

for Mr David Harmony
Document dated 2-19-

Date	Signature	Subject
1 4-7-47	J. Y. Mason (Secy Navy)	Endorsed Lt Jas W Ward Permitted to take Naval School examinations
2 6-26-47	" Mason & Skidell	Endorsed Comdr J. W. Upshur Appointment as Midshipman, U.S.N.
3 8-3-47	"	End. Capt. S. W. Storey Orders Mr. Harmony Ensign Upshur also J. A. King
4 11-26-47	Capt L. W. W. Storey	"
5 11-1-48	Capt Thomas A. Platey Jones	Commands in Chief U.S. Pacific Ocean U.S. Ohio Monterey Cal.
6 11-2-48	Capt C. K. Stobling	Commanding U.S. Ship Warren act U.S. Ship Monterey C
7 10-31-49	Comdr A. K. Long	" San Francisco Cal End. Lt Com C. W. Pickering
8 12-29-49	Capt Tho ap C. Jones	Orders Mid Harmony End. Lt. A. Graham
9 11-15-50	Pres. Willard Filmore	Appointment Mid Harmony
10 2-2-52	Wm. A. Graham Secy Navy	Orders Mid Harmony End. Capt. J. K. Stringham
11 5-14-52	"	"
12 12-20-52	John P. Kennedy Secy Navy	"
13 6-10-53	Com. C. S. McCauley	End Com. C. K. Stobling to pass of satisfactory examination concerning Mid. Harmony
14 6-14-53	Jefferson Davis Act Secy Navy	Orders to Secretary Richard Crockett End. J. C. Dobbin Secy Navy
15 6-22-53	Pres. Franklin Pierce	Commissioner Mid Harmony
16 10-29-53	"	" Master "
17 11-5-55	"	" Lieut "
18 11-19-55	J. C. Dobbin	End Capt A. Bigelow Orders Lt Harmony
19 7-24-56	Pres. Franklin Pierce	End. J. C. Dobbin Commissioner of Harmony
20 3-3-57	J. C. Dobbin Secy Navy	Orders Lt Harmony End. Capt. Wm. Mervine. Commander of Ship
21 12-3-59	Isaac Toucey Secy Navy	End Com. Saml L. Breese Comdr J. W. Ward
22 2-4-60	"	End J. W. Ward Com. S. S. McCauley
23 9-20-60	"	End J. W. Ward Com. C. S. McCauley Flag Officer Chas. H. Bell
24 8-5-62	Edison Welles	End Com. H. Paulding Orders Lt Com Harmony Comdr Ed. J. Nichols
25 10-3-62	"	"
26 10-8-62	"	"
27 6-23-63	Rear Ad. J. F. Du Pont	To duty U.S.S. Mahan addressed "Atlanta"
28 2-21-63	Pres. Abraham Lincoln	End Edison Welles Commissioner Lt Com. Norm
29 8-21-63	Rear Ad. John A. Dahlgren	to Comdr Doctored to the "Atlanta" considering assignment to the "Atlanta"
30 9-8-63	Jas. W. Fosc Acting Secy of Navy	Orders to Lt Com. Harmony
31 2-25-64	Act. Secy. James H. Bailey	"

32	4-27-64	Brig Gen D.P. Woodbury	To Lt Com Harmony about Care of refugees
33	5-28-64	Rear Ad J.W. Farragut	Letter To Lt Com Harmony ^{Shagup, Harford} Off Mobile Bay
34	7-31-64	Rear Ad H. Paulding	Orders to Lt Com Harmony
35	9-30-65	Geo. S. Palmer	
36	8-7-66	Rear Ad Geo H Bell	Endorsement on Notification Evid. Capt. P.W. Pennock
37	5-18-67	Rear Ad Horton A Jenkins	Orders, Rear Ad Geo H Bell Ad. J.W. Farragut
38	7-15-67	Comdr. J.H. Upshur	Report on Condition U.S.S. Frolic
39	7-28-67?	Adm. Farragut	Letter to Comdr. Harmony
40	4-6-68	"	Orders "
41	7-27-68	"	" "
42	9-6-68	"	" "
43	9-14-68	"	" " Evid Capt W E De Rose
44	9-20-68	"	" "
45	3-20-69	Rear Ad W Radford	" "
46	5-3-69	Rear Ad S.W. Godon ?	" "
47	4-6-70	Rear Ad D.M. Fairfax	Letter "
48	9-2-70	Rear Ad James Alden	Orders " Evid Rear S.W. Godon
49	12-11-71	Rear Ad Melancton Smith	" "
50	1-16-74	Rear Ad John Rodgers	" "
51	4-3-74	Capt W E Hopkins	" " K attempted resolution Hawaii on Islands. Evid R.A. A.M. Pennock.
52	2-24-75	Rear Ad N.W. Shufeldt	Letter to Capt J. de la Roche U.S.S. Wolflet Evid. Rear. A.M. Pennock
53	3-8-75	Geo. M. Robeson Secy Navy	Letter to Comdr. Harmony
54	5-7-75	Rear Ad John L. Worden	Letter to Rear Ad. A.M. Pennock
55	10-23-75	Rear Ad J.C. Rowan	Letter to Comdr. Harmony
56	2-12-69	Senato S.S. Cox	"
57	3-24-77	Cyrus W Field	Letter to Hon. Stanley Matthews
58	5-23-77(?)	Invitation Mr & Mrs Cyrus W Field	To meet Royal British Consular
59	2-1-70	Robert & Anne Tallie for funeral train, obsequies of Geny Peabody	
60	10-29-75	Comdr Richard W Meade	Receipt for Books
61			
62			
63			

This list of the owners and contents of David B. Harmon's
was made by Leo Spiering in 1930.
Harmon, during the 1930s.

Navy Department,

April 7th 1847.

Sir:

In accordance with your wish to enter the Naval Service of the United States as a Midshipman, you are hereby notified that you may on the *Tenth of June next*, or as soon thereafter as practicable, proceed to Annapolis, Maryland, and report to the Superintendent of the Naval School at that place, for the examinations contemplated in the accompanying extract from the "Plan for a Naval School."

If, after such examinations, you shall obtain a satisfactory certificate of your qualification in all respects for the Naval Service, you will receive an acting appointment, orders to the Naval School and your travelling expenses. If the examinations should prove unfavorable, you will receive neither an acting appointment nor your travelling expenses.

You will inform the Department seasonably of your intentions.

Respectfully, yours,

Mr. David Harmony
of Pennsylvania.
Care of Honble
R. Brodhead, Jr.
Easton, Penna.

J. J. Mather

Copy
M M 5

EXTRACT FROM THE "PLAN FOR A NAVAL SCHOOL."

ARTICLE 6. Every applicant for admission to the School must be of good moral character, not less than thirteen nor more than seventeen years of age, and must be examined by the Surgeon of the Institution, to ascertain if he be free from all deformity, deafness, nearness or other defect of sight, or disease or infirmity of any kind which would disqualify him from performing the active and arduous duties of a sea life. He must be able to read and write well, and be familiar with Geography and Arithmetic. The Academic Board will examine him on these branches, and certify to his capacity for admission into the School.

LIST OF CLOTHING.

Candidates for admission into the Naval School must be provided with not less than the following clothing :

One good dark blue cloth jacket.	Four pair of drawers.
One good dark blue cloth vest.	Six pocket handkerchiefs.
One pair dark blue cloth pantaloons.	Two pair of sheets.
Six white shirts.	Four pillow cases.
Six pair of socks.	Six towels.

In lieu of the above, fifty dollars may be deposited with the Superintendent, to be expended under his direction in a suitable outfit, for the use of the applicant.

J. Y. MASON.

NAVY DEPARTMENT, *February* 19, 1847.

Navy Department,
June 26, 1847.

Sir:

You are hereby appointed an Acting Midshipman in the Navy of the United States. After a course of attendance at the Naval School, if its Superintendent shall report favorably of your merits, but not otherwise, you will be retained in the service and will receive orders for sea; and if, after you shall have seen six months of actual service at sea, your commanding officer shall report favorably of your character, talents and qualifications, a Warrant will be given to you bearing the date of this letter, - but in the absence of such report you will not expect to receive a Warrant.

I enclose a description of the uniform, and the requisite oath, the latter when taken and subscribed, you will transmit to the Department with your letter of acceptance, in which you will state your age and place of nativity. This appointment will take effect from the 1st day of April 1847, the date of the notice for your preparatory examination. I am, respectfully &c.

Acting Midshipman

David Harmon.

Naval School,

Annapolis M.D.

J. G. MARR.

copy
MS

Navy Department
Aug. 3^o 1847

Sir,

You are hereby detached
from the Naval School
and you will proceed to Norfolk, Va,
and report to Comm^r Kearny
for duty on board the Frigate Brandywine till her arrival
on the Coast of Brazil, then report to the Commander of the
U.S. Ship Ohio for duty on board that ship.

You will inform the Department
of the day on which you shall report in
obedience to this order.

I am, respectfully Yours,

J. G. Mason.

Reported, Nov. 20th 1847,
Actg. Secy. David B. Harmony
U.S. Navy
Annapolis, Md.
Geo. M. Storey,
Commdg.

Message by
the general
\$33,337

Write the Navy a great job and place the
name of Miss Harmer on the roll
of advances for the Harmer.
New York Aug 24/47 J. H. H. H.

U. S. S. Sardinia.
Rio de Janeiro, Nov. 26th 1847

Sir,

The exigencies of the Service require that your orders to this Ship shall be revoked - You will therefore report yourself to the Commander of the U. S. Ship Ohio for duty on board that Ship.

Respectfully

Your obt. Servant

J. M. Storey,

Comdr. U. S. Naval Forces
Base of Brazil.

Actg. Lieut. David S. Worman,
U. S. S. Sardinia.
Rio de Janeiro

My dear Mr. Garrison

24. 2. 1845

Wm. Lloyd Garrison
25. 13. 1845
U.S.A.

Sir,

Since I have been recommended by your committee
to meet with my paper next week. I shall be glad to see you
and the report that I may refer to you to pass on in your
the paper section of your future management.

Respectfully,
-

C. F. Smith

Wm. Lloyd Garrison

U. S. Ship Warren
Bay of San Francisco
31st Oct. 1849

Sir

It is with great pleasure
that I bear testimony to your general
good conduct, and strict attention
to duty, whilst serving with me on
board the U. S. Ships Ohio and War-
ren -

You have my best wishes for
your advancement, and success thro'
life -

I am Sir

Your friend and

Obt. Servant -

A. H. Long
" "
Commander

Mid. D. B. Harmany
U. S. Ship Warren
Present

Copy 5
M M S
Sept 10
1851

Richardson
P. B. Ramsey
No. 8. 0. N.

Commanding in Chief
Pacific Squadron.

Mr. Wm. Jones

Respectfully

Dear Sir, I have the honor to acknowledge the receipt of your letter of the 29th inst. and in reply to inform you that the commanding officer of the "Albatross" is detached from the ship.

Sir,

December 29th 1849.

Dear Sir,

Flag Ship "Albatross"

U S Ship Falmouth
Benicia July 9. 1850

Sir

Acting midshipman David B
Harmony has been under my commands on
board this ship for the last six months, during
which time his general ^{department} conduct & attention to
duty has met my approbation.

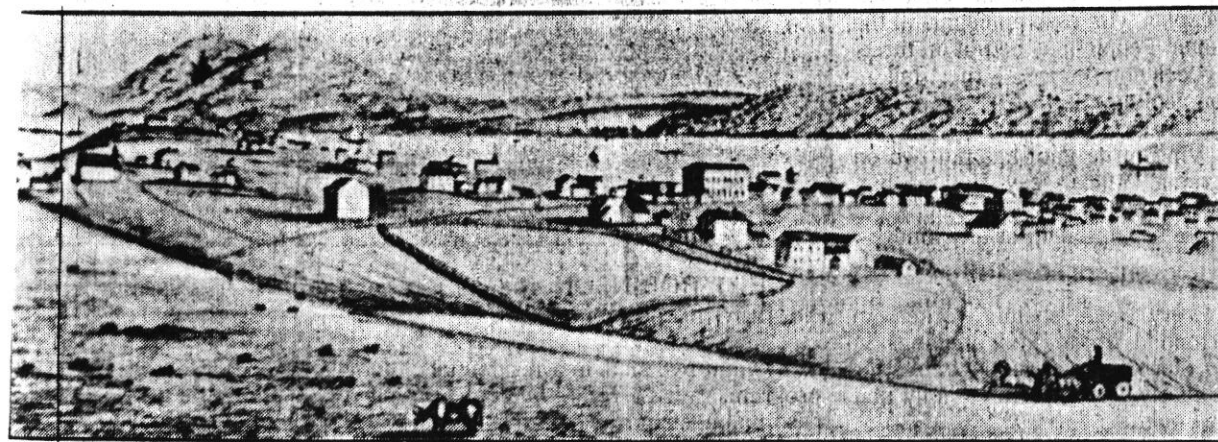
I therefore take pleasure
in recommending him to the Department as worthy
of a warrant as Midshipman.

I am

(Sig^o) Very respectfully
J. Fetigro

Corn^o USN

Now
Mr. Ballard Preston
Secretary of the Navy
Washington
D.C.



BENICIA IN THE 1850s with the Carquinez Strait in the background and Martinez on the opposite shore. Dr. Robert Semple had dreams in 1847 that Benicia would be the greatest city on the Bay.

