Their usual tactic was to approach at night on the surface (their low silhouettes being almost impossible to see), launch torpedo attacks from within the convoy,

and, if necessary, submerge to escape. Upon the sound or sight of a torpedo explosion, or a distress call from a torpedoed merchant ship, ships and escorts of the convoy would fire starshells or launch snowflakes (like Fourth-of-July rocket bursts) to try to illuminate the U-boat. Escorts would speed to the attack area and try to locate the U-boat visually or by sonar.

In September 1942, **Ingham** and her sister ship, the cutter **Bibb**, were on their way to reinforce the escort group of a westbound convoy. **Bibb's** radioman picked up distress

signals from two merchant ships, and the escort commander ordered the two cutters to investigate. Three hours later they found an oil slick, and after another hour, a lifeboat crowded with 66 survivors from the torpedoed ship **SS Penmar**. While **Ingham** screened her, **Bibb** recovered the survivors (when slowed or stopped to pick up survivors, an escort was in its most vulnerable situation). A short while later, **Ingham's** lookouts sighted flares and they headed towards them. One of **Ingham's** officers, Ensign Matte, described the scene that followed: "At 3PM a life raft was sighted with eight men aboard. Lt. Masters took our No. 1 boat (under oars) to the raft and took off the men. The boat falls were led aft 'married' [tied together], and about a hundred men tailed off along the falls. On its return, when the boat had hooked on to the falls, the order was shouted and instantly the men ran the boat out of the waves and up, two-blocked in about two seconds! The survivors were from **SS Tennessee** and had been clinging to their little raft since Tuesday night [four days]."

A convoy of forty-two ships had left New York on 24 October 1942. After a U-boat sighted and reported the convoy, Admiral Doenitz ordered a wolf pack into the attack. As the convoy entered the Greenland Air Gap, the slaughter began. In two nights of attacks, U-boats sank fifteen ships. The convoy's designated rescue ship picked up 300 survivors and two US Navy tugs picked up 240, but many more died in the frigid waters. **Ingham** and the destroyers **Schenck** and **Leary** were ordered to get underway from Iceland to reinforce the convoy's escort. As **Ingham** approached the convoy, her captain, Commander McCabe, aware of the appalling losses of ships and men, ordered his crew to man their battle stations, and, with the biggest American ensign and signal flags



*The ribbons on the bridge of the USCGC **Ingham**, the most decorated ship in the Coast Guard. Photo credit: the Authors.*

flying stiff in the breeze, steamed up and down the columns, in high seas at twenty knots. Merchant ship crewmen, military personnel, and survivors lined the rails of the convoy ships and cheered as **Ingham** ran by.

When **Ingham** joined a convoy on 12 December 1942, one of the escorts with HF/DF detected a radio transmission from a U-boat ahead of the convoy. **Ingham** moved out to engage. Commander McCabe, contrary to prescribed anti-submarine warfare doctrine, ordered the sonar operator to stop pinging and listen. McCabe theorized that a U-boat coming in on the surface at night would detect the pinging and dive or alter course to avoid the escort. If not pinging, the escort's radar would detect the U-boat long before the active sonar would. Near midnight, the sonar operator reported hearing the fast screw beats of a submerged submarine. The officer of the deck launched an attack with depth charges set

at 150 feet, then opened out for another attack, directing the sonar operator to commence pinging. After the second attack, as the cutter was opening out, there was another heavy explosion. Unsure of what had happened, the bridge watch looked out and saw their captain standing on the bridge wing by the remote depth charge release. He said, "I dropped one more on the bastard myself. This war is too damn impersonal." In spite of criticism from higher authority of the captain's departure from standard anti-submarine procedures, post-war German records showed that the attack had destroyed the German submarine **U-626**.

**Ingham** joined the escort group of a 51-ship eastbound convoy on 21 January 1943 just south of Greenland. The next day, a Force 12 hurricane struck the convoy. With the air temperature near freezing, winds blowing up to 100 knots piled up gigantic 60-foot seas. **Ingham**

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(**Ingham** from page 5)

rolled heavily, up to fifty degrees. When she dove into a monster wave, she would come to a momentary, shuddering stop. In the driving spray and snow, the radar proved useless; the officer of the deck had no idea where the convoy was. All the ships in the convoy were fighting for survival and unable to maintain station. With near-zero visibility, two merchantmen collided and a tanker cresting a mountainous sea broke in half. The impact of repeatedly pounding into head seas tore the shield around **Ingham's** sonar dome open, making it useless except at slow speeds. After the storm subsided, it took **Ingham** and the other escorts three days to round up some, but not all, of the missing ships. Twenty-two were not found and had to proceed independently to port. On the way, one was torpedoed and sank with all hands.

**Ingham's** next escort duty involved her in what Admiral Doenitz described as “the hardest fought convoy battle of the war.” The sixty-ship convoy left New York on 24 January 1943. Two escorts sank a U-boat and captured its crew on 4 February, but despite this success, two more U-boats moved in and sank two of the freighters. **Ingham**, her sonar heavily damaged from the recent storm, with destroyers **Babbitt** and **Schenck**, was ordered to reinforce. Before they arrived, U-boat ace Baron Siegfried von Forstener, commanding **U-402**, moved in and, in less than two hours, sank six convoy ships. His sixth victim was the troopship **Henry R. Mallory** with 498 crewmen and military personnel on board. **Mallory** had been straggling astern of the convoy and was not zigzagging. After she was hit, the captain failed to send a distress message or send up flares,

and as a result, it was six hours before anyone knew she had been sunk. The cutter **Bibb** came across a lifeboat loaded with survivors, learned they were from the **Mallory**, and informed the escort group commander. The commander ordered **Ingham** to sweep astern of the convoy to look for survivors. After passing through wreckage from another of **U-402's** victims, **Ingham** found herself in a sea of bodies from the **Mallory**, most of them dead. With **Ingham** screening, **Bibb** commenced recovering those that were still alive. The escort group commander ordered **Bibb** to halt recovery and rejoin the convoy at best speed, but Commander Rainey, **Bibb's** commanding officer, replied, “The sea is alive with men and we have to go get them.” In all, **Bibb** rescued 202 **Mallory** survivors. **Ingham's** two boats rescued seven men from a lifeboat and fifteen more from capsized rafts and wreckage. When men in the water were too incapacitated to help themselves, volunteers from **Ingham** climbed down cargo nets strung over the cutter's side and passed lines around survivors in the water. After a few minutes in the icy waters, the rescuers' hands were so frozen they could do nothing and had to be hauled up on deck.

