Journal of the Cruise of the U.S. Frigate "Enterprise" 3rd Rate Attached to the European Station.
Sparhawk, George
Journal, 1878-1880.
Journal of the Cruise
of the
U.S. Frigate Enterprise 3rd Rate
Attached to the European Station.

Chas. Starkweather
Cdre. U.S.N.

Vol. II.
Journal of the U.S.S. Enterprise.

Oct. 1879.
The Admiral inspected the U.S.S. Alliance. General Court Martial continued on board the vessel.

Oct. 10th.
At 10 a.m. called all hands and got under weigh, standing out of harbor under sail. Returned land anchored about 6 p.m.

Oct. 14th.
A Summary Court Martial convened for the trial of Jacob Schiller, Co.

Oct. 15th.
Transferred several men from Alliance and received several from her.

Oct. 16th.
At 9.15 a.m. got underway and stood out, found for Naples. The wind came out ahead and blew a gale. At 8.15 a.m., the cutter was carried away. The forecast and fell and the spars breaking a short time broke her back. The next sea swept her aft breaking her in two, and threw the rigging out away.
Oct 17th

At 11:15 p.m. the wind dying out, steamed ahead under steam changed course for Civita Vecchia to await better weather.

At 2 a.m. came to anchor in the port of Civita Vecchia, moored ship to the mole. The officers paid their official visits and they were returned.

Civita Vecchia.

Civita is a town of Etruscan origin, it was once the principal sea port of Central Italy, but now it is only a fishing place for passengers to Rome. The town and entertainment were built by Hadrian. The harbor is very good for small craft, but is not quiet for large vessels.

Oct 19th.

At 2:15 p.m. called all hands on board ship and stood out of Civita Vecchia bound for Naples. Weather fine, light wind from N.W.

Oct 20th.

At 11:30 a.m. let go 30th anchor and moored ship to the mole alongside of the Italian vessel "Tunib."
Journal of the U.S.S. Enterprise 3rd Rate

Naples, Italy.

During our stay in Naples we had considerable rainy weather. We got a new boat from the Navy Yard to replace the 5th cutter, paying about $450 for it.

Oct 30th.

Weather pleasant. At 5 p.m. common noon, having arrived, but did not pipe down until after three bells on account of our chain being foul of the anchor of the "Terrible."

Oct 31st.

Weather pleasant. At 5:45 a.m. cast off from the Buoy to which we had made fast the night before, and started ahead under pleasure for Messina.

Came to anchor about two in the afternoon at a small town named Marina, in order to let the officers who wished visit Parthenon or Plato. A party of five or six visited the ruins on horseback, the distance being some five or eight miles. The ruins are only three in number, viz. the Basilica, Temple of Ceres, and Temple of Venus. They are considered to be the finest in the world with the exception of Baalbek. Returned to the ship about 7 p.m. Set up anchor and stood out for Messina.
Cond: The C. Selfridge Cond.

Nov. 1st 1879.

Weather—sunny. Arrived in Messina at 4:30 A.M. and checked to a bony hotel in the Gradwata. Early in the morning of our arrival at Messina we ordered Stromboli. This is the only Aeolian island in Europe that constantly emits fire and smoke. It is on a small island of the same name and rises abruptly out of the sea.

Messina.

It is beautifully situated on the strait of the same name and is the second city in size in Sicily, although it is surpassed in Palermo in commerce. It has a population of some 13,000 people and one of the finest harbors in Europe. The commerce of Messina consists largely of oranges, olive oil and fruit of all kinds. The strait of Messina is 40 miles distant could reach from Messina. While at Messina we had very pleasant weather. There is more tidal effect in the strait of Messina than in any other part of the Mediterranean.
Journal of the U.S.S. Enterprise 35th Rate

Nov. 4th. 1879

At 9 a.m. slipped the jury and stood out of the harbor bound for Tripoli. Exchanged letters with a Russian Man-O-War. Stepped steering and made sail. Position at noon Lat. 36° 17' 30" N. Long. 15° 35' 10" E.

Nov. 5th.

Wind came out ahead during evening watch. Took in sail and started steaming. At 3 a.m. sighted Malta Light. Position at noon Lat. 36° 10' 30" N. Long. 14° 25' E.

Nov. 6th.