⚡ The ebb tide,
rushing with great
velocity through
these narrow straits
... makes a strong
current and rude sea
which it is
dangerous and often
impossible to stem
in a boat. ⚡

— Lt. Joseph Warren Revere,
U.S. Navy sailor, 1840s

Navy Department
Nov. 19, 1850.

Sir,

Herewith you will receive a warrant, appointing you a Midshipman in the Navy of the United States from the 7th day of April 1847 the receipt of which you will acknowledge to this Department.

I am, respectfully yours.

Wm. A. Graham

Mid^{ny}
David J. Harmony
U.S. Sloop Salmouth.
Pacific Ocean.

Comd. M^o. Caulley

Tuesday Morning

Sir

I consider it extremely unbecoming an officer, and highly undignified, in him, to be seen publicly in the presence of the crew, with a pipe in his mouth!! I order you to desist in such a practice

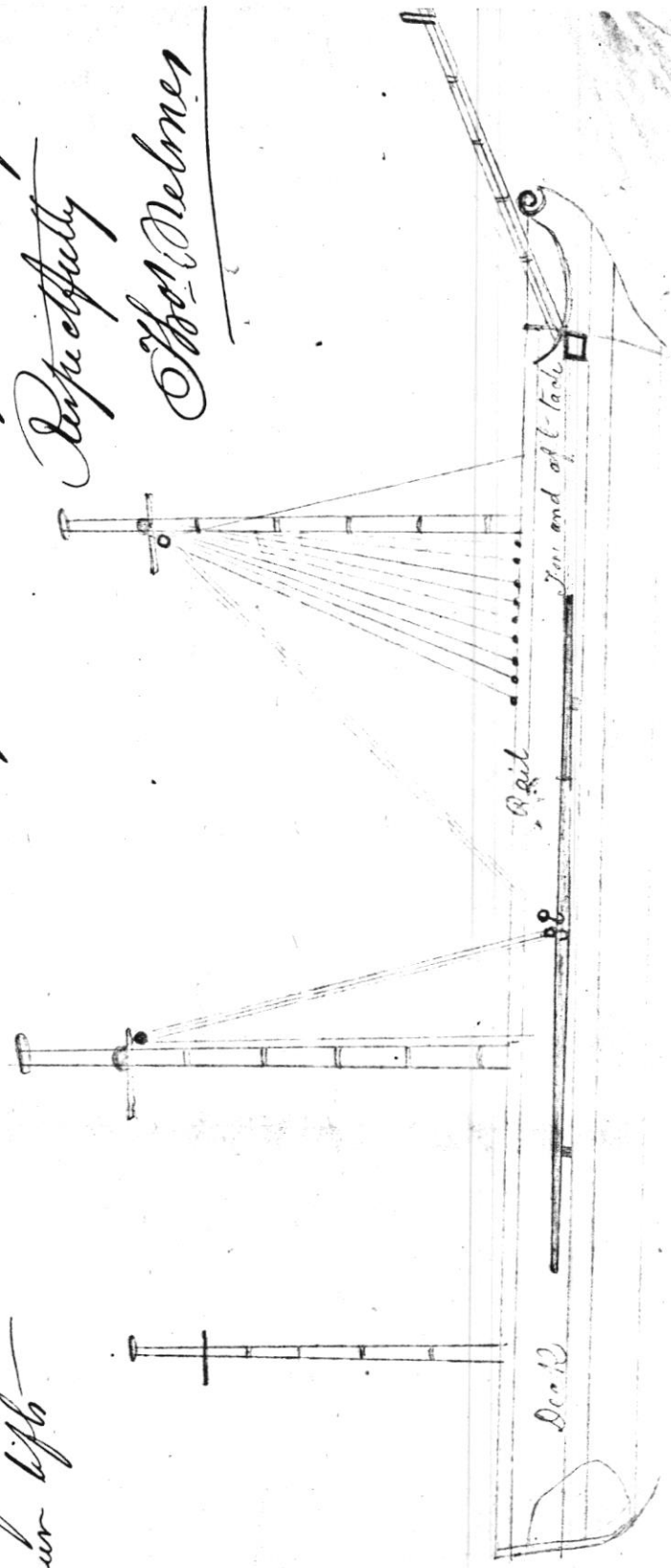
Respy^{ly} Yr
A. H. Long
Comd

Wm^l Hamon

Now in performing this job in a scientific manner proceed as thus, when the two
 purchasers from the center of the yard, being at the same time, the fore and
 aft-tack hooked, when the yard is as high as the Rail, take a turn with
 the tack from the mainmast, and place a good man at, then Man
 over the two fore and tacks, ease away the main gradually till the end
 of the yard is clear of the Mainmast, then take a turn with the fore and
 tacks, walk away with the Main purchase, ease away the fore and
 ones, bear the end of the yard over the side, then take off the fore & aft-
 tack hook it at the gangway when the yard is to go over, walk away with
 it till the fore and yard arm clears the after part of the fore rigging
 then hook your tacks from the lee side the quarter of the yard till you
 secure your life

Respectfully

Thos. Welmes



U.S. Ship Falson on the
San Francisco May 24th 1857

I have great Satisfaction in strongly
recommending Midshipman "Harmany" to
the notice of the Board of Examiners —
the department of Mr Harmany while
under my Command on board the Falson.
Merited in all respects my warmest
Approbation.

I am
most Respectfully &c
J. J. J. J.
Comd' U.S.N.

U.S. Ship Falmouth
Rio de Janeiro
December 4th 1851.

Sir

It affords me much pleasure to state, that, while under my command I have found you intelligent and desirous of performing your duty in an officer-like and efficient manner.

I believe you to possess the requisites of a prompt and correct officer; and as such, recommend you to the Board of Examiners

Very Respectfully
Your Obedt Servt

M. P. Pearson
Commander

Midshipman
David B. Haman
U.S. Ship Falmouth

Forwarded & detached
by Capt. O. S. Sewell

Feb. 5th 1852 S. M. Stringham Navy Department,
Captain Feb. 29 1852.

Sir,

You are hereby detached
from the Sloop Falmouth
and a leave of absence is granted to you for
three months from this date, at the expiration
of which, you will report to this Department.

I am, respectfully, yours,

Wm. A. Bebbin

Mid.

David B. Harmony

U. S. Navy,
Norfolk, Va

Extract from General order of January 30, 1846.

"All officers, on being detached from duty, will immediately inform the Department of their intended place of residence, and notice must be given of any contemplated change, before such change shall have been made."

Handwritten scribbles at the bottom of the page.

Notebook of
David B. Harmony
U.S. Naval Academy
Annapolis, 1851-52

Original in possession
of Linda Barber Morgan

Notes on Commanding Gun Crews

Draw the men up in two ranks, and divide them into squads or gun's crews, of not less than ten. Number each squad as follows from the right--

Rear Rank--1.3.(G.B.)5.7.9.11. &c. Sub.
Front " --2.4.(G.L.)6.8.10.12. &c. Chief

March the squads up in front of the piece, i.e., in front of & with the right towards the tongue; Command--"Compy, by the right flank, Right-Face." (But if drawn up in front of the muzzle with the left resting on it, Command--"Left-Face.") "To your posts, march."

When stepping forward, the ranks will oblique to the right & left, to clear the carriage and take posts as follows:

Nos. 1 & 2	opp. muzzle & clearing the tire
" 3 & 4	" nave of large wheel
G of R & L	" nob of the cascabel
Nos. 5 & 6	" nave of small wheel
" 7 & 8	
" 9 & 10	ranged along the tongue, dressing
" 11 & 12	on 1 & 2, and facing the carriage.
&c. &c.	

To take implements

Command--"Take implements. Nos. 1,2,3,4,7,8,9,10,11 & 12, each take bricole, which should be worn from the right shoulder to the left side & neatly done up. Nos. 5 & 6, each take a haversack, to be worn from the left shoulder to the right side. No. 3 takes the port-fire-case, to be worn from the left shoulder to right side. No. 4 takes the tube-box, which he straps around waist, with the box to the front. He also swings the powder horn from the left shoulder to the right side, and takes the priming wire.

Gunner of left takes the portable sight, which he hangs about his neck. He also takes the "Thumb-stall (or Finger-stall), which he wears on the thumb or middle finger of the left hand.

In Line

The pieces are on a line axletree to axletree, at intervals equal to the extreme length from the muzzle of the piece to the head of the leading horse, or leading matross. This interval will, of course, be different for "limbered up" & fixed prologues. The caissons are in rear of the pieces, twice the interval between them, with the tongues turned the same way as those of the piece; i.e., toward the piece.

The commander of the Battery is in rear & center of the pieces.

The Battery is numbered from the right towards the left. No. 1,2,3,4,5 & 6.

Chiefs of section of the two pieces stand between their pieces. Sub near the caisson, or if there be none, on the left of the pole.

The first two pieces are the 1st Section.

"	3rd & 4th	"	"	"	2nd	"
"	5th & 6th	"	"	"	3d	"
"	1st, 2d & 3d pieces form the Right Half Bat.					
"	4th, 5th & 6th " " " Left					" "

In Battery

The caissons are as in line, but at 45 paces distant. The pieces are turned around and are unlimbered.

In column of pieces or sections

Each caisson follows immediately after its piece. Chiefs of pieces opposite their pieces.

In Column of Half Battery

The caissons are closed to 12 paces, and the two half batteries close an interval of half a length between them.

In Line to Form Battery

Command--"Into Battery."
Nos. 5 & 6 will advance to the middle of the tongue and raise it.

The Gunners will step in alongside the trail & lift it off the "pintle-bolt." The G.R. will command "Forward," when the limber will be moved over by 5 & 6, turned to the left, passed between the piece and the next on the left, carried back some 15 paces, inclined to the right & then turned to the left-about, with the tongue next to the piece and within 10 or 12 paces of it.

The trail free of the limber will be thrown on the ground. And the hand spike taken out by No. 4 and put into the trail by the gunners.

The G.L. will level the pieces. No. 1, take out the sponge, and hold it horizontally, left hand under, right hand over.

No. 3 will take out the "Lint Stock," and stick it into the ground on his left and in rear. He will also take the port-fire-stock from its place and hold it in the right hand and towards the left knee.

The following will now be the stations taken by the gun's crew: viz.

Nos. 1 & 2	oppo'st the muzzle
" 3 & 4	" " nob of cascabel
G of R. & L.	" middle of Hand Spike, with Sub. betw'n them
Nos. 5 & 6	in rear of Ammunition Box

If there be a caisson, No. 5 alone will be in rear of the ammunition box, and No. 6 & the Sub. near the caisson.

Nos. 7,8,9,10,11,12 &c. will be ranged along tongue of limber, all facing inwards & dressing on 1 & 2, who are so much without the tire as to clear it at "Action."

To Load & Fire

Command--"To Action."

No. 1 breaks off with the left foot, having the thigh horizontal and the calf vertical. He bends his body toward and throws his weight on the left leg. No. 2 breaks off with the right leg.

No. 3 makes a half-face to the left, and lights his port-fire. G.R. steps off with right foot and into the handspike with the left, and casting his eye along the piece directs it towards the enemy.

No. 5 advances by the left from his position in rear of the ammunition box, and hands a cartridge to No. 2 which No. 2 holds behind him or slips into a powder sack, if he has one. No. 5 then returns to his place.

No. 6 advances and takes the place of No. 5 at the box. If there be no caisson, No. 5 & 6 alternate in serving powder.

Then Command--"Load."

No. 1 will raise up, draw back his left foot, step in between the tire & gun with that foot, break off with the right in order to clear the wheel. He will raise the sponge horizontal with the right arm extended as high as his chin. He will enter the same into the bore, pass it to the bottom, give three turns to the right, withdraw it steadily, turning it slightly at the same time. The sponge clear, he will throw up the sponge and with his left hand, his right, permitting the handle to turn so as to bring the rammer end towards the muzzle. He will push home the charge, again withdraw & turn as before, step back & resume the position "To Action," by stepping back with the right foot and breaking off with the left.

No. 2 steps erect beside the muzzle with the right foot, enters the ammunition on the withdrawal of the sponge, and then steps back into "Action," first with the left foot and then with the right.

Notes on Gunnery (practical)

Captain at General Quarters superintends and takes direction of everything connected with the management of the Ship & Battery. Before exercise, he will instruct the Chief and see everything prepared for action. He will also inspect if circumstances permit before going into action or direct Ex Off to do it. He will estimate the distance of Enemy and give directions to Off of Div'ns as to the projectile cartridge and elevation or depression & also when 2 shot are to be fired and quick firing, small arms used. Brs be called and shall receive the reports of Offrs of Div'ns.

Ex Officer, under direction of Captain aided by Master will work ship when at quarters or in Action, frigates & 74's s _____ Deck Divisions act as Sail Trimmers in addition to _____ men and _____. When orders are given to these men to work sail, the Officers will see them promptly obeyed. Signal Officer see everything ready for making signals, note & report to the Captain all signals made by other vessels, note time and vessel; also observe and report all changes of vessels in sight.

Master will cause yards and gaffs to be slung, sheets stoppered, braces lead out, see them clear and toggled to prevent them from unserving. Stoppers in 1 _____ & Bosn hatchets ready for cutting away any incumbrances from the Guns. Boom lowers(?) to be stoppered down, relieving tackles hooked. (Note about tiller is illegible) & other instruments out of the reach of shot, see Hammocks properly stowed, small arms men of his _____ have their arms. When allowed in the tops he will see them sent there. Anchors & chains clear when on soundings, boats ready for coming out, leads & lines. At anchor, boats out astern & oars secured to the thwarts. If directed, plugs taken out. So that the boats may sink in action lay special string Ship & working sails & _____ s. stoppers clapped on the damages speedily repaired. Master Signal Officer if there is no other. Boatswain assists Master especially on forecastle, rigging clear and damages repaired.