In summary, this one convoy had been attacked by twenty-one U-boats—three U-boats were sunk, four were heavily damaged, and only three penetrated the screen. The U-boats sank eleven convoy ships; more than 400 men lost their lives. For his successful attacks against this and a previous convoy, Forstener was awarded Germany's highest honor, the Iron Cross.

The last North Atlantic convoy battle **Ingham** took part in was the biggest convoy battle of the war. Two convoys, a slow one with sixty

ships and a fast one with fifty ships, sailed eastbound from New York within three days of each other. The Germans intercepted and decoded messages, which gave them the convoy routes. Admiral Doenitz ordered thirty-seven U-boats to form patrol lines to intercept the convoys. Because of bad weather, the convoys passed through the patrol lines undetected, but a U-boat returning to base sighted and reported the fast convoy and the battle was on. **Ingham** and **Babbitt** were ordered from Iceland to reinforce the escort groups. U-boats located both convoys and sank twenty-two ships. One of the last to go was the **Matthew Luckenbach**, which had left her station and raced ahead of the convoy. **Ingham** sighted the plume of a torpedo explosion alongside the freighter, sped to her position and rescued the entire crew and armed guard. The **Luckenbach** stayed afloat, and one of **Ingham's** officers volunteered to go aboard with a few men and bring her to port. Fortunately, the captain said no—the next day another torpedo attack sank the **Luckenbach**.

In a period of three days, 42 U-boats had attacked the two convoys and sank 22 merchant ships. More than 470 men (including U-boat crewmen) lost their lives. Admiral Doenitz called it “[t]he greatest success that we had so far scored against a convoy.” The Allies were afraid that it was the end of the convoy system, but actually it was the turning point in the Battle of the Atlantic. With jeep carriers, more long-range bombers, new destroyer escorts, better detection equipment, and improved training, the Germans never again came so close to severing the lifeline between North America and Europe.

It was also the end of **Ingham's**

North Atlantic duty. The Allied command decided to withdraw American surface ship escorts from the North Atlantic and shift them to convoys bound for the Mediterranean.

**Ingham** escorted ten convoys to the Mediterranean without losing any of the convoy ships. For a brief period in the winter of 1943, **Ingham** and her sister cutters escorted convoys in the Caribbean. Finally, in July, orders sent **Ingham** to the Charleston Naval Shipyard for conversion to an Amphibious Assault Command Ship (AGC), where she was outfitted with army communication equipment and accommodations were made for Signal Corps personnel. In addition, the depth charge racks were removed and anti-aircraft weapons were added to the ships armament.

After conversion, **Ingham** sailed to the Pacific and, as flagship and guide, directed six amphibious landings in the Philippines. The first was the retaking of Corregidor. General MacArthur came aboard for a final conference on the conduct of that operation, after which he left aboard a PT boat, transferred to a landing craft, and “returned” to Corregidor.

During the Vietnam War, in 1968, **Ingham** patrolled the coast of South Vietnam, stopping, boarding, and searching vessels suspected of supplying arms and ammunition to enemy forces. She also conducted shore bombardments and provided logistical support to US Navy and US Coast Guard vessels in the area. She was awarded two US Navy Presidential Unit Citations for her performance in Operation Swift Raider and Operation Sealords.

In 1980, she sailed to the Straits of Florida and helped save the lives and property of



*Commandant of the USCG, Adm. Robert J. Papp, a strong proponent of historic preservation, visited the **Ingham** in June 2011. Photo credit: U.S. Coast Guard.*

Cuban refugees attempting to cross the Straits to Florida. In all, she rescued twenty survivors of swamped boats and rafts, and towed or escorted seven vessels loaded with refugees to Key West.

After fifty-two years' active duty and service in two wars, **Ingham** was decommissioned in May 1988. A letter from President Reagan congratulated her on that occasion as the oldest active commissioned naval vessel serving our nation and the most

decorated vessel in US service.

*William Verge is a retired USCGR officer who served in Vietnam. He is the executive director of the USCGC **Ingham** Memorial Museum. John Viele is a retired naval officer, former submarine captain, and author of a three-volume history of the Florida Keys. Both are members of the Board of Directors of the Key West Maritime Historical Society.*

# Henry J. Hornbeck's Diary

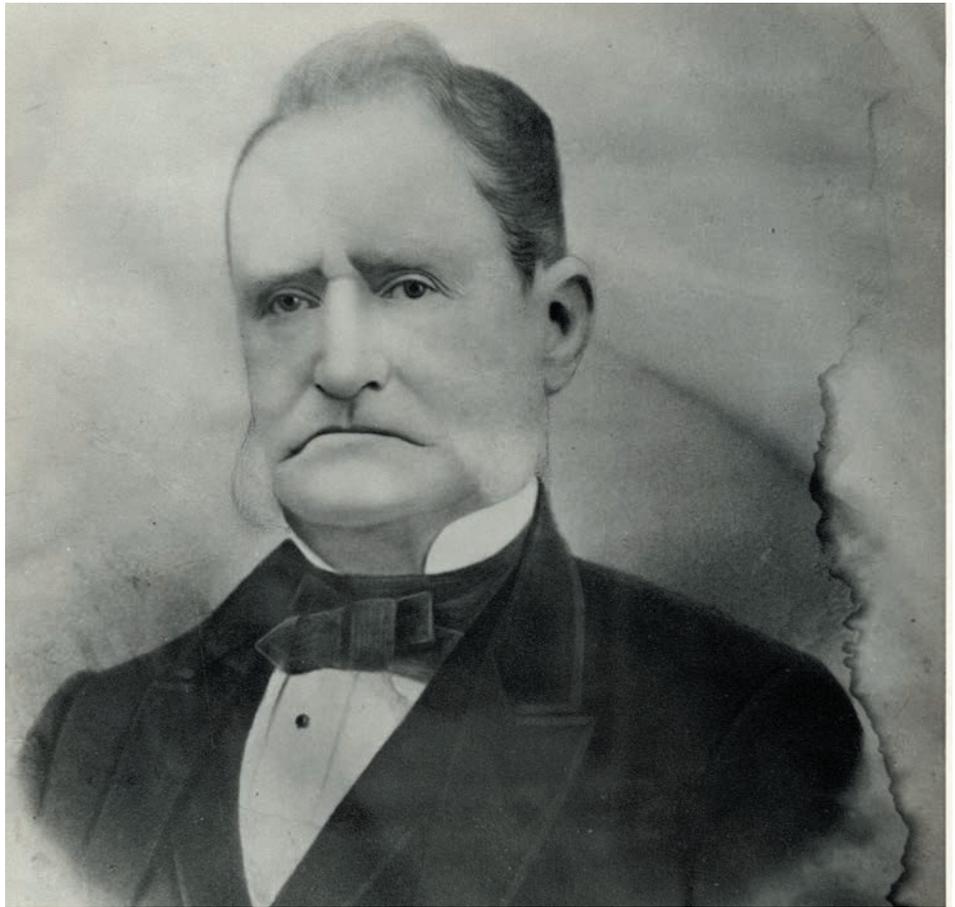
Henry J. Hornbeck was from Allentown, Pennsylvania, where he enlisted in the 47th Pennsylvania Volunteers Regiment at the age of 18. Here is his diary for April and June 1863