At 9.45 a.m. took pilot and stood in to anchorage, coming to anchor at 10 a.m. in 5 fathoms of water off the city of Tripoli. The harbor is bad. It could hardly be made a good one as it has a natural foundation for a freshwater. Tripoli is 280 miles from Sicily. Stands on a rocky promontory, the sea washes the north and east sides, while the south and west sides are bounded by a sandy plain which under cultivation the city is surrounded by a lofty wall with bastions on the land side and formidable tiers of batteries on the sea side.
Tripoli.

The city consists of a great many narrow streets lined by mean houses huddled together, without any order whatever. The Pacha's building is large and irregular without the slightest appearance of symmetry. There are six principal and many smaller mosques. The Great Mosque is a handsome and majestic building. The inhabitants of the city can not be approximately determined as it is impossible to take a census. The streets are filled during the rainy season for use during the dry season, but there are no wells.

The harbor is the only good one for several hundred miles along the coast. It is formed by the one on the east and N.E. which forms a natural breakwater. The depth of water is from 10 to 10 fathoms, but near the jetty it becomes very shallow. The current, a wind from the east is very destructive. The prevailing wind is west and north-west, in summer.
Journal of the U.S. S. Enterprise, 3rd Rate

Friday Nov. 7th, 1879

At 3.00 p.m. the Dominion General and Staff paid an official visit to the ship. At 4.30 p.m. got under way and stood out of the harbor bound for Alexandria.

Saturday, Nov 8th.

Wind equally and from the northeast, making from 6 to 8 knots. Under sail, course East-Positive at noon. Lat 33° 12’ N. Long 15° 28’ E.

Nov. 9th.

Wind equally and from 8 to 10 knots, making from 6 to 8 knots. Under sail Positive at noon. Lat 33° 17’ N. Long 17° 58’ E.

Nov. 10th.

Wind hauled to S. and we changed course to S. E. making 8 knots. Positive at noon. Lat 33° 52’ 33’ N. Long 20° 49’ 15” E.

Nov. 11th.

Wind coming out fair in the afternoon, etched a steamer and made sails, making 7 to 8 knots. Positive at noon. Lat 33° 05’ N. Long 24° 01’ 46” E.

Nov. 12th.

Wind died out. At 1.15 p.m. hauled ahead under steam making

7 & 8 bds. 8E X 8E 1/2 E. Position at noon Lat.
32° 33' 11" N—Long 26° 15' 00" E.
Nov. 12th.

At 10:30 a.m. moved head
and plan to Iouza in the harbor
of Alexandria. Offices visited made and
fortified.

Alexandria, Egypt

The sea port and commercial cap-
ital of Egypt contains of 200,000 in-
habitations of whom 8,000 are Europeans.

As you approach the level shores
of Egypt gradually columns rise up
out of the sea, of which the tall plumed
one is Pompey's Pillar. Come after passing
of windmills, then on the left the Pahtis
Palace and Haram then the Strand
and the city of Alexandria. This
city was founded by Alexandria the
Great in 332 B.C. Situated between
the west end mouth of the Nile and
Lake Mareotis, and is connected by the
Rosetta mouth by the Mahimmed Ali
canal, reopened in 1819 by Mrhemet Ali;
it is 45 miles long. The modern city
of Alexandria is built on the Tel-
Lebelaut island of Pharoe.
Alexandria, Egypt

The population of Alexandria is very mixed; besides the native there are Turks, Greeks, Armenians, Copts, Syriacs, Maltese, Jews and Europeans of every nation in such numbers that the gay and bustling atmosphere is one of the peculiar features of Alexandria and the principal means of locomotion through the streets.

Pompey's Pillar, south of the city, a little distance from the Delta. The pillar is 206 ft. square and is about 50 ft. in diameter, below and 7 ft. at the top. It was erected in honor of Diodotus, who laid siege to Alexandria in 276 B.C. for eight years and obliged it to capitulate.

Cleopatra's Needle, an obelisk of the time of the Pharaohs and quite unconnected with the queen whose name it bears. Consists of a block of hard reddish granite; it was probably executed in the time of Thothmes III about the year B.C. 1540. It is 67 ft. 2 in. in height. The statue which was lying down was taken by the English and now the Mameluke is taking this the last one.

Alexandria, Egypt.