The Powder Division Officer commanding will see fire screens let down, light rooms and deck lit up, powder elevators, shot & shell whips(?) in order, pumps ready for use, gunners & mates set the magazine hatches and scuttle, precautions taken against fire, hatchways covered, air ports closed. Division tubs filled and wet swabs by them. Fresh water for use of the men. Things arranged for the wounded. He will receive keys of the magazine from command Officer in Action or exercise, and give them to Gunner and Mates.

For Gun Decks, passign boxes for Shell Guns are painted black, for lighter charges painted white & black. The Gunner is not to open the magazine until ordered by the officer commanding the Powder Division.

Notes January 12th 1852

EXTRACT FROM THE "PLAN FOR A NAVAL SCHOOL."

ARTICLE 6. Every applicant for admission to the School must be of good moral character, not less than fifteen nor more than seventeen years of age, and must be examined by the Surgeon of the Institution, to ascertain if he be free from all deformity, deafness, nearness or other defect of sight, or disease or infirmity of any kind which would disqualify him from performing the active and arduous duties of a sea life. He must be able to read and write well, and be familiar with Geography and Arithmetic. The Academic Board will examine him on these branches, and certify to his capacity for admission into the School.

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Six white shirts.	Four pillow cases.
Six pair of socks.	Six towels.

In lieu of the above, fifty dollars may be deposited with the Superintendent, to be expended under his direction in a suitable outfit, for the use of the applicant.

J. Y. MASON.

NAVY DEPARTMENT, *February 19, 1847.*

Flag Signals

1. Attack the van.
2. " " center.
3. " " rear.
4. Engage the enemy at pistol shot.
5. Ships not engaged will attack the enemy.
6. The van will tack together & double upon the enemy.
7. The van will wear & ditto.
8. Break the enemy's line when it is open.
9. General recall
10. Man overboard.
11. Nearest ship will close up.
12. Admiral intends to lead the fleet.
13. Admiral will place himself in the centre of fleet.
14. Admiral will manoeuvre without reference to the other ships.
15. Starb'd col. will open more the distance between the cols.
16. ditto close ditto
17. Port ditto open ditto
18. ditto close ditto
19. Leading ship will haul close by the wind on port tack & all the others will follow her.
20. ditto carry a press of sail & ditto
22. ditto shorten ditto
23. The fleet being in line of Bat. to wear in succession--1st.
24. ditto ditto tack ditto--2d
25. ditto ditto wear together--3d
26. ditto ditto tack ditto--4th
27. ditto ditto to restore order, the wind having hauled several points ahead--5th
28. ditto ditto ditto ditto aft--6th
29. The fleet being in line of convoy to form line of Bat. on the starb'd tack--7th
30. The fleet being on the starb'd close hauled line, to form line of bat. by wearing & forming on the rear ship--8th
31. The fleet being in order on star. close hauled line, to form the line of bat. on the toher tack, forming on the rear ship--9th
32. Fleet being in three cols, wind after or large, change to order of bat. on starb. tack--10th
33. ditto close hauled ditto on other tack by tacking in succession so that the weather col. forms the van--11th
34. ditto ditto the cols wearing in succession ditto--12th
35. ditto ditto the lee col. to become the van--13th
36. ditto ditto wearing together ditto--14th
37. ditto same tack, lee col. becoming the rear--15th

38. ditto ditto do van--16th
39. ditto ditto the weather col. to become the van

(Many other similar flag signals follow.)

Grade Averages

Weathers	3.17
Physics	3.84
French	2.97
Gunnery	3.7
Practical Gunnery	4.0
Ethics	3.02

Navy Department,
May 14th 1852.

Sir, Your letter of the 11th instant, has
been received.

The Department declines to extend
your leave of absence. You will regard your-
self as waiting orders.

I am, respectfully
Yours obt. servt.

Wm. A. Bechen

Mis^{de}

D. B. Harmony,

U.S. Navy

Easton, Penna

Navy Department
December 20th 1852

Sir,

Leave of absence from the Naval Academy is hereby granted to you for four days from the 24th Inst; agreeably to your request.

I am respectfully
Your Obedt. Serv^t
John P. Kennedy

Midshipman
D. B. Harmony,
U. S. Naval Academy
Annapolis Md.)

Com^d Stibbins

U. S. Naval Academy,

Annapolis, Md. June 10 1853

Sir:

I have the pleasure to inform you that you have passed your Examination in Seamanship - Mathematics - Natural and Experimental Philosophy - Gunnery and Infantry Tactics - Ethics and English Studies - French and in Conduct -

I am, Sir,

Respectfully,

Your obt. servt.

C. S. Bailey

President of the Board of Examiners.

To Passed Mid'n'

D B Harmony

U. S. Navy.

Navy Department
June 13th 1853.

Sir,

The leave of absence granted
you by the Superintendent of the Naval
Academy, at Annapolis, Md., is
hereby extended Twenty four hours.

I am, respectfully,

Your Obedt servt

J. J. Davis

Acty Secretary of the Navy

Passed Midd
D. B. Harmony,
U. S. Navy
Washington
D. C.

Com. to the Secy

James Elliot
G. B. Hammon,
W. A. Gray,
Chapman & Co.
M. J.

Dear Sir,
You are hereby detached
from the Naval Academy, at An-
napolis, Md., and you will regard
yourself as waiting orders.
I am most truly
Yours,
Secretary of the Navy

Naval Department
June 13th 1853

Navy Department
June 14th 1853

Sir,

Your letter of the 12th Inst.,
addressed to the Chief Clerk of this
Department, has been received, and
I have to inform you that duty will
not be assigned to Passed Midshipman
G. B. Harmony for the present.

I am sir,

Very respectfully
Your Obedt Servt
J. P. David
Actg Secretary of the Navy

Hon.

Richard Brodhead,
Easton

Penn.

Wetland, June 14, 1953

C. B. S. H. King

Reports

Hummingbird

Northern Oriole

Navy Department.
June 25th 1853

Sir

Herewith you will receive a
Warrant, as a Passed Midshipman in the
Navy of the United States, dated the 22^d
day of June 1853, assigning you rank as such
from the 10th day of June 1853 and numbered Eleven
the receipt of which you will acknowledge to
this Department.

I am, respectfully,
Your obed^t Serv^t!
J. C. Robbins

Passed Midshipman,
David B. Harmony,
U. S. Navy
Easton
Penn. C

Tissue of

"Pond Tissue"

June 25, 1953

Parcel # 11

from the Tassell
Academy of Annapolis

July 16th 1853

Sir:

Proceed to New York, without delay,
and report to Captain Boorman
for duty on board the Store Ship Relief.

I am, respectfully,

Your obedient servant,

J. H. Dobbin

Passed Midshipman

Report to Lieut Comdr Hays

D. B. Harmony, Reported July 23rd

U. S. Navy, Charlestown

Easton, Penn
Comdr

Extract from General order of January 30, 1846.

"All officers will promptly acknowledge the receipt of orders, and inform the Department immediately on their having reported in obedience to them."

Left - Domestic
22 July. 1853

" Orders "

1853

Navy Department
January 17th 1854

Sir,
You are hereby detached from
the Storeship Relief, and you will
regard yourself as waiting orders.
I am respectfully,
Your Obedt. Serv^t
J. C. Dobbin

Passed Orders
D. B. Harmony,
U. S. Navy
New-York

Asst. Secy

Summit & Mitchell

Charles Bowman
Cincinnati

Jan 19th / 54.

Walter Jones

1854

U. S. Survey Steamer - Corwin
New York Jan'y 19th - 1854

Sir

I have the honor to request, that
application be made to the Hon. Secretary of
the Navy, for the detail of P. Mide & B. Harmony,
to duty on board this vessel.

Very respectfully

Your Obedt Servt

J. A. S. Brass

St. Louis

Asst. Comdr. Survey

Hon. Jas. Guthrie

Secretary of the Treasury
Washington

Navy Department,
Aug. 5th 1854.

Sir,

Agreeably to your request, leave of absence from the Store Ship Relief is hereby granted to you until that ship shall be ready for sea, of which you will be informed by the Commandant of the New York Yard, by corresponding with him on the subject.

I am, respectfully,
Your ob. servt.
J. W. Dobbin

Cap. M. D.

D. B. Harmony

U.S. Navy

New York

Capt. Peckham

Number 6

✓ Charles Sumner

Committee

Aug 11/74.

Received
1874

✓
New York New York
Aug 30 1854.

Sir,

Your services are required on board the
"Relief" on the 1st proximo.

Respectfully,
Yours, &c.

Charles Sumner

Comdr.

Per Mr.

D B Harmony

US Navy

Easton

Pa.

Navy Department,
Augt. 21. 1854.

Sir,
I have the honor to acknowledge
the receipt of your letter of the 19th instant, in
which you request that Supt. Mid^l. D. B. Harmony
may be attached to the National Observatory.

In reply, I regret to inform you,
that the wants of the service are such, that they
will not permit the detachment of Supt. Mid^l.
Harmony from the Relief, at this time.

I am, respectfully
Yours obt. Servt.
Chas. M. Wells
Acty Secy of the Navy

Honble
Richard Brodhead,
Easton
Penn^a

Report on passage of U.S. Sloop of War, Decatur,
from the Atlantic to Pacific oceans, during
October and November 1854 (note by G.W.M.)

Sir,

I respectfully submit the following
report containing ~~information~~ ^{information} calculated in and from
an investigation of the Strait of Magellan, ~~made~~
founded on ~~from~~ ^{from} actual observation during the passage
of the U.S. Sloop of War Decatur, under your
Command, from the Atlantic to the Pacific
Oceans, during the months of October & November
1854.

It is the received opinion that the access
to and navigation of the Strait is, not only
executive difficult, but dangerous in an
extraordinary degree, and our experience would
well bear out the opinion of passengers who have
frequently passed these waters. ~~for the~~ ^{for the} ~~idea,~~

The passage of the Strait is in every
respect, except in point of time, (I speak of
the passage from East to West) preferable to that
of Cape Horn. The winds and weather are more
moderate, the sea smooth, the anchorages good
and safe, the tides taken at the right mo-
ment, and in perfect tranquillity; and with
proper care and lookout, and rigid adhe-
rence to the sailing directions and orders
of Captains P. S. King and Sigsbee, &c., &c.,
excepting where dangers have naturally taken
place, the dangers are of little importance
The head-winds in the western reaches, present
the greatest obstacle.

I can discover no reason why
the names of any description should pass
on the horns; the facilities for wooding & watering

are very great, and with little trouble, expense and force the coal mines near the Cheli Settlement would produce all that would be required. Under St. Louis Locusts an important coal deposit of ^{about} ~~from~~ ten to twelve miles north of Cape St. and from five to eight from the land there is believed to be 37 and 48 fathoms water with the bottom of mud.

Eastern Entrance, after making the Cape, there should be heavy winds from S.W. to W.S.W. it would be to run in under the land and anchor until the wind moderated sufficiently for proceeding.

Lake Virginia may be passed in safety at from one and a half to two and a half miles

in a cross to Sarmiento Bank two and a quarter miles from the Cape, sounding in 10 fathoms, Shells pebbles, and slate. Tide about one quarter of Sarmiento Bank to the S^W & E^W of the above but I know nothing; changes may, and probably can take place, and vessels should avoid it until it can be examined.

When past the ^{sub which makes out from} Cape ^{Virginia} along the land or by E. until Cape Possession is ^{well} open a dangerous, when the course to the westward is clear I have been informed by Captain Sweeney of the American Merchant Marine and by the Captain of the French War Steamer Catinet that Ball's Strait no longer exists, they sought in vain for it.

After passing Pt. Dungeness, the wind will be ahead and the tide flows set out into the main stream, where there is 5 fathoms, and there will be little difficulty in working up to Possession Bay; but if the tide is set, it would be well to anchor in Dungeness until it turns too much the wind not be laid on the tides at the Entrance

3

If it blows a gale from S.W. to N.W. a vessel should anchor under Ouzgness where she can ride it out in safety, instead of running out to sea, which, I believe, has frequently been the case, thereby losing time and magnifying the dangers of the Entrance.

Good anchorage may be had all along the coast between Pt Ouzgness and two miles North West of Cape Possession, in from 12 to 18 fathoms water and about one mile from the land, should it be necessary to run from these anchorages a position can easily be taken up under Ouzgness, or if it is desirable run down the main Channel South of Sarmien's Bank on to sea.

Possession Bay Do not anchor in Possession Bay unless it be near the Cape or South of Narrow Bank, the ground is said to be foul.

Thus far all the points are well marked and easily distinguished excepting the point of Cape Possession, when to the S.W. of it, a good rule to be adopted, when running for the first Narrows, is, not to go inside of 16 fathoms.

Narrow Bank On approaching Narrow Bank for an anchorage to await the tide, or otherwise, care must be taken, not to have the center of North-south line bear more southerly than S.W. by W. on that bearing with Mount Asgard 1 N.W. by W. to N.W. $\frac{3}{4}$ W. and water shoals suddenly from 21 to 6 fathoms. There has, evidently, a large flat made between the above bearing, and Narrow Bank proper since it was surveyed.