Tuesday March, 31<sup>st</sup>. Arrived today the steam transport **Eastern Queen** from New Orleans, having on board discharged soldiers. They also had on board bodies of soldiers, which they could not keep any longer, so they buried them at this place. After supper took a walk about city. Tonight Mennig, Ginkinger & myself had a chicken served up for us by our cook Mrs. Boyle & daughter Maggie. We made short work of it. Retired at 11 p.m. Wrote a letter to Albert Kern.

Wednesday April 1<sup>st</sup>. Fools-day today, busy at the accounts all day. The steamer **Pocahontas** arrived from north, no news & no mail. In the evening took a walk. Retired at 9 p.m.

Thursday April 2<sup>nd</sup>. Today Heebner transferred his Regimental Property to the Post Quarter Master. Made out inventories & receipts. Kept busy until supper time. After supper we had a ride around the island with Bob Moore, Forage Master 90th N.Y. Vols. Had fine time. Retired at 11 p.m. Slept at Grath's tonight. Wm. Weiss occupying my bunk. Steamer **Star of the South** arrived in harbor today from New Orleans. Weather fine.

Friday April 3<sup>rd</sup>. Busy today in office. Gunboat **Santiago de Cuba** arrived in port this morning. The steamer **Star of the South** went north at 5 p.m. I noticed that a few of Mr. Geiger's daughters were passengers for the north. In the evening took a walk about the city. Today did writing business for Col.



Alexander Patterson, Mayor of Key West in 1863. Photo credit: Monroe County Library.

Patterson, Mayor of City. Played a few games of cards with Miss Maggie Boyle after which retired.

Saturday April 4<sup>th</sup>. Busy all morning at Commissary Papers. After supper Ginkinger & myself went to U.S. Barracks visited John Lawall, then returned. Tonight purchased a dozen of eggs on account of Easter Day tomorrow. Our mess also purchased a duck to be served up as an Easter dinner. Retired at 9 p.m. Weather cool.

Sunday April 5<sup>th</sup>. Went to washer woman this morning and paid her a month's wages, also paid off our cook, Mrs. Boyle. Washed and dressed in Commissary Store house, then took a walk to Fort Taylor, returned at 12 a.m. Today had a splendid dinner, having as guests

John Lawall, Bob Moore, Raymond Haldeman, Samuel Sands & the little drummer boy of Company B. After dinner made eggnog for the party, then took a walk to wharf. Ginkinger & myself then went to U.S. Barracks visited Bob Moore, and also John Lawall, then spent the remainder of evening at Mr. Alder's, a very pleasant evening. Retired at 9 p.m.

Monday April 6<sup>th</sup>. Rose as usual. Worked at Commissary Papers. Steamer **Geo. Peabody** arrived from New Orleans. In the evening went to U.S. Barracks, and fetched clothing that I had made. Retired at 9 p.m.

Tuesday April 7<sup>th</sup>. Steamer **Honduras** arrived from New Orleans. At 5 p.m. steamer **Geo.**

**Peabody** went north. Sent Brother John a small collection of shells by mail. Some officers of 90th N.Y. Regiment went home on this steamer. The companies of that regiment being consolidated, they are therefore without a commander. In the evening took a walk. Retired as usual.

Wednesday April 8<sup>th</sup>. Busy at Regimental Papers & Commissary Accounts. Steamer **Honduras** went north this afternoon. In the evening attended church. Chaplain Bass of the 90th N.Y. preaching. Retired at 9:30 p.m.

Thursday April 9<sup>th</sup>. This morning steamer **Blackstone** arrived from north having on board 105 prisoners for Tortugas. Ginkinger & myself went to U.S. Barracks being chiefly deserters & mutineers of different regiments of the Army of Potomac. Had also a very large mail. Received 3 letters, one from Sister Mary, one from Cousin Alfred Martin & one from J. Henry Beemer. Received also two papers from Sister Mary. Domestic news very satisfactory. Official Notice was also received at this Post, that Key West & Tortugas now belong to the Department of the Gulf. (formerly Department of South) Now subject to orders of General Banks, (formerly subject to General Hunter). This evening took a walk with John Lawall, part way to General Hospital, returned. This evening had a heavy fall of rain, in fact, it don't rain here, it pours, although very seldom. I was surprised to find that it also hailed slightly, having no idea that in this hot place, there could be any hail. Retired at 9:30 p.m.

Friday April 10<sup>th</sup>. Rained considerably last night. Busy all morning at Commissary Accounts. Purchased a ring made of crab-wood found on this Key, silver plated, from Jacob Newhard of Company I. Took a walk in the

evening. Weather fine.

Saturday April 11<sup>th</sup>. Assisted in Commissary Storehouse issuing rations &c. After supper Ginkinger, Weiss, Lawall, Jack Beck & myself took a ride around the island with Bob Moore. Caught one of our men tonight attempting to break into commissary but let him go again, he being a harmless person, and whiskey was his object. Had a guard stationed at commissary tonight. Retired at 10 p.m.