At Constr. Emory and St. Schroeder are superintending the transportation of Harbor. Consists of an outer breakwater, beginning near the west end of the island of Pharoe and extending to the S.W. towards Mekë, forming an oblique angle, about 2 miles in length. This makes an harbor of 1000 acres and from 20 to 60 feet in depth. A second pier or mole nearly 1000 yards long protects the inner harbor of 475 acres and averages 97 feet deep. All along this elegant harbor, which is two miles long, there runs a series of fine quays which give excellent anchorage for vessels.

Upon our arrival at Alexandria we had a very short, but heavy shower, otherwise we had a very pleasant sea. The rain in Egypt commenced in 1852 and increases each year much to the advantage of the soil. We found here the Russian frigate Mini, H.M.S. Robert with several Turkish Emirs, carried in flat chutes.
Journal of the H. S. S. Entrepise 3d Rate.

Nov 28th.

At 6.46 a.m. got underway and stood out of the harbor in charge of pilot making between 9 and 15 knots. Positive at noon. Lat. 31° 29'. 20 N. Long. 30° 15'. 01' E.

Nov 29th.

At 11 a.m. had target practice and at 3.50 p.m. anchored off Jaffa. Syria in 10 fathoms of water. H.C. And. S. H. Baker was placed under suspension While here we fortunately had fine weather. The Captain and all the officers who could be spared visited Jerusalem etc. also the sick of the crew.


Jaffa, Syria. Jaffa, 38,000 has a population of 35,000 people. The city is built on a hill dominated by a castle. The harbor is protected by a wall and rocks that make only small vessels can approach the shore in bad weather. It is impossible to land.
Cond. Mr. C. Selfridge, Capt. U. S. N. Convo.

Jaffa. Syria.

The houses are of stone, streets narrow, dirty and badly paved.

This fort is considered the oldest in the world. Herod built his ark here according to Pline the

maker of the chronicle that found An-dermeda war visible in this time.

Her Heroin, King of Tyre, brought the cedar of Lebanon for the building of the Temple.

The House of "Simeon the For-mer" is here where Peter, while praying on the tower top he had the vision I heard the voice commanding him, "To rise, kill, eat."

Jaffa was taken by Napoleon in 1799 after an obstinate and murderous siege.

Thursday, Dec. 14th, 1873.

At 6.05 p.m. called all hands up anchor and at 6.20 got underway and stood out Sound for Beaufort.

At 9.00 a.m. came to anchor of Beaufort in 7 fathoms water. Several of the officers went to Beaufort and smoked.
Journal of the U.S. Sloop Enterprise 9th Rate

Beirut, Syria

Situated on a headland of the Mediterranean, contains about 50,000 inhabitants. The houses are crowded together and the streets are narrow, dirty, and irregular; yet in the suburbs there are many fine houses and gardens. It is said to be one of the healthiest cities in Syria. The place derives its chief industry from the cultivation of the Syrian fig. There is a fine Macedonian and a Damascus which is about seventy-five miles distant. There is no harbor at Beirut and in bad weather it is quite difficult to land. While at Beirut the weather was generally fine.

Saturday Dec 13 1879.

Called "up anchor" and left Beirut at 5 p.m. Sound for Simpson. Weather pleasant, wind light and from the N.N.W.

Sunday Dec 14 1879.

Weather pleasant. Wind light and from the N.W. Under steam, making 7 knots per hour. The Island of Cyprus in sight on starboard side during the day. Position at noon Lat. 34° 38' N. Long. E. 42° 05' E.
Monday, Dec 18th 1879.

Weather: pleasant. Wind light and from the W. At 11:45 a.m. sighted the Island of Rhodes bearing N 55° E.

Position at noon; Lat. 35° 29' 00" N. Long. 29° 09' 41" E.

Tuesday, Dec 19th.

Weather: pleasant during the day. Wind moderate during the day increasing in force during the evening. Position at noon; Lat. 36° 53' 30" N. Long. 26° 44' 00" E.

Wednesday, Dec 20th.