I have no idea of the extent of this flat; we made two tacks on it, and the least water found was 6 fathoms and the greatest depth $7\frac{1}{2}$ fathoms - Sand. There, probably, is good anchorage here with plenty of room

With North Direction here bearing W.S.W. a
Mount Symond N.W. there is good anchorage in
21 fathoms, from which position, the course
is S.S.W. through the Narrows.

all the bearings and courses given are
Magnetic. The Variation given by Captains,
and others are to be relied upon, in places.

Of Orange Bank I can say nothing; we
approached it once and the soundings indicated it.

In selecting objects for Cross bearing,
North Direction Hill and Mount Symond
to be preferred to Cape Possession and Orange Bank.

Near the entrance to the First Narrows,
Delgado Bank, is the wreck of the Schooner
"A", which, if the weather is clear, serves as
a good mark for the Entrance.

First Narrows With a flood tide there is no difficulty,
the First Narrows: after emerging, should the
fall, anchorage may be had in from 10 to 14 fathoms
between Baranco Pt and Inlon Bank, to
care to avoid the kelp near the North shore
here as in every part of the Strait it is
difficult to discover kelp until it is close
aboard, unless it is floating on the water.
Calm there is no danger in passing south of Inlon Pt.

At our anchorage near Inlon Bank
and opposite the Narrows, the tide was 2 1/2
per hour, while in the Narrows we certainly
did not more than three knots per hour.

Gregory Bay When clear of Inlon and kelp to
be seen for the highest peaks of the sand hills
which form Cape Gregory, and when the
extremity of the Cape bears S.S.W., or a be
mark, when Cape St Vincent and Gregory
close you are in 17 fathoms with clay and shells
which is a good anchorage on you can anchor.

until within one third of a mile from the shore and anchor in 6 or 7 fathoms water, with the bottom as above. This is a good anchorage and with good ground tackle one need not fear any wind.

The Observatory of Capt King was on the highest peak of these sand hills; the tank which he mentions has been destroyed.

The anchorage recommended by the Surgeons is about two miles to the N.E. abreast of the extreme northern slope of the sand hill. Be careful in approaching the land between two anchorages for there is a sand spit which makes out some distance, perhaps a quarter of a mile or more.

Second Narrows On leaving Gregory Bay, take advantage of the flood, stand out into the channel taking care not to pass an imaginary line drawn from Cap. Gregory to Pt N. S. de Brac. and there is neither danger nor difficulty in the Second Narrows. The southern shore is bold close too. We experienced more tide here than at any other part of the Strait. If a vessel should be caught in a heavy gale there is little danger for she can easily get an anchorage in Gregory Bay.

Royal Roads Anchor any where in Royal Roads between northward of the shoal between Elizabeth Island and Peckets harbor, which I call Royal Shoal! The ground is good, tenacious clay and there is but little tide.

Between the N.E. end of Elizabeth Island and Royal Shoal, and half a mile from the former there is good anchorage in 7 fathoms. The tide sets constantly to the Eastward which prevents a vessel from tacking on shore. This is an excellent anchorage for awaiting a ^{particular} opportunity for passing ^{down} the south side of

Island Water could be procured here, by deep wells in the clay banks.

at One eighth of a mile from Sylvestre Point there is 7 fathoms and at about one hundred or fifty feet, from 2 to 2 1/2 fathoms, ^{with much kelp}. A vessel can go close to this end of the Island with no danger. When it is flood tide the rips are very heavy and would induce a stranger to imagine himself in ~~shoal water~~ ^{in the rips} and see a dangerous reef; no bottom was found, with 40 fathoms line cast.

In selecting an opportunity for passing down the South side of Elizabeth Island Ebb tide, ^{I think} is to be preferred to flood (in either case a commanding breeze is needed but the danger of drifting on Santa Matthe and Magdalena or Wallis Shoal is entirely removed and there is little or none of being set on Elizabeth Island; the tide ^{flows} sets up for the Southward against the North Shore, and forms an eddy to the Sth & Wth. thereof, however a vessel drift too ^{near} close to the Island ^{she} ~~than is~~ could anchor, and about a wire to enable her anchorage close in where one might wait in safety an opportunity of proceeding to proceed

Keep close to the Island the lead will be the best guide for approaching the shore; when clear of Wallis Shoal, "Steer for Sander Bay" or down the Coast.

Cape Negro is, nicely distinguished, forming a high black looking bluff, on the North side of the Bay.

Sander Bay is a ^{safe and snug harbor} ~~fine anchorage~~ with good holding ground. Off the South point a flat extends out to the Eth about one and a half miles, with 3 fathoms on it. I sounded to within about one eighth of a mile from the shore and three fathoms was the least water found.

To enter Saredo Bay from the Southward, keep
 Proverse Pt. and the S.W. end of Elizabeth Island
 a little open, which will clear the Fleet, and
 the Center of the Bay bears N. S. W., when steer
 that course until well in, and anchor in 5
 6 or 7 fathoms. The North Shore is bold & close
 to, and one fourth of a mile from the N.W. Pt.
 is an excellent anchorage with ~~the~~ ^{the} bottom of
 tenacious clay. This place possesses no
 facilities for wooding and watering unless
 are brought from a great distance;

On leaving stand out E. N. E. till the above
 range is on when the course to the S. is open
Cadilina Bay. There is good anchorage in Cadilina Bay
 from one half to one mile from the shore, and
 bottom; the lead is the only guide for approach-
 ing the shore. Sound.

Five miles south of Saredo Bay the coast
 is thickly wooded

Rather more than three miles north
 of the extreme end of Sandy Point, ~~Punta Arenas~~
 there is a small stream of most excellent
 water, which can be easily procured; by
 leading a hose from a small cascade to the
 boat the casks can be filled in a few hours
 without the trouble of despatching men
 Wood is also easily obtained, About one eighth of

a mile further south, there is a small inlet
 affording a good harbor & landing for boats
Sandy Point. On passing Sandy Point, give it a berth
 of at least one and a half miles, for a shoal
 extends ~~to~~ ^{out} ~~to~~ ^{to} the E. ^{fully} one mile, a long
 Pyramidal buoy, will soon be placed on
 this shoal in 4 fathoms water, at low tide, It is
 to be painted black, and the depth of water
 in fathoms marked in white, on each side

Chili Settlement, in the Territory of
 Magalhães & Province of Punta Arenas, is

situated about three miles to the S^W & W^W of the Extrem
 of Sandy Point when the trend of the land turn
 suddenly to the Southward. It consists of about
 eighteen buildings, including a Church Storehouse
 Carpenters and Blacksmiths shops. From six to eight
 miles back in the country there is an extensive
 coal mines, which, in a few years, will probably
 render this place an important Station; for
 the Strait of Magellan must sooner or later
 become the great thoroughfare for Steam Vessels
 from the Atlantic to the Pacific Oceans; and
 a Canal is made across the Isthmus of Pan.

The Anchorage is exposed from East to
 S, S, W, the ground good and there is six fathoms
 water to within one fourth of a mile from the
 shore, with the Flag Staff bearing N, W.
 On approaching or leaving the Anchorage
 care must be taken, not to ground on the
 spit which makes to the S^W & E^W about ^{one} three
 fourths of a mile, to the Eastward of the Town
 and is formed by a river ^{which descends into the sea} emptying into the sea
 at this place.

The Anchorage to the North of the Point
 is ^{superior in every respect} preferable to the one on the South side, ~~which~~
 more protected, and wood and better water are
~~more easily procured with greater facility~~ and there is
 no difficulty in the embarkation. Whereas at the
 Anchorage with South Westerly Winds, there is
 much and frequently a dangerous Surf.

Between Sandy Point and Port Famine
 keep well on the West Shore, and watch the Squalls
 which blow for the land ^{well out in the Straits} daily. By keeping ^{Northward} off shore there
 appears to be considerable ^{Northward} current ~~to the S~~ and
 the wind varies so ^{freely} much and often that it
 is difficult beating. Avoid Rocky Point
 I have been informed that a Shoal extends
^{out} off about one mile.

Port Sammie For any class of vessels, Port Sammie is a ~~safe~~ ^{convenient} ~~and~~ ^{well} ~~protected~~ ^{harbour}, ~~and~~ ^{well} ~~protected~~, ~~Bottom~~, ~~then~~ ^{there} is no difficulty in entering or leaving, unless the wind fails. ~~one hundred yards~~ ^{50 feet} ~~from Point Sta Anna~~ ^{which should be} ~~and~~ ^{it is a danger to make in it} ~~several~~ ^{for a vessel to avoid} ~~the~~ ^{Point}

In the second cove to the N.W. of Point Sta Anna excellent water is easily procured by digging wells at the edge of the bank on a few feet above low water mark, when the tide is down. Facilities for wooding are not good except from "Drift wood with which the beach is strewed."

Steamboat Cove is a snug little bay which might be serviceable for small vessels when unable to reach Port Sammie; it would be better for them to anchor here than to remain underway all night.

There is no difficulty in recognizing Point Sta Anna, a large number of the trees, ~~which~~ ^{from} the Clump mentioned by Capt King, R.N., have been cut down but enough remain to serve as a mark; besides there is a house conspicuous placed near them, and the ruins of the Settlement and Cemetery located on the higher lands which form the Point are discernable at a great distance.

In sailing from Port Sammie to Cape Sedro, with a westerly wind, the squalls are very severe. Mount Sam. of which Cape Sedro is the South Eastern point of its base, has several deep gullies, where one is almost certain to meet with heavy "Willowos". With westerly winds Cape Sedro is difficult to pass, but when one rounds, by keeping on the North shore and taking advantage of the Star a vessel can work to windward very far

The remaining Port Sammie is a safe harbour and well protected.

Between Cape Isidro and Nassau Island there is no difficulty in distinguishing the same harbors

St. Michael Bay is an excellent harbor the ground good, and to the Eastward of the Islet from 6 to 8 fathoms will be found until close bottom mud and sand. Soundings will not be found until nearly between the Islet and the Eastern Point of the harbor when the depth changes suddenly from 50 to 7 fathoms. There is plenty of room on both sides of the Islet, ^{but} much less water than when surveyed.

May Bay the first harbor to the westward of Cape Arrowara and five miles from it, is a large Capacious Bay, and to the Eastward of the Islet and ridges of rocks extending from it to the shore in a North westerly direction, there is 6, 7, and 8 fathoms all over it until close in. The water shoals suddenly from 17 to 8 fathoms, and soundings will not be obtained with a hand lead until the Islet bears about N by N & N.

2
Owing to the high precipitous Mountain with which the Bay is surrounded, it appears much smaller than it really is, which is, probably the reason, why Navigators have passed it by so lightly. It is formed very much like the Bay of St. Nicholas

1
On Entering May Bay, give the Islet a berth of one fourth to three fourths of a mile passing to the Eastward of it, from one fourth to one half of a mile is the best; and when the rock to the N^o & W^o of the Islet, is in range with the Center of the Mount which forms Cape Halls there is 8 1/2 fathoms - bottom of Clay Sand & Brn. Shells

When the above Mount is between the rock and the western point of the Bay.

on the former is closing with the latter, there is 7 fathoms, ^{which} and is probably the best anchorage as it is well protected from East, round by North to South West. When the Southern Point of Cape Halland is in range with the Western Point of the harbor there is 6 fathoms and about a cables length further in 4 fathoms.

Woods Bay is much inferior to Puy Bay in size and also as an anchorage, there is no difficulty in entering or leaving, and ^{it} is a good stopping place. Wood and water are easily procured. There is a large stream emptying into the Bay and a little to the Eastward of it a small brook of good water. It is advisable not to go much inside of 8 fathoms as the bottom near the Shore shoals suddenly from 6 to 4 and 1 fathoms ^{anchorage to the E. of the River and} By ^{anchoring} the kelp in front of the Shore sufficiently to allow a vessel to swing ⁱⁿ ^{and} ^{out} a good berth will be secured. Bottom of fine sand.

On Entering or leaving Woods Bay when the following Points are in range with Cape Halland the corresponding depths will be found.

The South Pt of Charles Island	8½ fathoms
North Pt of do do	12 do
Mon ^{Mount} Island	18½ do
Charles Isl open about its length	15 do
South End of Charles III. Island, there is deep water.	

Gortezque Bay is in every respect a good & safe anchorage and equal to any in the Strait; it is entirely devoid of Shoals or dangers, and the shores are bold close to Good anchorage may be had where ever there is from 7 to 9 fathoms, giving the ship suffi

room to swing and to sever cables if necessary.
The bottom is composed of mud and sand.

By bringing Wigwam Island to bear
N. N. W. and steering for it until in 7 or 6 fms.
the anchorage recommended by Capt King R. N.
will be secured.

A ship will be in a very snug berth, in
the north western part of the Bay, in 7 fathoms
and well protected from the prevailing winds
about two or three cables lengths from the shore.

If it is desirable to wood and water, the
first anchorage is the best as it is near to the
river, which is opposite to Wigwam Island & on
Eastern shore, when most excellent water may
be had by pulling a short distance up the
stream.

From Cape Gallant to within about a mile
and a half of Passage Point, the shore is
very steep and bold close to, and there
is no appearance whatever of an anchorage
but between Passage Point and the above
distance to the E^o of it, there are several
beaches, composed principally of sand
and shingle, and also a river and now
abreast of the river, which is in the
middle of a long ^{sandy} beach, there appears
to be and no doubt is, good anchorage.
This place might easily be mistaken
for Elizabeth Bay by vessels bound to
the W^d, both by the configuration of the
land, as laid down on the chart, and
the description of the Bay.

We did not enter Elizabeth Bay,
it appears to be well sheltered and a good
anchorage when abreast of the point where
it cannot be mistaken.