Sunday April 12<sup>th</sup>. After breakfast washed & dressed, went to my room & read all morning a book entitled "A Stranger Story". After dinner took a walk with Jackson of 90th N.Y. Regiment to U.S. Barracks. Returned by 3 p.m. and read again until supper. After supper went to wharf. The steamer **Empire City** arrived from north having on board a cavalry company for New Orleans, also a mail for this place. Received two papers from Brother John. Spent the evening at McGrath's. Paid a visit to Aunt Mary (a Colored woman) after which returned to quarters & retired. Weather warm.

Monday April 13<sup>th</sup>. Busy all morning at Commissary Papers. It is reported that Charleston was taken, hope it may prove true. Noticed that the President had appointed April 30<sup>th</sup> as day of Humiliation & Prayer, on account of the State of our Country. Heard also that the steamer **Marion** was wrecked on Double Headed Shot Key. After dinner, in commissary most of afternoon. Spent the evening at Mr. Alders, with Ginkinger, Jake Beck, Mennig & Myself, having Fritz Jacobs who played the Piano. Two of Mr. Alders' daughters also entertaining the party by playing and singing. Spent a very pleasant evening. Retired at 11 p.m. Weather warm.

Tuesday April 14<sup>th</sup>. The Naval

Transport **Union** arrived in port today. She confirms the news of the capture of Charleston, S.C. with a loss to our side of 8000 killed & wounded, and the sinking of one & disabling another of the monitors. Should this news prove true, it will be a telling blow to the Southern Confederacy. After supper we went to Mrs. Baldwin's where Fritz Jacobs played the piano, had a fine time. Retired at 9 p.m.

Wednesday April 15<sup>th</sup>. Rose as usual. Major Gansler appointed Provost Marshal today. Commenced his career by marching the Provost Guard into Mr. McGrath's house for a Provost Guard House, not having given him any previous notice to quit. Mrs. Boyle, our cook, must also move. Steamer **Matanzas** arrived in harbor this evening, having two Flags waving thus representing a General to be aboard. She anchored in the stream and refused any communication whatever. Dr. Bailey commenced duty to day. The Quarantine Regulations taking effect this day. Took a walk with John Lawall part way to his quarters. Retired at 9 p.m. Weather very warm.

Thursday April 16<sup>th</sup>. Rose as usual. Went to wharf, witnessed the departure of the **Matanzas** as mysterious as she arrived. No communication whatever. Commenced boarding today with Mrs. Bodine. Paid a visit to McGrath in his new home, lives in a very fine place. Retired at 10 p.m. Weather warm.

Friday April 17<sup>th</sup>. Read most all day the book entitled "A Strange Story." Went with John Lawall to purchase a pair of goggles having sore eyes. It is curious how many of the boys are affected in this climate, with weak eyes, the sun here being very injurious. After supper went to

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(Diary from page 9)

General Hospital with Ginkinger & Mennig. Borrowed a book of John Lawall. In returning stopped in a few minutes at McGrath's, then went to quarters. Heard serenading tonight by a party of officers. Music splendid. Retired at 10 p.m. Very warm all day.

Saturday April 18<sup>th</sup>. Rose as usual. Read a book part of morning. The steamer **McClellan** arrived from the north today having on board General Woodbury & staff who takes command of this Post. Had also a mail. Received two papers.

Sunday April 19<sup>th</sup>. Rose & washed & dressed in Commissary Storehouse, read remainder of morning. Read all the afternoon in Quartermaster's office. Finished the book entitled "A Strange Story." After supper attended Catholic Church, there being no minister there tonight, the meeting was soon over. Then went to Chaplain Bass' church of the 90th N.Y. Volunteers. After which took a walk about city, then retired. Weather very warm.

Monday April 20<sup>th</sup>. Rose &c. The steamer **Fulton** arrived from New Orleans today, bound for the north. Wrote three letters, to Sister Mary, to Cousin Alfred, & J. Henry Reenter. Assisted in issuing rations this afternoon. After supper visited John Lawall, retired at 9 p.m.

Tuesday April 21<sup>st</sup>. Assisted in issuing rations this morning. In the afternoon engaged in reading. After supper visited Mrs. Baldwin's where Fritz Jacobs played the piano, after which took a walk about the city. Weather warm.

Wednesday April 22<sup>th</sup>. The steamers **Blackstone & Pocahontas** arrived from New Orleans this morning. No news of any account. Steamer **Fulton** left for the north at 12 p.m. taking a mail. Engaged

in reading during afternoon. Took a walk to U.S. Barracks after supper. Visited John Lawall. Retired at 9 p.m.

Thursday April 23<sup>rd</sup>. Rose as usual reading most of the day a book entitled "The Old Curiosity Shop" by Dickens, very good. Took a walk to U.S. Barracks. Weather very warm. Gunboat **Susquehanna** arrived this morning. Steamer **Pocahontas** left for New York at 1 p.m. Retired at 10 p.m.

Friday April 24<sup>th</sup>. Busy at Commissary Papers, making invoices & bills of lading of Commissary Stores to be shipped to New York. Steamer **Empire City** went north at 12 noon. Took a walk in the evening with Watson & Bennett of 90th N.Y. Regiment & with Mennig, after which went to Quartermasters Office and read, about an hour, then went to Navy Warehouse, where there is a ball tonight, after which went to quarters & retired. Very warm today.

Saturday April 25<sup>th</sup>. Read all day Dickens Works. The gunboats **Rhode Island & Santiago de Cuba** arrived in port this morning. Spent the evening at McGrath's. Retired at 10 p.m. Weather warm.

Sunday April 26<sup>th</sup>. Steamer **Geo. Peabody** arrived last night from New York having in tow a schooner, and the ship **DeWitt Clinton** with troops aboard, they having lain about 3 weeks in a calm. A mail received but nothing for myself. Read Dickens works all day. In the evening took a walk. Retired about 9 p.m. Weather very warm.

Monday April 27<sup>th</sup>. Worked at Regimental Papers this day. Steamer **Geo. Peabody** left for New Orleans at 3 p.m. The 90th N.Y. Band out serenading tonight. Visited McGrath in the evening. Retired at 9 p.m. Mosquitoes terrible tonight.

Tuesday April 28<sup>th</sup>. Rose as usual. Mennig & myself today moved our effects to Quartermasters Office, our

former place being too noisy at night on account of Provost Guard stationed there. Paid a visit to John Lawall this evening. After which, came to office & retired.