Weather: partly cloudy. Wind blowing a moderate gale from the N 55° E. Running into Cypruna making 7.5 knots against a head wind and sea. At 12:25 p.m. anchored in 8 fathoms of water off the city of Cypruna, having made the passage from Beirut in a little less than four days. A Turkish man-of-war boat came alongside and official the usual civilities. The U.S. Marine paid an official visit to the ship.
Imurca, Turkey in Asia

Imurca, the chief city of Asia Minor, contains approximately 70,000-110,000 people, composed of Turks, Turks, and Circassians of all nationalities. The streets are narrow and dirty, although better (but not much) than most Turkish cities. Imurca is the chief city and home of the Greek race in Asia Minor. It is one of the seven cities that laid claim to being the birthplace of Homer, and is the only one addressed by the Apostle John, which has retained its importance to the present day. Figs are the great article of export from Imurca and they are brought from all parts of Asia to Imurca on camel. The harbor of Imurca is large, but does not afford much protection to vessels, and the port is quiet. Grain, tobacco, and sugar are raised. There is a fine breakwater, enclosing an inner harbor of opposite large dimensions. This was built and is owned by a French company. Most of the merchant vessels

Euphrates, Lake in Asia. 

Enter this river, enter and lay alongside the pier. While at Euphrates the wind blew a moderate gale from the NE for three or four days and it was only with great difficulty that we could land boats ashore. Took in fifty tons of coal.

Tuesday. Dec 23rd 8-79

Weather pleasant and cold. At 11:00 pm got up anchor and stood out of Euphrates Sound. For Constantinople, Wind blowing a strong gale from the NNE at 8 knots in seven knots under pins. Past the island of Philadephia, the ancient Lebe, which contains Athens in learning and the arts, the birthplace of the most celebrated Greek poets etc.

Wednesday. Dec 24th 8-79

Weather pleasant, but equally. Made land and from the NNE at 8 knots sighted the island of Rhodes entering morning watch. This island is celebrated as being the place where the Greeks concealed themselves when they pictured to abandon the reign of Troy.
Journal of the U.S.S. Enterprise 8th Bt.

At 9 a.m. entered the Mancoules and at 11 a.m. stopped off Chalk and 15th on board. She also received permission to proceed to Constantine. 

Thursday Dec. 25th 79.

At 8.45 a.m. sighted St. Stefan light and passed down at 7 a.m. to wait for daylight. At 7 a.m. started ahead and stood in for Constantine. At 8.25 made fast to bow of the city. Officers from Turkish, English, French, Russian, Austrian, and German gun-boat came on board.

Friday Dec. 26th 79.

Weather: Pleasant. Light wind from S. The United States Consul 8 5 Turkish, Mr. Maynard, paid and official visit to the fleet and was received with honor from the Consul of the Turkish guard and the Consul of H.M. O'Reilly Commodore Monthezel, 8th of the imperial Ottoman Navy also visited the ship.

Saturday, Dec. 7th, 1879.

Weather cold and sunny. The United States Consul General, Mr. Arick, paid an official visit to the ship.

Constantinople, Turkey.

This city is the third largest in Europe and contains over one million people, three quarters of whom are Mohammedans, and the rest Christians of different sects. The city is most beautifully situated on the southern entrance of the Bosphorus. On the northern side of the city is the inlet called "The Golden Horn," which forms the magnificent harbor capable of holding the largest vessels.

The streets are all narrow, irregular, and dirty. The Bazaars are the great objects of interest to the stranger. There are no public buildings or other objects of interest except the mosques. The mosque of St. Sophia possesses the most interest to the Christian on account of its history. It was first built during the 6th century by the Emperor Theodosius, but was destroyed. The present edifice...
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Constantinople.

was commenced in the year 531 A.D. by the Emperor Justinian, who employed four hundred architects, one hundred master-workmen and ten thousand masons, and was finished in 537 A.D.

The Mosque is in the form of a Greek cross, 270 feet long by 240 feet wide, and is surmounted in the centre by a dome, the middle of which is 120 feet above the floor. Of the 78 columns of marble, soapstone and granite, many of them were brought from the Temple of the Sun at Baalbec, the temple of the Sun and Moon at Heliothés and from that of Diana at Ephesus. Athens, and the Cyclades. When the Mohammedans obtained possession of Constantinople, their Church was converted into a Mosque and all traces of a Christian Church destroyed.

The Mosque of Solomon the Magus is the most beautiful in Constantinople.

The Hippodrome is one of the most celebrated square sites of ancient and modern Constantinople. It is 900 feet long by 450 feet wide. It
Constantinople.

now contains the granite obelisk from Thebes, set up by Theodrume the Great, the broken pillar of Constantine. Stripped of its gongs but the Zucche, when the city was first captured.