Capt. D. Egerton

21036 }
G. D. Harmony,
N. York Hotel,
New York

J. G. Robinson

I am respectfully yours,

After with you will receive a warrant, appointing
you a Master (with the title of Lieutenant in the Navy of the
United States from the 15th day of September 1855,
the receipt of which you will acknowledge to this Department.

Yours,

November 9. 1855
Navy Department,

NAVY DEPARTMENT

November 19th 1855

Sir:

The President of the United States, by and with the advice and consent of the Senate, having appointed you a Lieutenant in the Navy from the 16th

of September, 1855, I have the pleasure to enclose herewith your Commission, dated the 5th of July, the receipt of which you will acknowledge to the Department.

I am, respectfully,

Yours obedient servant,

J. G. Johnson

Lieutenant
J. J. Manning,
U. S. Navy.
Assistant Relief
New York

21036

Capt. Bigelow

NAVY DEPARTMENT,

November 19, 1855.

Sir:

You are hereby detached from the *Relief* and a leave of absence is granted to you for *Three* months from this date; at the expiration of which, you will report to this Department.

I am, respectfully, yours,

J. C. Dahlin

Lieutenant

D. B. Harmony,

U. S. Navy,

New York

Extract from General Order of January 30, 1846.

"All officers, on being detached from duty, will immediately inform the Department of their intended place of residence; and notice must be given of any contemplated change, before such change shall have been made."

Capt. Sigelow

Treasury Department,
4th Auditor's Office,
November 27th 1855.

Sir,

In reply to your letter of the 23^d inst, I have to state, that as neither your account, nor the final returns of the Relief have yet been received at this Office, it cannot now be ascertained what amount has been charged on your allotment. If you have a copy of your account, and will forward it to me your allotment will be settled.

I am, Sir, respectfully,
Your Obedient,
A. V. Sargent

Sirs

D. B. Harmony
No. 5, Navy
24. Broadway
New York

U.S. Navy Ship "Stane"
Annapolis, Maryland, 1856.

Access to the ship's records
in charge of the Dept of Records
is sent to Lieut. J. H. Allen, no.
100. The following performed the
duties and with certain other duty
in the absence of the ship.

Respectfully,
J. H. Allen

Commander

Report March 24/57
J. H. Allen

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NAVY DEPARTMENT,

August 25, 1856,

Sir:

The President of the United States, by and with the advice and consent of the Senate, having appointed you a Lieutenant in the Navy from the 16th of September, 1855, I have the pleasure to enclose herewith your Commission, dated the 24th ultimo, the receipt of which you will acknowledge to the Department.

I am, respectfully,

Your obedient servant,

A. S. Wells
Chief Clerk

No 36

Lieutenant
David P. Harmony,
U. S. Navy.
U. S. Rec^y. Ship Alleghany
Baltimore Md.

Navy Department
Sept. 1. 1856.

Sir,

As requested in your letter
of the 30th ultimo, leave of ab-
sence is hereby granted to you
for one week.

I am, respectfully,
Yr. obt. servt.,
J. C. Dahlin

Lieutenant

J. B. Harmony

U.S. Navy

Reg. Ship Alleghany,

Baltimore,

Md.

Commd. Pinkney

Navy Department
November 1. 1856.

Sir. As requested in your letter
of the 30th ultimo, leave of absence is
hereby granted to you for one week
from the 3^d inst.

I am, respectfully,
Your Obedt Serv^t
J. C. Scholten

Lieutenant
D. B. Harmony,
U. S. Navy
Baltimore
Md.

(Comd: Pinckney)

Lieutenant
J. P. Manning,
U.S. Navy, Ship Sigsbee,
Baltimore, Md.

I am, very truly,
Yours,
J. N. Brown

The requested money letter of the
16th inst., leave of absence is hereby
granted to you for one week, from
the 20th inst.

Sir

Navy Department
December 18, 1856.

Navy Department
January 9. 1857.

Sir,
Agreeably to your request,
heretofore made, you will on the
reporting of a Lieut. to relieve you, re-
gard yourself as detached from the
Receiving Ship "Alleghany" and waiting
orders.

I am respectfully,
Your obt. servt.
J. C. Dobbin

Lieut.
D. B. Harmony,
U.S. Navy
Baltimore,
Detached on the 20th of Jan'y
R. H. Pinkney
Commander Key
Det chd on the 20th Jan'y
R. H. Pinkney

Repatrol March 31st 1857.
Wm. M. Ervine
Comd'g Pacific Squadron,
Navy Department,
March 3rd 1857.

Lieut. Harmony has been advanced
in rank to pay \$263 - per 3 mos. by direction of
the Department

~~March 12~~
You will proceed to New
York and take passage in the U. S.
Steam Ship, which is to leave
that place on the 20th instant, for Aspin-
wall, New Granada, whence you will
proceed to Panama, and report to
Comd'g Ervine, for duty on board the
U. S. Schoop of War 'Descatur'.

I am, respectfully
Your obedient
J. C. Dahlin

Lieut.
David B. Harmony,
U. S. Navy,
Easton, Penna.

Recd at the office of the Secy of the Navy
at Washington 15th of March 1857
D. B. Harmony

NAVY DEPARTMENT,

December 9th

1859.

Sir:

Proceed to New York, without delay, and report to Commanding Officer

for duty on board the U.S.S. *Albatross* and report to Chief of North Squadron.

I am, respectfully,

Your obedient servant,

James Fenimore

Lieutenant *G. J. Harmer*

U. S. Navy,

Easton,

December 12th 1859.

Report to Commanding Officer

James Fenimore

Commanding

Extract from General Order of January 30, 1846.

"All officers will promptly acknowledge the receipt of orders, and inform the Department immediately on their having reported in obedience to them."

Reported 12th Dec 1859

J. M. Wood

Navy Department
May 4. 1857

Sir

Agreeably to the request contained in your letter of April 16th, the Purser of the "Decatur", has been authorized to pay your actual necessary traveling expenses from New York to Panama, for which you will furnish vouchers.

Very respectfully
Comd'g Sealts

J. Toucey

Lieut B. B. Harmony
U. S. Ship Decatur
Pacific Squadron



The Commander and Officers

— OF THE —

United States Ship North Carolina.

Request the pleasure of

M. Leitch & Mrs. Harman's

Company, on Monday Evening, the 20th inst., at Seven o'clock.

U. S. Ship North Carolina,
Naug Park, New York,
12th February, 1866.

U. S. N. S.

Full dress.



U. S. Ship North Carolina,

Monday Evening, February 20th, 1866.

Present this Card on entering the Ship.

Mr. & Mrs. Cyrus W. Field,

request the pleasure of
Captain & Mrs. Harmony's
company on Tuesday evening, May 23rd
from 9 until 12 o'clock, to meet
Her Britannic Majesty's High Commissioner,
Grosvenor Park.

S

Mrs Stoughton requests the
pleasure of the company of
Commander D. B. Harmony on
Friday evening February 4th
at 9 O'clock precisely, to meet
A. R. H. Inice Arthur

93 Fifth Avenue

Navy Department
29 August 1860.

Sir,

Your letter of the 27th Inst., has been received.

From your statement and that of Commr. Brees, the Department is satisfied that your course was caused by mistaken views of the wishes of the Department, and not from intentional disobedience of its orders. You will, hereafter before acting, learn the views of the Department and not take them for granted. Your order is hereby revoked and you will regard yourself as waiting orders.

Lieut. D. B. Harmony USA
New York

I am respectfully
Yours
Toucey

(Com. Brees)

for waiched by
Sum^d & Breda
Loma!

"General"
1860

Navy Department
4 February 1860.

Sir,

Agreeably to the request contained
in your letter of the 1st Inst., leave of absence
is hereby granted to you for two weeks from
the 8th Inst.

I am, respectfully,
Your obedient Serv^t
S. A. Tracy

Lieutenant

D. J. Harmony,

U. S. Navy

New York.

For W. R. P.
0 1 1 1 1

Reported Oct. 1, 1860
Comdr. C. McAuley
Comt.

Reported Gibraltar
Nov. 8th 1860

Chas. H. Bell

Navy Department Flag-Officer

September 20. 1860.

Sir,

Proceed to Norfolk, Va., by the 1st October next and on that day report to Comdr. McAuley for a passage in the Richmond, and on your arrival in the Mediterranean, you will report to the Flag Officer of that Squadron for duty on board the U.S. Steam Sloop of War *Troquois*, informing the Department of the date of your joining the latter vessel.

As you have received an advance under your order of the 3^d ultimo, a further one will not be authorized.

Lieut. D. B. Harmony, U.S. S. }
Comt.

I am, respectfully,
Yours
J. Toucey

W. J. May Jr. "Richmond"
Virginia - Nov. 27, 1860

Dear

You are permitted to remain on

shore at Virginia to await the arrival of

the freight - On the arrival of that ship

you will report on board to Genl Palmer in

attendance to the within order.

I am respectfully yours

W. J. May Jr.

Very Obedt

Deat Bank B. Hammony

Virginia

Respectful Dec 27
W. J. May Jr.

- Table - of

Ratios of Times, Ranges, Velocities and Press.

Elevation 10°	Charge 15 ^{lb} and a Shell.			Charge 18 ^{lb} and a Shell			Charge 16 ^{lb} and a Shot		
Kind of Powder	Time	Range	Pressure	Time	Range	Pressure	Time	Range	Pressure.
<i>Duponts</i>									
No 1	1.00	1.00	1.00	1.07	1.05	1.36			
2	.94	.98	1.12	1.08	1.09	1.50	98	1.02	1.38
3	.98	1.05	1.64						
4	1.03	1.07	1.60						
5	1.07	1.13	2.96						
6	1.01	1.08	3.34						
7	1.05	1.11	3.42						
8	1.05	1.12	5.02						
9	1.11	1.22	7.10						
10	1.13	1.09	7.10						
<i>Hayards</i>									
1	1.02	1.11	4.28						
2	1.06	1.14	4.35				1.04	1.12	4.30
3	1.10	1.18	4.41						
4	1.07	1.15	4.43						
5	1.04	1.13	5.34						
6	1.11	1.20	6.97						
7	1.09	1.21	8.92						
8	1.07	1.19	8.21						
9	1.10	1.20	8.18						
10	1.16	1.10	7.61						
<i>Duponts</i> 18/10	1.12	1.12	2.65						
<i>equal</i> 17/6	1.02	1.07	.92						
<i>parts</i> 3.5/7	1.06	1.13	2.04						
2.7/8	1.15	1.13	1.79						

Hayards powder had very little density, was made of what is called "Wheel Cake"

*No. 1. is the coarsest grain made
No. 10. is ordinary cannon powder
Capt. Rodman 17th Jan. 1862.*

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Jan 17, 1862

U. S. Steamer Inoguis -
Off New Orleans May 3^d 1862.

Flag Officer

D. G. Farragut. U. S. Navy.

Comdg. W. G. Blockading Squadron.

New Orleans - La.

Sir,

I beg to submit the following report respect-
ing our engagement with Forts Jackson and St Philip
and a fleet of Rebel Steamers and Rams, in this River
April 24th and 25th.

The Inoguis being on picket duty
during the night of the 24th and being about one
mile in advance of the Squadron, we observed
the signal for action made on board the Flag
Ship at about 3 A.M. Soon after, the Ships of the
first division having passed ahead, we fell into our
place astern of the Sciota, and stood towards the
forts. - At 4 A.M. we were hotly engaged with the
forts, and shortly after a ram and the Rebel gun
boat M'Isaac came up on our quarter and astern of
us and poured into the Inoguis a most destructive
fire of Grape and Canister, part of which was copied

Drugs, no many of them now found on our shelves
after the action. The description is getting on clean
which shall be into the "Hercules" and on board of the
which were there from no. The description during from
the making was free of any of it. But just have
one neglected no injury, although no passes within
fifty yards of its gun.

Looking the facts we are not by fire or
by steam, like: no gun such a horizontal of
shall do no passes and the most of them are
entirely destroyed. From which also the facts we
captains the enemy gun boat No. 3, armed with
one twenty four pound howitzer, and one
supplied with small arms, fixed ammunition,
balls &c. At this point we also captured about
forty shells, including St. Andrew, of the White
Army - These were passed and landed at
New Orleans. Some of them were so badly wounded
that I sent them to the Hospital without parts -
they will not trouble us again now, I think.
Anchoring by order at New Orleans, we were again
mattered with at daylight on the 25th and in company
my with the Egyptian Street up the river, at
Chalmette we encountered two White Battering, but their
attempts to annoy us decided down the name of us

battle: Some people on shore find a few Musket
Shot at us. but our Maines soon dispersed
them. And thus ended the battle of New Orleans-

The greatest praise I can bestow upon the
Officers of the Inguois is to say that they all did their
Duty. And each one, ^{of} them always expressed his deter-
-mination to Conquer-

The Crew and Maines behaved with
Spirit and gallantry, which we may always ex-
-pect in well drilled Americans. Our loss in
killed and wounded I am sorry to say is large.
One Master Mate. five Seamen, and two Maines
are killed, and twenty four wounded. Mr. George
W. Cole Master Mate was killed by a Cannon shot,
and he died bravely shouting to the Men not to
mind him but to go on with their Guns.

The Inguois is badly injured in
her hull, but her Masts and Spars are sound
except the Bowsprit and jib boom, they are
hit with large shot. All our boats are smash-
-ed, and the most of them are not worth repairs.