Wednesday April 29<sup>th</sup>. Steamer **McClellan** arrived in harbor from New Orleans. News favorable, Banks progressing finely. Cleaned up my accoutrements this morning. Assisted Watson in altering his bed. Wrote letters of transmittal for Regimental Papers. After supper visited McGrath then returned to office & retired.

Thursday April 30<sup>th</sup>. Ascertained this morning that Commissary Storehouse had been broken into last night, one of the perpetrators caught by Provost Guard. Ginkinger, McGrath & Myself took a ride to Fort Taylor this morning and were mustered for pay. Stores &c all shut up today being the day Humiliation & prayer appointed by the President. Steamer **Star of the South** arrived at 9 a.m. After supper took a walk about the city. Retired at 10 p.m.

Friday May 1<sup>st</sup>. Busy at Commissary Papers today. Schooner **Nonpareil** returned from Havana with a mail, received "Nary a line", nothing of importance. Weather very warm, took a walk as usual. Retired at 9 p.m.

Saturday May 2<sup>nd</sup>. Issuing rations all morning. Steam transport **St. Mary's** arrived from New Orleans, with orders for as many troops from this place as could be spared. In all probability our Regiment will leave. Kept myself in readiness for orders. Ascertained this evening that the 90th N.Y. Regiment is ordered to New Orleans by General Woodbury. Our men felt rather disappointed, we all expecting to leave this place. They are ordered to embark in the morning.

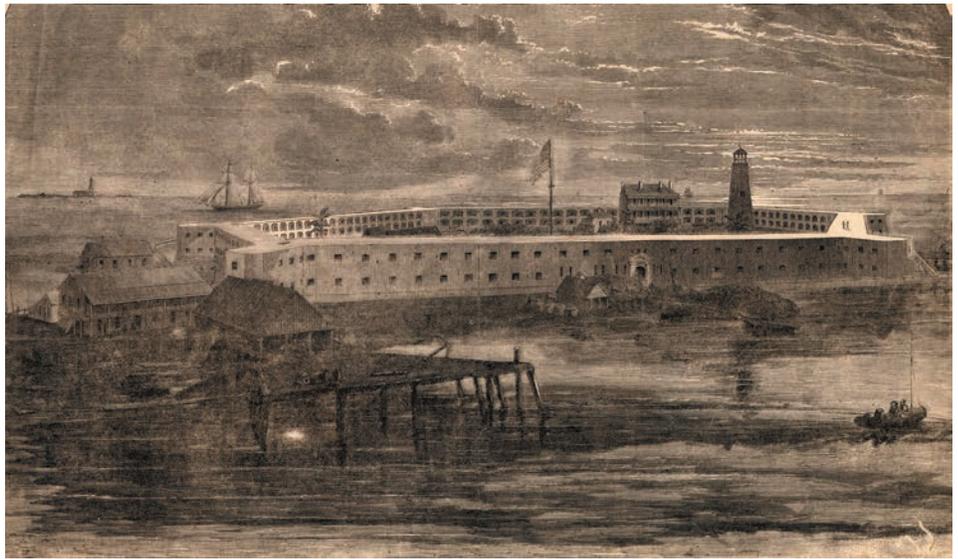
Sunday May 3<sup>rd</sup>. Rose early this morning. The 90th N.Y.

Regiment busy moving goods on wharf. Washed & dressed in Commissary Storehouse. Took dinner at Gallagher's. Ginkinger, McGrath & myself took a ride this afternoon. The Regiment embarked at 6 p.m. Left wharf at 1/2 past 7. Bennett of 90th N.Y. also left with Regiment having been clerk in Quartermasters Office. Very sorry to see him leave, being a fine & jovial fellow. Considerable nuisance going on today, Many of the 90th being drunk. Our Men on Provost Guard today. Negro stabbed, very dangerously &c. Some of their men were arrested that remained back. Retired at 10 p.m.

Monday May 4<sup>th</sup>. Busy at papers in the afternoon, Gunboat **Sonoma** at wharf coaling. In the evening took a walk about the city. Went with John Lawall part of the way to Hospital. Weather very warm and mosquitos voracious, Splendid moonlight evening. The moon here in this country is very brilliant & almost as blinding as the sun, making it almost as light as in daytime. A smack arrived from Havana today bringing oranges, bananas &c., the stores are well stocked with fruit again. The steam transport **St Mary's** with 90th N.Y. Regiment aboard, left for New Orleans last night, having in tow the ship **DeWitt Clinton**, with troops for New Orleans. Retired at 11 p.m.

Tuesday May 5<sup>th</sup>. Busy at Commissary Papers all day. Mennig & myself took a ride to U.S. Barracks after dinner. After supper visited McGrath & also John Lawall. Fishing off the dock tonight, retired at 10 p.m. Weather very warm.

Wednesday May 6<sup>th</sup>. Busy all day in office. Steamer **United States** arrived from north with a late mail, received letters and papers, also a shirt. News scarce, nothing of importance. Took a walk in the



*Fort Jefferson in 1861. Photo credit: Monroe County Library.*

evening. Raining tonight.

Thursday May 7<sup>th</sup>. Kept account of Quartermaster & Commissary Stores received per steamer **United States**. Invoiced 20 barrels of potatoes to Lt. Hall at Fort Jefferson Tortugas. Saw Capt. Hart & Lt. Hunsberger, who are here on a visit from Tortugas. Took a walk in the evening. Very windy, a regular northern tonight.

Friday May 8<sup>th</sup>. Board of Survey met in Commissary Store house, to inspect & condemn such stores as are brought before them, unfit. After supper Weiss, Lawall & myself took a walk about town. Retired at 9 p.m. Still windy.

Saturday May 9<sup>th</sup>. Busy at Regimental Papers & Commissary Accounts today. Our mess house is termed the "Hotel de Commissary" rather romantic. After supper took a walk. Retired at 9 p.m.

Sunday May 10<sup>th</sup>. Engaged in reading in the morning. Shelled a picture frame all afternoon and evening. Cool tonight. Retired at 9 p.m.

Monday May 11<sup>th</sup>. Busy today making Inspection of Report of Condemned Subsistence Stores. Lt. Heebner joined in with our mess today. After supper took a walk about town. Exchanged dress coat

today. Retired at 11 p.m.