Flag Officer

D. G. Farragut. U. S. Navy.
Comdy. W. G. Blockading Squadron.

New Orleans. La.

I am Sir, Most Respectfully

Your Obedt. Servant

John W. Camp
Comdr. U. S. Navy -

1/20/1861

In Smith's book there are three shot marks, one of them proved the owner nothing a hot pistol (15) which lay and nine (9) more. A place having marks and both them (7) both. The book has struck fifteen times, three remaining. One shot hit the pistol body, quit shooting it and starting up twenty in balls. another started the pot and twenty-13 balls.

In the same there eight (8) marks. The owner is both (both in several places and also starts from the side, back in one place when the shot struck ~~marks~~ within a few inches of each other the great object is to be broken in = source of the owner in the front one mark of the flying ~~marks~~ ^(explosion) but among company clothes and did not see the marks = It is the general rule - main among the officers of this ship who heard the marks and saw the effect of the shot in the Pitt Meade that there were shot from XI in front. Such as it occurs, marks on every occasion

I am Sir

Very Respectfully

Genl Pitt Rivers

W. R. Hamilton

Dr. Comdr Pitt Rivers

W. S. M.

Commander John Rivers

Navy Department
May 10th 1862.

Sir:

Captain Bailey, your second in command, has brought to the Department the official despatches from your squadron, with the trophies forwarded to the National Capital.

Our Army, fruitful with victories, presents its more signal achievement than this, nor is there an exploit surpassing it recorded in the annals of naval warfare. In passing and eventually overcoming Fort Jackson and St. Philip, the batteries above and below New Orleans - destroying the barriers of chains, steam-lamps, frigates, iron-clad vessels and other obstructions - capturing from the rebel forces the great Southern metropolis - and obtaining possession and control of the lower Mississippi, yourself, your officers and our brave sailors and marines, whose courage and daring bear historic renown, have now a Nation's gratitude and applause. I congratulate you and your command on your great success in having contributed so largely towards destroying the unity of the rebellion.

and in restoring again to the protection
of the national government, and in this
national place the important city of the
Mississippi Valley and so large a portion
of its immediate dependencies.

Your example and its successful
results, though attended with some sacrifice
of life and loss of ships, inculcate the
fact that the first duty of a Commander
in war is to take great risks for
the accomplishment of great ends.

One and all, officers and men
composing your command, deserve well
of their country.

I am respectfully
Yr. Obedt Servant
Signed Gideon Welles

Flag Officer
D. G. Farragut
U. S. Gulf Blockading Squadron
P. New Orleans

To Lieut D. B. Harmony
and the Officers of the U. S. Ship
Prognon.

Gentlemen,

On the eve of
my leaving the Rhode Island
to proceed down the river to take
command of the "Wipahickon", I recd
an order from the Flag Officer to
submit to him a report of our
engagement with the enemy. The
within report was hastily gotten up,
and I trust that it will be satisfac-
tory to the brass men lately under
my command. Whom all did
their duty most gallantly. It would
be improper for a Commander to
discriminate. The Flag Officer
has "already" informed me that
the "Prognon" has established a very
high reputation in the fleet and
my desire is that she may always
maintain it. I am very Truly

John D. Camp
Comdr.

U. S. Gun Boat
Wipahickon

Vicksburg Miss. May 18th 1862.

A resolution of thanks to Captain David G. Farragut of the United States Navy, and to the Officers and Men under his Command.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled.

That the thanks of the people and of the Congress of the United States are due and are hereby tendered to Captain David G. Farragut, of the United States Navy, and to the Officers and Men under his Command, composing his Squadron in the Gulf of Mexico, for their successful operations on the Mississippi River, and for their gallantry displayed in the capture of Forts Jackson and St. Philip, and the City of New Orleans, and in the destruction of the enemy's gunboats and armed flotilla.

Sec. 2. And be it further resolved, that the Secretary of the Navy be directed to Communicate this resolution to Captain Farragut, and through him to the Officers and Men under his Command.

Approved, July 11. 1862.

Department of State.

Washington 31. July 1862.

I certify that the foregoing is a true copy of the Original Resolution on file in this Department.

(Signed) J. Hunter
Chief Clerk

A resolution of Francis A. Engham, March 9,
in support of the United States Army, and to the
Officers and men under his command.

Resolved by the Senate and House of Representatives
of the United States of America in
Congress assembled,

That the thanks of the people and of the
Congress of the United States are due and
are hereby tendered to Captain David G.
Thurgood, of the State of Maryland, and to
the Officers and men under his command,

for their gallant and heroic
conduct in the defense of their country
and the city of New Orleans,
and in the destruction of the enemy's gunboats
and small craft.

That the Secretary of the Army be directed to com-
municate this resolution to Captain Thurgood,
and through him to the Officers and men
under his command.

Approved, July 11, 1862.

Department of State

Washington, 31 July 1862.

Verifying that the foregoing is a true copy of the

Original Resolution from files in this Department,
Signed at the Department
Secretary of State

A resolution of thanks to Captain David G. Farragut of the United States Navy, and to the Officers and Men under his Command.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled.

That the thanks of the people and of the Congress of the United States are due and are hereby tendered to Captain David G. Farragut, of the United States Navy, and to the Officers and Men under his Command, composing his Squadron in the Gulf of Mexico, for their successful operations on the Mississippi River, and for their Gallantry displayed in the capture of Forts Jackson and St. Philip, and the City of New Orleans, and in the destruction of the enemy's gunboats and Ironclad *St. Charles*.

Sec. 2. And it is further resolved, That the Secretary of the Navy be directed to Communicate this resolution to Captain Farragut, and through him to the Officers and Men under his Command.

Approved, July 11. 1862.

Department of State.

Washington 31. July 1862.

I certify that the foregoing is a true copy of the Original Resolution on file in this Department.

Wm. H. Hunter
Chief Clerk

Navy Department,
5 August 1862.

Sir:

You are hereby informed that the President of the United States has promoted you to the grade of a Lieutenant Commander, on the Active List, in the United States Navy, from the Sixteen the day of July one thousand eight hundred and sixty-Two, and to take rank next after Lt. Commdr. E. P. Williams.

Should the Senate, at its next Session, advise and consent thereto, you will be commissioned accordingly.

Very respectfully,

William H. Hunt
Secretary of the Navy.

Lieutenant Commander
D. B. Harmony.

U. S. Navy,

U. S. Steam Sloop *Troquois*,
Western Gulf Blockading Squadron

NOTE.—Acknowledge the receipt of this letter to the Department.

(R. A. Farnum)

Delivered Oct. 6th 1862

Edw. Nichols
Commander.

Navy Department,

3^d October 1862.

Sir:

You are hereby detached
from the Troquois
and a leave of absence is granted to you for Two weeks
from this date, at the expiration of which, you will report to this
Department.

I am, respectfully, yours,

Lieutenant Commander

D. B. Harmony,

U. S. Navy;

New-York

George H. Bell
Secretary of the Navy

Extract from General Order of January 30, 1846.

"All officers, on being detached from duty, will immediately inform the Department of their intended place of residence, and notice must be given of any contemplated change, before such change shall have been made."

(R. A. Paulding)

Navy Department
October 8th 1862.

Sir.

Proceed without delay to Boston
Mass, and on your arrival there report by
letter to Rear Admiral Gregory at New York,
for duty on board the U. S. Iron-clad
Steamer Nahant.

Very Respectfully
Gideon Welles
Secretary of the Navy.

L. O. 11867.
Paid \$390. = Advance pay
E. L. Watson
Navy Agent
Sep. 15th

Lieutenant Commander,
D. S. Harmony. }
U. S. Navy.
Easton Pa. }

My dear Capt. Hecumony

I send you the memorandum which I promised you on Saturday. You will find it interesting, I think.

Perhaps Unit Jones would like to see it.

Yours very truly,

Wm. Rogers Taylor

Oct. 23^d 1863.

Ordinance Memorandum.

Copied by permission of
Capt. W^m Rogers Taylor

Flag Ship Wabash
Port Royal Harbor
June 23^d 1863.

Sir,
You will rejoin your ship the 'Mahant'
by the first opportunity leaving the Atlantic
in charge of Acting Master Spring of the
Weehawken.

Respectfully

Your Obed Servt.

S. J. Houston

Rear Admiral Comd
S. Atl. Block Squadron

St Comd: D. B. Harman
Atlanta
P. Royal

Flag Steamer *Drum*
Off Morris Island
August 15th 1863.

Commander John Dornes.
Commy Off Nahant.

Sir.

In considering the manning of the
Atlanta, the position of "Lieut. Commander"
is to be filled.

Lieut. Commander D. B. Harmony is
qualified by rank and fitness for the post.

At the same time he may remain where
he is if he chooses.

You will signify this
to him, and ask him to apprise me
of his choice.

We shall understand

That this assignment is subject to the
approval of the Navy Department,
who may have another officer in view

Respectfully,
Yours Obedt Servt
W. H. Allen
Rear Admiral Commanding
Ft. M. B. Sigsbee, Squab

Navy Department
8 September 1863.

Sir,

Your letter of the 5th Inst.,
reporting your return from the South
Atlantic Blockading Squadron, has
been received.

You will furnish the Department
with a copy of the order under which
you returned, agreeably to General Order.

Very respectfully,

[Signature]

Acting Secretary of the Navy

Lieutenant Commander
D. D. Harmony,
U. S. Navy
Philadelphia.

Copy

Paris January. 21st 1864.

Sir.

I deem it advisable to state to you the following facts.

A man formerly in the employment of a loyal Commercial House in Paris has lately returned from the South where he has been engaged, as a blockade runner. He brought out eight hundred bales of cotton in September last from Ochlockonne river and bay. He says there is no blockader stationed by our Government, or was none on the 1st of September last, between St Marks and Appaluchicola. The river Ochlockonne is navigable for vessels of light draft for a long distance up.

He says further that cotton is brought down the Appaluchicola from the point still higher up and is then carried by land across the country to Ochlockonne, from which coming down to its mouth, it is easily transhipped. Of course if cotton comes out that way other things go in. If these facts continue a blockader should be stationed at the mouth of that river in Ochlockonne Bay.

Hon. William H. Seward.

Secretary of State

I am sir, Your Obedt. Servt.

(Sd) Wm^m D. Bayton.

U. S. Flag Ship San Jacinto.

Key West, February 25. 1864.

Lieut. Commander

David B. Harmon, U. S. N.

Comdg. Gun Boat Suboma.

Sir,

I enclose, herewith, the copy of a despatch from the U. S. Minister at Paris, (communicated to me through the Secretaries of State & the Navy,) in consequence of which I have directed Lieut. Comdr. Fleming, of the Sagamore, to transfer to you the Sch.-Tender Annie, with her officers & crew. You will be pleased so to employ her, in connection with your own vessel & boats, as to break up this blockade-running in the Ochlockonee River -

Respectfully,

Theodoros Bailey
Actg. Rear-Admiral,
Comdg. E. G. B. Squadron -

Key West. April 27. 1864

Capt. Harmony
Comd'g U.S. Gun Boat Tahona
(Near St. Marks Fla)

Dear Captain

I avail myself of a moment of time to acknowledge the receipt of your letter, by Capt Hunter, and to thank you for your valuable aid in moving & taking care of the refugees & inducing them to enlist. I hope the system will soon become a little more self acting & that our friends, the refugees, will begin to make some return for benefits conferred.

With friendly regards -

Yours

D. P. Woodbury
Pm Genl

~~Forwarded~~

~~At. Admiral~~

Flag Ship Hartford.

~~Comdg. U. S. Squadron~~ Off Mobile Bar-

May-28-1864.

Sir:

I hope you rightly judge me when you say you know my disposition to promote merit; but in the present instance our opinions differ very widely as to the claims of actg. master Weeks, who served in the U. S. B. Squadron under my command, during which time he was twice reported to me, and brought before his brother officers, and in both instances adjudged unworthy that high consideration which you appear to think he merits, and he was accordingly dismissed the navy. He applied to me in New York, (where I saw him for the first time) for a letter to get his appointment back again, which I refused. How he became reinstated, I know not.

Very Respectfully,

D. G. Thompson
Rear Admiral

To-

Lieut. Comdr. -

U. S. Navy

U. S. Navy

Received July 20/64

Commanding Navy Yard Washington
Commander's Office

July 16. 1864

Sir,

I am directed by the
Navy Department to send
the "Tahona" back to New
York.

You will therefore
get underway at 3 PM this day
and proceed accordingly reporting
your arrival to the Command-
ant of that Station.

Very respectfully
W. H. H. 3
W. H. H. 3
Commandant

Capt.

Harmony
Commanding U.S.S. Tahona

Navy Department,

Washington, 15th Aug. 1864

Capt. L. B. Harmon,

My Dear Sir:

Since my return I have been waiting to get your address to enclose an "item" for your servant, which I intended to have put into his hand the morning I left the "Lahoma," and should have done so but for my hurried departure.

For myself, I am sorry that I was not counted in on the Captain's ship bill, but if warm thanks and a very grateful appreciation of the very great kindness received will pay for broiled chicken, &c., I am sure you are
to be a good & happy

that such truth will make the "lost
"lost" a great price. Sensory, of
feel very grateful for your kind atten-
tion. The voyage, I think, has
fetter me much. I had a grand
time getting out of the quarantine
efficiency. I did not meet
to see him that I had been frustrated
with fever because that he thought
me back to the "Alabama" and so I
danced around on them in the same
last - and finally landed on Staten Island
where I had a camp my native had a
mile before I could pick up some
one to help me - so that I was com-
pletely frustrated when I got to N. York.
I picked up, however, wonderfully fast
and was back on the road in ever.

Off. " # 1

No elasticity to the atmosphere and one
gets debilitated very soon.

Sincerely yrs
W. B. F. Fearey

Navy Yard New York
July 31 1864.

Sir,

Proceed to Washington and report
to the Navy Department the condition
of the "Tahomea" and her crew - When the
Department dispenses with your attendance
return to this Station and report to me.

Respectfully
Yours, &c.
Reported returned Aug 3rd 1864

H. Auldring
Commander

H. Auldring
Commander

Levi F. Combs

D B Harmony.

U S Navy.

New York

PAID \$ 46.40 Widow Sept 2, 82

NEW YORK, Aug 3rd 1864

HENRY ETTING, NAVY 4

Order.

West Gulf Squadron,

U. S. Flag Ship Stockdale.

Off Mobile, Ala.

17 April 1865.

In honor of the recent victories achieved by the armies of the United States, a salute of 21 guns will be fired at noon this day from each vessel of the Squadron.

The salutes will be fired simultaneously. Dress with flags.

H. K. Thatcher

Act. Rear Admiral.

Comdg. U. S. Squadron

Geographical Expedition Force.
Starkley Res. Oct 19 1885.

Commander

II. The nature of the expedition on which

the command is about to embark may render it necessary
for the troops to remain many days on board transports.

great care must be exercised by the commanding officer on
each steamer to keep the vessel perfectly clean throughout,
in order to prevent the health of the troops.

III.

The fleet will habitually move in the following order:

1. The flagship of the Major General Commanding.
2. The flagship of Brig. Gen. Anderson, followed by the
rest carrying his division in the order designated by him.
3. The flagship of Brig. Gen. Stanton followed by the
transports carrying his command in each order as he may
direct.

The transports will take position in the fleet under the direction

of the major commander.

Division and transport orders will be displayed on
board the headquarters boats.

The General Headquarters will be established

on board the "Parascom"

By Order of
Major General F. Steele
John L. Cuddy
Capt. asst. adjt. General.

Capt. Harmony
U.S.A.

U. S. Iron-clad *Cincinnati*
Off Selma, Ala.

April 28th 1865

Sir

I have the honor to inform you, that the expedition under command of Maj. Gen. Steele conveyed by the *Cincinnati*, *Itk* and *Tallahatchie*, reached this point at 3rd 20th P.M. of this day, without having met with other opposition than ~~that~~ two or three parties of Guerrillas. As I have already informed you, I left the *Seago* at the mouth of the Tombigbee, and came on board of this vessel. At Choctaw Bluffs, we found that the rebels had removed all but two guns and had blown up their magazines. Our progress has been slow on account of the scarcity

if coal ~~was~~ ^{on} board of the
gunboats as well as transports.
We have been obliged to load
our very scarce along the bank
of the river and we were obliged
to burn rails to make the coal
hold out. ~~The~~ ~~expressions~~ of
~~the~~ ~~substantive~~ ~~citizens~~ ~~with~~
~~whom~~ ~~we~~ ~~came~~ ~~in~~ ~~contact~~;
was ^{that} ~~that~~ ~~of~~ ~~delight~~ ~~and~~
~~entertainment~~ ~~at~~ ~~our~~ ~~presence~~.

As a general thing we found
that the citizens along the
banks of the river were delighted
with our presence and the
prospect of a speedy termination
of ~~the~~ war. There is but little
doubt, that owing to ~~the~~
there is but little coal at
this place, and I apprehend
trouble in getting fuel of any
kind for the vessels under
my command as the bank
of the river has been stripped

The river is falling rapidly
and I am of the opinion that
I will have to send the
Cincinnati down at a very
early day.

~~I send the~~ At the request
of Gen' Steed, I send the
Tallahatchie down, passing
on board a bundle of dispatches
from Gen' Sherman to Gen' ~~Crowley~~,
the nature of the dispatches
being of so important a
character, they being relative
to a general suspension of
hostilities, I deemed it important
on me, to send them at once,
and not to wait until the
army had entrenched as required
by my instructions -

The Commanders of the gunboats
have shown a commendable spirit
in assisting me and my Gen'
Steed and his officers have done

their utmost in aiding the gunboats
by towing and supplying them with
fuel - *

I am sir, my respectful
Yours ott servs.

Leut. Commandant
Senior Officer present.

* If the same force is to remain
up the river, I think that I
should have at least three
two-claws at my disposal -

U. S. S. "Cincinnati"

Off Selma April 28th 1865

Sir

The River is falling so rapidly I have
in mind, after consulting the Pilots, who say that the
shoals will not be more than five feet water on
them in five days. I send this vessel back to Mobile
and a Company to form of the largest transports which go
down to-morrow, the Transports will pick up all the
Cotton on the way down that they can get at convenience,
I mentioned the matter to Genl. Stule and he is
quite satisfied.

We managed to pick up about fifteen tons
of coal in lots of five or four tons that was lying about
the town in the different public yards. The Gun-Clad
"Elk" is now splitting up fence-rails for fuel to take
her to Montgomery, for which place we start to-
morrow morning. I cannot imagine what we are
going to do for fuel, as there is no wood on the banks of
the River nor Coal at any of the towns. We'll have to cut
it, as we want to ~~go~~ go along the River.

Genl. Stule has taken
possession of the City and landed Genl. Andrews' Division
of Troops to hold the place. I am Sir very respectfully

Admiral

H. K. Johnston
Comd'g U. S. Squadron
of Mobile

At Cm^d

West Gulf Squadron,

U. S. Flag Ship Stockdale.

Off Mobile, Ala.

5 May.

1865.

Sir:

Your communication of the 30:ultimo has been received, and as your further services are not needed up the Alabama River, you will return at once with the "Elk" and all the other vessels under your command, including the "Nyanza", to Mobile.

Very Respectfully
Thos. H. Scatter

A. R. Admiral.

comdg. U. S. Squadron.

Lieut. Commander

S. B. Harmony.

comdg. U. S. S. Sebago.

and Senior officer afloat

Alabama River.

Navy Department,

Bureau of Navigation and Office of Detail,

24 July, 1865.

Sir:

You are hereby detached from the Command of the
Sebago,
and you will regard yourself as Waiting Orders.

Keep the Bureau advised of your address.

By direction of the Secretary of the Navy:

Respectfully,

J. Brayton

Chief of Bureau.

Lieutenant Commanded
D. B. Harmony,

U. S. Navy.

New York.

"All officers will promptly acknowledge the receipt of orders, and inform the Bureau immediately on their having reported in obedience to them."

Com. Bell

NAVY YARD, NEW YORK.

July 31st 1865

Forwarded by

COMMANDANT

W. B. Brown

Received by

W. B. Brown

Forwarded with congratulations 10th Corp.

Wm H. Belle

Navy Department,

Rear Admiral
bent.

7 August 1866.

Sir:

The President of the United States, by and with the advice and consent of the Senate, having appointed you a Commander in the Navy, on the Active List, from the Twenty Fifth of July 1866, I have the pleasure to enclose herewith your commission, dated 26th July 1866 the receipt of which you will acknowledge to the Department.

I am, respectfully,

Your obedient servant,

Gideon Welles,

Secretary of the Navy.

Commander

James B. Harmony

U. S. Navy,

New York.

Navy Department
Bureau of Equipment and Recruiting
Washington, 30th April 1867.

42
94

Sir,

You will proceed to Washington without delay and report to this Bureau.

You will bring with you, or transmit by express to the Bureau, such books pertaining to the equipment office, which in your opinion would be needed to inaugurate and agree upon a uniform system of transacting the equipment business for the respective Navy Yards.

By order of the Secretary

Very respectfully

Your Obedt. Servt.

M. Smith

Chief of Bureau

Capt. D. B. Harmony
Navy Yard
New York

Recd 3.26 2007
U.S. Navy
Dept. of the Navy

Reported to Bureau May
3rd 1867 in obedience to
the written order -

W. Smith
Chief of Bureau

Princa of Egypt & Aegy
May 3rd 1867

Having finished the duty required
of you in connection with the Bureau,
You are hereby directed to return
to N.Y. without delay & report to
Rear Admiral Bell -

COMMANDANT'S OFFICE, W. Smith
NAVY YARD, New York, Chief of Bureau

MAY 1 1867

TO

W. H. Wood
Capt. for

Returned May 4th

1867) Chas. H. Bell

Comdr.

Wm. H. ...

Dated June 3rd 1867

Chas. H. Bell

Navy Department

Rec. Admiral
bond

Bureau of Navigation and Office of Detail.

Washington, 18 May 1867.

Sir,

On the reporting of your relief,
Commander C. A. Cushman on the
June next, you will regard yourself de-
tached from the Navy Yard New York
and will proceed to Boston, Mass'tts, and
report to Commodore Rodgers for a passage
in the Franklin to Europe, and on your
arrival, report to Admiral Farragut for
the command of the U. S. Steamer
Folie, (4th Rate).

By direction of the Secretary.

Commander
D. B. Harmony,
Navy Yard
New York

Respectfully,
Samuel B. Jackson
Chief Clerk

Reported June 4th and will report to
Capt. A. S. Fenwick, Comdg. Franklin, for passage
Reported June 4th J. M. [unclear]
Commandant

U.S. Steamer Frolic.
Charbourg July 15th 1867

The Frolic steams best about three (3) inches by the stern, (and when drawing 10 ft 4 inches.) She rolls moderately, and pitches but little. With 20 tons of coal daily, her speed is about 8, or 9 knots per hour, depending on the weather. When pushed, with a consumption of 35 tons or more daily, 13 1/2 knots can be obtained. Her Bunkers hold 215 tons, but it has always been my habit to leave 10 tons out aft. She can stow ^{easy} 6 months provisions. The stores in Boatwain's, Carpenter's &c Departments, are all expended for the first two years. I have made a list of deficiencies. The vessel being small, I have always endeavored to keep as much weight,

put of her, as possible. About the 1st of April last, she was coated with a patent Composition, recommended by Mr Martin, an American resident of Marseilles. At this time I believe it has been successful in preventing fouling. The boilers, with moderate use may last a year longer, a number of the tubes having already been cut out. Her engines are in good order wanting a little attention, as shown by the Engineer's Report herewith.

I have never experienced a really heavy gale at sea in the Frolic. In rough weather it is very desirable to catch the sea either well ahead or abaft the beam, her guards being low. I have a heavy canvass "Drag" which I had always intended to use in the event of lying-to. There are now four anchors on board, one of which she can readily dispense with. One has just

been received for trial from England, of Martin's patent. There are two Chain Cables, lengths 120 and 90 fathoms respectively. The Annings are complete, and in good condition. Many of the Crew, among them the best, are to be transferred to the Colorado, to receive others in their place. The "Frolic" sailed with too many men as her complement, I think. The Corporal's Guard was composed of 9 men. One has died, one discharged, and one goes home in the Colorado. She requires, therefore, three, to supply deficiencies. At this time there is, on board 4 weeks salt Provisions, 10 days Bread, and 3 weeks tea. There is, also, on board, about 150 tons of Coal. The Quarterly Returns have been made for the Quarter ending June 30th. The Decks, are poor, having never been renewed.

She requires, one coat of paint inside, which I have vainly tried to have done, but constant service for the past five weeks has prevented.

Sail is of no use to the vessel when it heels her over, but is found to be well under other circumstances. The ship is without a Mast at Arms, and no Music.

Repairing to
Qualities of French
Upaher.

July 1867

Respectfully

J. S. Upshon

Comdr.

U.S.S. "Franklin"
Lisbon Nov 19th 1867

Sir

The Admiral directs me to say to you that he wishes you to obtain the mail for this ship from the Post office and the Consul's office, tomorrow morning, as early as possible, and then to join this ship outside.

We are bound to Gibraltar and will not touch at Cadiz.

Mr. Abacassis may also have at his office, letters for some of the officers of this ship, will you also send there for mail matter?

Very Respectfully &c
A. M. Pennock

Commander

David B. Harmony U.S.N.

Commdg U.S.S. "Frolic"

Lisbon

Captain

U. S. S. Grandpaine.
Rio de Janeiro, Nov. 30th 1841

Sir,

Your orders of the 3rd of August last to
report for duty on board the U. S. S. Ohio, are
kindly revoked. — You will remain on board
the U. S. Ship Grandpaine.

I am, respectfully,
your obt. Servant.

J. W. Storer,
Comd' U. S. Naval Forces
Coast of Brazil

Actg. Midn. David B. Harman,
U. S. S. Grandpaine.

U. S. S. Frolic (3d Rate)

Port Mahon.

Dec. 19th 1867.

Sir:

I respectfully recommend that the round houses occupied by the officers and men be overhauled and supplied with new wood work, in addition to such other repairs as may be found necessary. In their present state the wood work is so saturated with urine and fecal matter, as to cause a constant bad smell in that part of the vessel, in spite of all efforts to keep them clean, thereby endangering the health of the Ships Company.

Very Respectfully

Your obt Servt

St Lukman.

Surgeon.

Comdr.

J. B. Marmouy.

Comdr. U. S. S. Frolic.

U. S. S. Frolic (3^d Class)
Port Mahon Dec 29th 1867

Sir:

I recommend that Joseph Bradley C. H.
affected with fracture of the skull, be removed to a
hospital on shore as soon as practicable, as the
noise of the ship has an injurious influence

Very Respectfully
Yours Obedt Servant

Commander,

D. B. Wainwright

Comdg. U. S. S. Frolic,

J. H. Finkham

Surgeon.