Tuesday May 12<sup>th</sup>. Wrote two letters this morning, one to Uncle Ebenezer and the other to Aunt Margaret. News from New Orleans very good. Col. Grierson Prince with cavalry force traversed through the Rebel Country from General Grant's army to General Banks in New Orleans, capturing 200,000 bales of cotton. This is the greatest achievement that has happened during the war. Two years & 9 months recruits are being mustered out of service. Conscript act will now soon be enforced. A number of brigs & schooners in harbor with coal for this port. The brig **Templar** left wharf this afternoon. The captain's daughter upon whom we clerks in Quartermasters Office, had the spy-glass leveled upon daily, is now also off and we must find some other object to pass away spare time. Sorry she leaves. Ascertained about 5 p.m. that the steam tug **Wm. Reaney**, Capt. Bell, was going to Fort Jefferson, Tortugas, tonight, to return in a day of two. Ginkinger & myself immediately drove down to Fort Taylor, and Col. Good, very kindly, wrote us a note allowing us to go along, which was approved

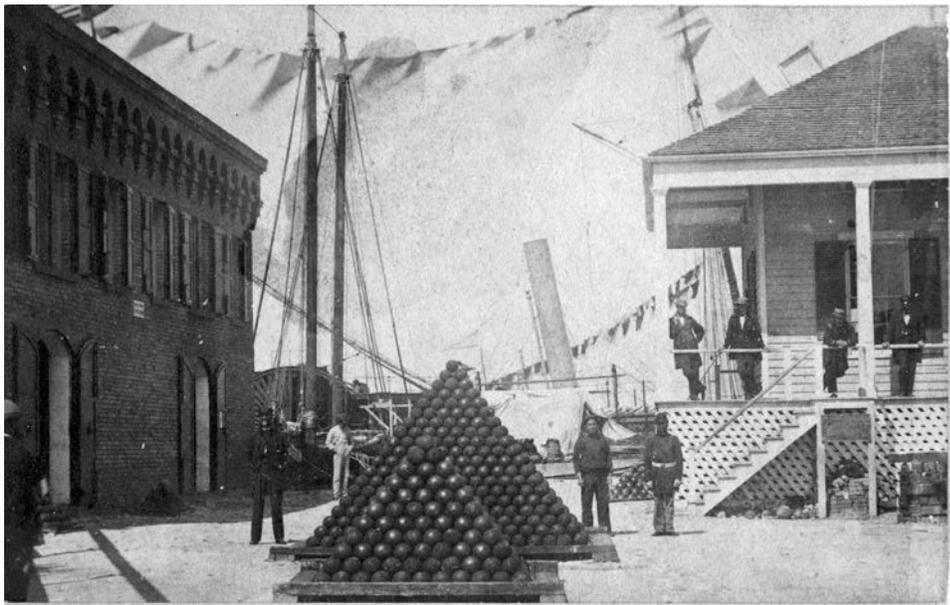
(Continued on page 12)

(Diary from page 11)

by the General. We started at ½ past 6 p.m. having a fine passage until midnight, when a very violent squall took place, and a heavy shower. We arrived opposite Fort Jefferson at about 3 a.m. and were boarded by the officer of the day, who there acts as Provost Marshall. Slept until day-break, then went ashore.

Wednesday May 13<sup>th</sup>. At Fort Jefferson, Tortugas. immediately visited my company, and saw all the boys, in fact saw everything & everybody. Made a tour through the whole fort. It is large enough to place four Fort Taylors into it. Cocoanut & different kind of trees in full bloom inside. Witnessed heavy artillery drill. Spent most of time with Sergeant Tom Leisenring. Ascertained that Wm. Everhard of our Company had died a few days ago. The place of burial is on Bird Key about 1/2 mile from Tortugas, a dreary looking spot. Also a man from Company D is buried on the Key. Loggerhead Key is also nearby, being inhabited, and a light house thereon. Left Tortugas about 6 p.m. having in tow the schooner **Union** with some Ladies and the Captains of the companies stationed here, on a visit to Key West to attend a ball to be given by the Col. on Thursday night. Had a very fine passage, slept soundly all night, having fine accommodations through the kindness of Capt. Bell.

Thursday May 14<sup>th</sup>. Arrived at Key West about 6 a.m. took breakfast on board the tug. After dinner Mennig & myself counted and packed clothing & Camp Garrison equipage to be shipped to Tortugas. Busy until supper time. After supper witnessed the departure of the steamer **Geo. Peabody** which had arrived during our absence from New Orleans,



*Naval Headquarters at the end of Duval Street. Photo credit: Monroe County Library.*

having on board discharged soldiers, and the men belonging to the 8th Infantry, who in the commencement of the War, were turned over to the Rebels, in Texas, by their General Twiggs and after having been held in confinement, until now, are exchanged. throughout their entire confinement and being ill treated and strong inducements made them to join the Rebel Service, their officers all going over, they proved loyal all along. As they left the harbor all the gunboats saluted them, and there was a salute of 21 guns given by Fort Taylor. Lawall, Weiss & myself took a walk about the city. Weiss & myself had a game of billiards, which was interrupted by the alarm of fire. Turned out to be Mother Clarks' shanty, near the new Barracks, Cause unknown. Made a very grand sight, burnt down to the ground. Received news that terrible fighting was going on in Virginia. Reported loss of a great many in the 12th Pa. Regiment. Very anxious to receive news. Retired at 9 p.m. There is a ball tonight in the fort.

Friday May 15<sup>th</sup>. Busy all morning. Shipped the clothing &c, we packed yesterday afternoon, on

board the U. S. schooner **Union**. Made out invoices & receipts. Steamer prize arrived in harbor this morning. Finster, member of Company A shot himself this morning, causing instantaneous death, Cause unknown. Depression of spirits for some time past, was buried this afternoon without any military escort, on account of being a suicide. He was a man in good circumstances at home, had no encumbrances, and no definite cause can be assigned for this rash act, besides being well educated. Took a short walk after supper. Raining tonight. Tug **Reaney** started for Tortugas again this evening, Lt. Heebner accompanying the party who were here to attend the ball and now return. Retired at 10

Saturday May 16<sup>th</sup>. Reading in the morning. Weather very warm. Gunboat **Sonoma** arrived in harbor this morning. Steam transport **Matanzas** arrived today from New Orleans, crowded with passengers & discharged soldiers. Coaled all night. Weather very warm. Wrote a letter tonight to Sister Mary. Retired at 10 p.m.

Sunday May 17<sup>th</sup>. Engaged in

reading all day. Steamer **Matanzas** left at 12 p.m. In the evening visited Sigmonds with Bob Moore, Ginkinger & Weiss. Retired tonight at 11 p.m. Weather very warm. Company D arrived here from Tortugas.

Monday May 18th. U.S. Transport **Fulton** arrived this morning from New York, having a mail, dating to 12 inst. Terrible fighting at Fredericksburg. Received two letters, one from Geo. Kramer, the other from J. Henry Beemer. Preparations are being made at home to receive the 9 month-men who are being mustered out. Took a ride with Ginkinger. Paymaster, Major Babbitt of Newton N.J., arrived today and will pay off for 8 months. Fishing off the wharf tonight. Retired at 9 p.m. Traded trunk with Ginkinger which I painted today, My former trunk I purchased from Ginkinger at Beaufort, S.C.

Tuesday May 19th. After breakfast Ginkinger & myself took a walk to Fort Taylor, signed payroll being assigned to Company I, Capt. Keck. After dinner drew my pay for 7 months & 23 days amounting to \$100.95, reserved \$50. to send home. Weather very warm today. Paid off all debts today. Rained last night. Had to move quarters on that account for the night. Took a walk this evening. Retired at 9 p.m.

Wednesday May 20th. Purchased a felt hat and other necessary articles. Wrote a letter to Geo. Kramer took a walk in the evening. Many of the boys pretty well "how come you so", on account of the money they received. Made bed in Quartermaster Office tonight, expecting a shower. Retired at 10 P.M. Weather warm & mosquitoes very annoying.

May 21st. Assisted in issuing rations this morning. Permanent Provost Guard established with Lt. Rees, Company C as Lieutenant of the Guard. U.S.S. Transport

**Catawba** arrived from New York this morning. The news is not as good as at first reported. Hooker is back again in his old position. The Rebel General "Stonewall" Jackson was killed, in the late battle. Received Allentown papers to the 13th inst., preparations for receiving the 9 month-men home. They were in the late fight, some killed and missing also wounded. After supper took a walk about the city. A ball tonight at Howe's. Retired at 10 p.m. Weather warm.

Friday May 22nd. Busy in the morning. Wrote a letter to Sister Mary, enclosing \$50 dollars. Suspended my bed this afternoon. Took a short walk in evening with Pretz & Lawall. Fished at wharf, retired at 10 p.m. Steamer tug **Wm. Reaney** returned from Tortugas tonight with Pay Master. Weather hot.

Saturday May 23th. Busy all morning at papers. Steam transport **McClellan** arrived this afternoon from New York having a small mail. Invoiced 100 barrels of flour to Lt. Hall at Fort Jefferson. Raining at 5 p.m. Weather very warm. Retired at 9 p.m.

Sunday May 24th. Busy all morning packing trunk to send home onboard the Braque **Mahlon Williamson** bound for Pennsylvania. After dinner assisted Ginkinger in packing his effects. Washed & dressed in Commissary Storehouse. After supper took a walk about town. U. Sawyer of Company K here from Tortugas on a visit, treated Weiss & myself at Moffat & Simpsons, being lately promoted. Before retiring Sandt, Mennig & myself had quite a Singing Concert. Retired at 11 p.m. Mosquitoes voracious. Steamer **McClellan** left to-day for Tortugas & New Orleans. 60 Rebel prisoners brought in today

Monday May 25th. Busy most

of day at Commissary Accounts. After supper Ginkinger & myself put aboard the ship **Mahlon Williamson**, our trunks &c, bound for Philadelphia from there to be expressed home. Retired at 9 p.m. House burnt down to-night.

Tuesday May 26th. Busy today, schooner **Maitland** arrived from New York with subsistence stores, unloading. Same this afternoon. Onions all spoiled. Wrote an order to Adjust General for a Board of Survey to convene for the purpose of condemning same. Had a short but violent rain storm at 6 p.m. After which Lawall, Mennig & myself took a walk out to Old Sandy's. Returned by 9 p.m. Captain Yard & Sergeant Bonstein slept in Quartermaster's Office tonight, gave them blankets. Retired at 10 p.m. Windy.

Wednesday May 27th. Busy all day making out report of Board of Survey & Inspection reports. Prize schooner brought into harbor, with the Rebel rag floating, having the Stars & Stripes floating over it. Schooner **Moonlight** laden with ice, unloading today. Steam transport **Hancock** arrived today from Baltimore, no mail. Stayed all night at McGrath's, he being very sick, recovery doubtful. Weather warm.

Thursday May 28th. After breakfast slept all morning. In the afternoon wrote a letter to Brother John. Steam tug **Wm. Reaney** left for Havana. Lt. Heebner went along. Steamer **Zephyr** left for New Orleans. Barque **Mahlon Williamson** left for Philadelphia at 4 p.m. aboard of which is my trunk, the key of which I send by mail. Heard that Sheirer of our Company had died at Tortugas a short time ago. Spent the evening at McGrath's. He is still no better.

(Continued on page 14)

(Diary from page 13)

Our band playing tonight at the General's Headquarters. Retired at 11 p.m.

Friday May 29<sup>th</sup>. Busy today at papers. Raining this afternoon. Steamer **Hancock** left harbor at 2 p.m. for New Orleans but returned in the course of a couple of hours having in tow a prize schooner laden with cotton. After supper Ginkinger, Weiss & myself went to Ingrams, and had some ice cream, charging 15 cents a plate. Then went with Lt. Rees to his quarters at Provost Guard House, After which returned to office. Raining this evening & tonight. A small mail was today received from Havana. Couple of Allentown papers received, not much news. Reported this afternoon that Vicksburg was taken hope it may prove true. Retired at 9 p.m.

Saturday May 30<sup>th</sup>. Raining all day reading most of day, a book entitled "Frank Hilton" or the "Queens Own." After supper, Ginkinger, Weiss & myself, again procured ice cream, then visited McGrath, who is still very low. Retired at 9 p.m. Steamer **Star of the South** arrived.

Sunday May 31<sup>st</sup>. Reading all morning after ablutions. After dinner, Weiss, Lawall, Trexier & myself visited the Old Fortune Teller's out at Old Sandy's, returned by 4 o'clock. Raining all day. After supper went to McGraths, stayed all night, he being worse, very little prospects of his recovery. Mosquitoes terrible during rainy weather.