Respectfully referred to the Commander
in Chief for permission to dispose of the above named
man as advised by the Surgeon, by

Yours Obedt Servant

D. B. Wainwright
Comdg.

will make arrangements
with the movement and
we for the transfer of
Joseph Bradley Esq. to
the hospital in exile;
and when notified by
the command that such
arrangements have been
made, will transfer the
above mentioned man
to said hospital, to remain
there as long as may be
necessary in charge of the
command.

D. H. H. H.
Admiral, Commanding
the Squadron

Lisbon Portugal,

May 20th 1868

I hereby certify that Mr John D. Maynard is
Physically qualified for the Naval Service,

J. H. Juckum

Surgeon U. S. N.

Lisbon, Portugal.

May 20th 1868.

I do hereby agree to enter the navy of the United States as apothecary of the third class and to remain on board such vessel, and at such time, as may be ordered; and to remain in such capacity till the expiration of the service of the vessel, unless sooner discharged by the proper authority, or under the provisions of the general order of the Navy-Department, November 14th 1867.

I do oblige and subject myself, during my service as such apothecary, to comply with and be obedient to such laws, regulations, and discipline of the navy as are or that may be established by Congress or other competent authority.

Witness

John Maynard

John A. R.

Having been appointed apothecary of the third class, United States navy, I John Daniel Maynard do solemnly swear that I have never voluntarily borne arms against the United States since I have been a citizen thereof; that I have voluntarily given no aid, countenance, counsel, or encouragement to persons engaged in armed hostility thereto; that I have neither sought, nor accepted, nor attempted to exercise the function of any office whatever, under any authority or pretended authority in hostility to the United States; that I have not yielded a voluntary support to any pretended government, authority, power or constitution within the United States hostile or inimical thereto, and I do further swear that to the best of my knowledge and ability, I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same, that I take this obligation freely, without any mental reservation or purpose of evasion and that I will well and faithfully discharge the duties of the office on which I am about

to enter, & help me God

John Maynard

Sworn and subscribed to, before me this twenty third
day of May 1868



J. A. Burns

Consul U.S.

EP 70 - \$0.20

State or Territory in which born	State or Territory from which appointed	State or Territory of which a citizen	Age
England	New York	New York	24

N° du dépôt: *1209*
 Nombre de motifs: *20*
 Indications de service: _____

Bureau: *M. B.*
 N°: *1209*
 L'Employé: *M. B.*



Procès-verbal de dépôt
 pour *la*
 heures de *2* minutes de *10*

N° d'arrivées: _____
 Bureau de: _____
 à domicile... à _____
 en heures de _____
 si _____
 Le _____ m. de _____
 L'Employé, _____ 1866

Commissaire de la Marine
à Paris
Commissaire de la Marine
à Brest
Commissaire de la Marine
à Rochefort
Commissaire de la Marine
à Toulon
Commissaire de la Marine
à Marseille

U. S. S. "Felic" 3rd Rate
Off Constantinople
August 17th 1868

Gentlemen

You are hereby con-
stituted a Board to examine into
the cause of the Collision of this Ship
with the Steam "Harmora" - the
amount of damage done and its
possible cost. You will report to
me in triplicate

Very respectfully &c
D. B. Hammon
Commander

U. S. S.

A. C. ...

...

John ...

U. S. S. "Frolic" (3rd Rate)

Off Constantinople August 17th 1858

Gentlemen:

You are hereby constituted a Board to examine into the cause of the collision of this ship with the steamer "Marmora": the amount of damage done, and its probable cost - You will report to me in triplicate -

Very respectfully &c

(Sgd) R. B. Harmony

Commander, U. S. S.

Lieut Com^d: W. H. Whiting }
Lieut: C. S. Goodrich }
Lieut: John Schouler }

U. S. Flag Steamer "Tropic" (Bro. Kato)
Off Constantinople, August 18th 1868

Sir:

In obedience to your order of the 17th inst we have held a strict and careful survey, on the injury done to the British steamer "Marmora", which occurred on the 16th inst by fouling her in the tide-way -

The "Marmora" was riding at single anchor, in 22 fathoms of water, with 45 fathoms of chain, when this vessel anchored, on the morning of the 16th inst, in 17 fathoms water and veered to 36 fathoms on starboard chain -

On the afternoon of that day at about 2 O'clock eddy currents taking the vessels, both swung in opposite directions, and the port quarter of the "Marmora" came in contact with the stem and port quarter of this vessel, thereby carrying away on board of the "Marmora" two oak stanchions, 2 ft 10 in; in height above the deck, and 5 in. square, and a piece of the oak rail 11 ft in length, 9 in. broad, and 2 1/2 inches in depth -

We find no persons to blame - There was no reason to believe that either vessel dragged its anchor. Tenders were used, and the helm was put hard a starboard on board of both vessels, and in our opinion every means was used to prevent injury by collision.

The amount necessary to repair the damage done by collision, we estimate to be Sixteen Dollars and Ninety four Cents (\$16 $\frac{94}{100}$)

The Harbor Master of the Port has informed us, that according to the rules of the Port, we are responsible for the damage done -

Very Respectfully &c

Wm Sturgesmithing. St. Comdr.

C. F. Goodrich Lieutenant

Wm Sturgesmithing Lieut.

To
Commander:

R. B. Harmony
Com'd'g U. S. S. "Iroquois"

1000

1000

1000

1000

1000

1000

1000

1000

Report of Board
for session 1881-82
with accounts.

No 1 Flag Steamer "Trotic Erdkati"
Off Constantinople August 18th 1868

Sir:

In obedience to your order of the 17th inst we have held a strict and careful survey on the injury done to the British Steamer "Marmoras," which occurred on the 16th inst by fouling her in the tide-way -

The "Marmoras" was riding at single anchor in 22 fathoms of water, with 45 fathoms of chain, when this vessel anchored on the morning of the 16th inst in 17 fathoms of water and veered to 36 fathoms on starboard chain.

On the afternoon of that day at about 2 O'clock eddy currents taking the vessels, both swung in opposite directions, and the fore quarter of the "Marmoras" came in contact with the stern and fore quarter of this vessel, thereby carrying away on board of the "Marmoras," two oak stanchions 2 ft 10 inches in height above the deck, and 5 inches square, and a piece of the oak rail 11 feet in length 9 inches broad, and 2½ inches in depth -

We find no persons to blame - There is no reason to believe that either vessel dragged its anchor. Tenders were used, and the helm was put hard a starboard on board of both vessels, and in our opinion every means was used to prevent injury by collision - The amount necessary

to repair the damage done by collision we estimate it
the Ocean Marine of the Port, has informed us, that
according to the rules of the port, we are responsible
for the damage done -

Very Respectfully
Wm. Cunningham Adams

E. J. Goodrich, Lieutenant
Johnston's: Lt. Comdr.

to

Commander:

H. B. Kearney
Comdy. U. S. S. "Albatross"

"Gracia"
16th October 1888.

Sir,

I have the honor to accept
the appointment as Captain's
Clerk in the charge of the United
States conferred by you upon
me this day.

And I hereby find myself
to be subject to the laws and
regulations of the government
of the United States so far as
the discipline of your war.

I have the honor to
Yours Obedient
John M. West

Commander

David D. Armstrong
Comd'g "Gracia"
U.S. Frigate
Offg. Captain

I Charles Marion McLeod, do solemnly swear that I have never voluntarily borne arms against the United States since I have been a citizen thereof; that I have voluntarily given no aid, countenance, counsel, or encouragement to persons engaged in armed hostility thereto; that I have neither sought, nor accepted, nor attempted to exercise the functions of any office whatever, under any authority or pretended authority in hostility to the United States; that I have not yielded a voluntary support to any pretended government, authority, power, or constitution within the United States, hostile or inimical thereto. And I do further swear that, to the best of my knowledge and ability, I will support and defend the Constitution of the United States against all enemies foreign and domestic, that I will bear true faith and allegiance to the same; that I

I take this obligation freely, without
any mental reservation or purpose
of evasion; and that I will
well and faithfully discharge
the duties of the Office in which
I am about to enter. So help
me God.

Charles W. McLeod

Sworn to and signed in the

presence of

Horatio Sprague

United States Consul

Witness 16th October 1868.

gleimaker Oct 14, 1968

U. S. Flagship "Albatross".

Gibraltar, Oct 22nd 1868.

Sir:

Proceed to Cadix. Inform me of the
condition of affairs there and give such
assistance and protection to our Commerce
as may be necessary. You will return
to Gibraltar by the 28th, unless in your
judgement a longer stay may be
necessary.

Respectfully,

A. M. Pennock

Commodore Com'dg

European Squadron.

Yours

Commander D. B. Harmony,

Com'dg U. S. S. Frolic.

Bureau of Navigation,

Navy Department

Washington Dec. 19, 1868.

Sir:

The Bureau acknowledges, with thanks, the receipt of your letter transmitting a tracing taken from the Italian Survey of the port of Brindisi of 1866.

The British Admiralty, however, having published in July 1868 this chart on a slightly smaller scale, and the port not being of great importance in a commercial point of view, the Bureau does not think it necessary to publish the larger scale.

Very respectfully,

Your obedt Serv't,
Samuel B. Jackson
Chief of Bureau.

Comdr. D. O. Harmony, U.S.N.,
Comdg. U.S. Fr. Frolic,
European Squadron.

✓
Flag Ship "Franklin"
U. S. European Squadron
Lisbon, March 20 1869

2
Sir,
You will be pleased to receive on board
the "Fevie", for transportation to the United States,
William Stone, dds, belonging to this ship -

Very Respectfully &
Wm Radford
Rear Admiral USN
Command European Squadron

Commander

A. D. Harmony USN
Command U. S. S. "Fevie"
Lisbon

Copy
MMS

TELEGRAFÍA
ELÉCTRICA.

ESTACION DE



DESPACHO TELEGRAFICO.

Palabras anunciadas.	ESTACIONES.	FECHAS.	HORAS.	NÚMEROS de origen y orden.
Estacion de origen	Southampton	7	11:45 m	724
Recibido en	Madrid	8 Julio	1-20	724

Commander Harrison
Care American Consul
Malaga, Spain.
Proceed to Lisbon coal
and provision ships and
await my arrival or fur-
ther orders
Adml. Farragut

Comunicado á las 7 horas
minutos del 8 de
de 1868

El Jefe de Estacion.

U.S. Frohli (3^d Rate)
Barbados, April 14th 1869

Sir

I have to report that in consequence of the arduous duties imposed upon the Engineers of this ship, from the fact of their being in three watches in this warm climate, the health of Acting 3^d Asst Engineer Domingo Castano is becoming impaired, and I would respectfully recommend that some means may be taken whereby his duties may be lessened.

Very respectfully
W. K. Van Ruyven
Surgeon

Commander

D. P. Harmony

Com U.S. Frohli

Barbours Oct 1899

Reporting impaired
health of A. S. Asst Engineer
D. Castano

W. M. Ham
Surgeon

Commandant's Office,
Navy Yard, New York,

3rd May 1869

Comdr. A. B. Harmony
Comdr. W. S. Frolic
Sir:

When the "Frolic" shall
have been put out of commission, you
will discharge her crew, and transfer
the Marine Guard to the Barracks

Respectfully

W. S. Frolic
Commandant

(Capt. Stone)

Navy Department,

Bureau of Equipment and Recruiting.

Washington, May 4th 1869

Sir:

The Bureau encloses you forty five blank Hon Discharges for the following named men who are recommended for such discharge in your letter of the 3rd inst. viz
John Murray, Syl. Baker, G. W. Drake, J. A. Eyles
Jas Edwards, Henry Freys, J. H. Hood, A. Backenson
Fred Hains, Mich^l. Hurley, W^m Jones, T. A. E. Kelly
Jim Kennedy, Pat. Kanney, Pat. Moran, A. Pauley
F. C. Bayne, J. E. Rogers, F. L. Robinson, C. Strathoff
F. Smith, J. Showacker, J. Swift, J. Torris
R. Williams, W. Warden, J. Harold, F. P. Bailey
J. Burkhardt, J. Curran, R. Castello, J. Cooney
B. Doyle, A. Fernandez, Chas Hanson, R. E. Jamison
J. Lundgren, J. Morris, Joe Morrill, Geo Riley,
C. Willard, T. Malladay, T. H. Maloney, J. Peters &
C. Posten. Geo Turner and Jas R Weaver
are reported as having deserted; the former
from the "Don" March 23rd 1864, the latter from the
"Nina" Nov 12/64. They will not therefore be en-
titled to Hon Discharge.

Comdr
D. B. Harmony
Comdr U S S. "Folic"
New York

Very Respectfully &c
W. Smith
Chief of Bureau

Navy Department.

Bureau of Equipment and Recruiting.

Washington. 4 May 1869.

Sir,

Your letter of the 1st instant to the Dept. in relation to Geo. Grady, has been referred to this Bureau. As the man was reported to this office from the "Canandaigua" as a deserter, the Bureau can only authorize him to be taken up for pay, from the date of his appearance on board the "Swatara"; but if you have satisfactory evidence in your possession, that "Grady" was only a straggler from the "Canandaigua", or that he is to be considered as such, he will be taken up for pay from his account from his vessel, in which latter case you will inform the Bureau.

Very Respectfully

Wm. Smith

Chief of Bureau

Capt. D. B. Hornum

Commanding U. S. Frolic

Reported June 5th
1869
M. L. Brown
Agent.