Monday June 1<sup>st</sup>. Returned from McGraths to office at 1/2 past 4 this morning. Procured a cup of coffee at cafe opposite Provost Marshall's Office. After breakfast busily engaged at papers. Schooner **Julia Halleck** arrived with provisions for the A.A.C.S., a supply for 6

months. Deposited in P.O. the letters &c, written a few days ago, as the mail leaves soon. Enclosed \$1.00 to Brother John. After supper visited McGrath. was informed by Dr. Otto that he did not expect him to live all night. Ginkinger & myself went for Mrs. Fletcher, who will remain all night. Remained at house until 11 o'clock, then came to office & retired. Weather very warm. Steamer **Star of the South** went north at 6 p.m. taking a mail and I noticed a great many citizens going north.

Tuesday, June 2<sup>nd</sup>. Busy this morning making an Estimate of Subsistence Stores for 1,000 men for one year. Heard the bad news that Mr. McGrath had died this morning at 7 a.m. On account of the climate it is customary here, to bury persons the same day. His funeral is appointed at 1/2 past 5, this afternoon. Ginkinger & Myself rode up to his house at noon to see his remains. He looks very natural, as if fallen asleep. Kept busy all day on board the schooner **Julia Halleck** keeping tally of Subsistence Stores unloading, being a six month supply. At 5 p.m. Capt. Bailey of schooner **Julia Halleck**, Ginkinger & myself went to McGraths house, attended the funeral, which was a very large one. Our band and Companies. B & D, being in advance, and then the carriages with mourners & friends. He was a (regular) Soldier, having been in U.S. Services 15 years, serving in Mexico & Florida with distinction. He leaves a wife & one child, a very smart little boy. Thus has died our best friend and adviser in this hot bed of secession and whom I shall ever gratefully remember. He was a man of excellent education and understood business as clerk &c thoroughly. Often have Mac. & myself been hard at work, in making out Quarterly Master Accounts &c

during day & late at night together. Many a pleasant evening have I spent at his house, which several of us who were accustomed to visit there, had given the name of "the Soldiers Home." Such is life. Retired at 10 p.m.

Wednesday June 3<sup>rd</sup>. Busy all day on schooner **Julia Halleck**, tallying Subsistence Stores unloading all day. Very hot & sultry. No breeze. After supper took a walk about town then returned & retired at 9:30 p.m.

Thursday June 4<sup>th</sup>. Busy all day on schooner **Julia Halleck**. Nothing of importance. After supper procured ice cream at Mrs. Garvin's (Colored) after which returned to office. Retired at 10 p.m. Weather very warm.

Friday June 5<sup>th</sup>. Busy this morning on schooner. Finished at 1 p.m., after dinner which I took on board schooner with Capt. Bayley, I went to office and slept all afternoon. Took a walk after supper. Retired at 9 p.m. U.S. steam transport **St. Mary's** arrived here this afternoon from New Orleans, for ammunition &c. reports fighting at Vicksburg, which is not yet taken.

Saturday June 6<sup>th</sup> Busy in office. Nothing of importance

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today. Ship **S. R. Mallory** left at noon for New York, having a prize cargo valued at \$600,000. The gunboat **Sonoma** accompanies her as convoy. Steamer **St. Mary's** left this evening for New Orleans. Retired at 10 p.m.

Sunday June 7<sup>th</sup>. Remained in office all day reading a book entitled "Frank Hilton or the Queens Own," very interesting. Could not sleep tonight on account of the terrible mosquitoes. Paced the room until day light. Very warm tonight.

Monday June 8<sup>th</sup>. This morning our new cook commenced operations, Smiley having left without cause or notification, his name is Edwin Sweitzer of Company A. Busy at Commissary Accounts today writing letters of transmittal &c. After supper visited Mrs. Garvin's where we had ice cream. This afternoon steamer **Matanzas** passed outside harbor, having in tow schooner **Seguine** with cattle for this place. **Matanzas** went on to New Orleans. Schooner came into harbor. Arrival of a new commissary, who will relieve Lt. Heebner. Otherwise no news of any account. Retired at 1/2 past 1 a.m. Could not sleep on account of mosquitoes. Beautiful Sunny South.

Tuesday June 9<sup>th</sup>. Busy this morning at Commissary Papers. Nothing of importance. After supper went to Mrs. Garvin's, procured ice cream, after which returned to office. Retired at 12. Weather very hot.

Wednesday June 10<sup>th</sup>. Busy at Commissary Papers all day morning. Capt. Martin who was to relieve Lt. Heebner as A.C.S. intends leaving for the north as soon as possible, so Lt Heebner, again resumes charge, the climate not agreeing with the Capt. The steamer **Fulton** left at noon. Three discharged men of our Regiment

left in her, Messinger Company A, Stuben Company B and Billington Company C. Wrote a letter to Sister Mary and gave to Capt. Keck who goes home on sick furlough. Steamer **North America** left for New Orleans this evening. After supper went to Miss Allen's procured ice cream. Retired at 12.

Saturday June 13<sup>th</sup>. Navy transport **Circassian** arrived this morning. Steam tug **Wm Reaney** returned from Havanna, having no mail, reports that the mail for this place has gone to New Orleans. An officer arrived in the **Circassian** to relieve Lt. Locke as Quarter Master at this Post, but the General refused to relieve Locke, as too many changes have of late been taking place rendering it injurious to the service. The whole affair is Political Knavery, the officer having been promoted as Captain from behind a counter in a New York Store, and sent here by those in power, to relieve an excellent and volunteer officer. thus are affairs managed at present, good men thrown overboard and politicians substituted. how is it possible to crush the rebellion, when such glaring evils are daily taking place, and of date, More frequent than ever. Retired to night at 11 p.m. Weather very hot and oppressing. Watson & myself regaled ourselves tonight with guava jelly & marmalade brought from Havana, also on pineapples & bananas from the Mosquito Shore.

Sunday June 14<sup>th</sup>. Rose at 7 a.m. After breakfast ablutions &c in Commissary Storehouse, remained in office remainder of day reading &c. Steamer **Nassau** arrive from New Orleans with a lot of Blacks numbering 59 to be a working gang on the wharfs at this place permanently. Their quarters are made at the New Barracks. After supper Ginkinger, Watson & myself visited Capt. Bell,

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*USCGC Ingham on convoy duty in World War Two. Photo credit: the USCG Archives..*

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