Between these two is the Cephal brass column consisting of three posts twisted together; they originally supported the golden tripod in the Temple of Apollo. The boat used in the Borphone and Golden Horn is constructed very much like a racing shell. It is called a carige.

While at Constantinople the weather was cold with considerable pain and poor snow.

Monday Jan 3rd '79.

Weather: Pleasant. Left my anchor and left Constantinople for Ponsai, at 8:45 p.m. under charge to pilot.

Tuesday Jan 6th.

Weather: Overcast and rainy during the journy, clearing up before night. Wind light from N.W. until the land at 8 a.m. and at 11 a.m. stopped at Church & discharge pilot. Made course
for Piraeus. Under sail and steam making eight and nine knots. Weather equally during afternoon.

Jan 7th.

Weather overcast and equally. Began moderate and from the 14th at 9.00 entered the harbor of Piraeus Greece, and anchored in five fathoms. Officers from the French and Italian men-of-war paid official visits to the ship. Piraeus is the port of Athens, which is about six miles distant. This port has a fine harbor, one of the best in the Mediterranean. The harbor has a very narrow entrance, but outside is large, well protected and deep. We found here the French division of the seventh cavalry of four officers, also an Italian man-of-war and several Greek man-of-war. Visited from Constantinople and the eastern part of the Mediterranean touch here every few days. The English also have a small gunboat here.

Examined

Rev. O. Selfridge

Comm. Comdg.
Jan. 15th 1850
The Russian man-of-war "Neia" came in and anchored about 6 p.m.

Jan. 18th 1850
The King of Greece visited the Russian man-of-war. All the ships in the harbor dressed ship and manned yards.

Jan. 22nd 1850
At 11 a.m. the King of Greece and staff paid an unofficial visit to the ship. After a salute of twenty-one guns upon his departure the Royal Yacht left the harbor.

Jan. 24th 1850
Weather clear and pleasant. Stone Cape from 10° during the afternoon. At 11.30 got up anchor and cloth out of harbor. Found for the Porus. While at Porus the weather was generally pleasant, although we had some rain. Had our usual drill aboard ship, besides sending the Battalion ashore for drill twice or four times.
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Sunday, Jan. 15th

Weather clear and pleasant, with light breeze from W & S W. Under steam, making seven and eight knots. At 8 P.M. came to anchor off Smyrna in seven fathoms of water, with 45 fathoms on port chain. Remained in Smyrna until Saturday Jan 21st, having while there quite pleasant weather.

Saturday, Jan 21st, 1830.

Weather pleasant. At 6 20 a.m. got my anchor up, and stood out of Smyrna bound for Emona. Stopped steering at night and made sail to reduce, but the wind dying out during the evening or started steering again at 10 15 P.M.

Feb. 1st, 1830.

Weather clear and pleasant. Running through the Blerien Archipelago under steam and sail. At one time making 10 6 under sail alone, wind on the quarter. Position at noon Feb 27th 25° 17' W. Eng. 44° 25' 08" At 14 15 P.M. passed Cape Matapan.
Feb 2nd 1885.

Weather clear and pleasant. Wind light and from the NE. Under plain of sail alternately, as the wind was foul or favorable. Steered ESE at great gage in the forecast line, lost part of sail, took a patch overboard and was unable to prevent it. Position at noon Lat 36° 47' 00" N. Long 21° 05' 00" E.

Feb 3rd 1885.

Weather clear and pleasant. Wind light from ESE to S. Under plain all day making seven and eight knots. Position at noon Lat 37° 31' 01" N. Long 19° 40' 00" E.

Feb 4th 1885.

Weather clear and pleasant. At 12.15 a.m. sighted Cape Santa Maria light. Sailed NNE. At 7:30 stopped off the harbor of Messina Sent boat on shore to the Consul's. Received an official visit from an Italian Officer. At 9:30 started ahead and stood NNE of the Santa Island for Messina. Passed Stromboli with calm on the starboard hand during first day out.
Journal of the U.S.S. Enterprise 8th Rate

Feb 5th. 1854.

Weather clear and pleasant. Under sail and steam. Wind light and from the N.W. at 8th position at noon.

Lat. 42° 16' N. Long. 13° 38' 07" E.

Ack Eng. Sec. S. Wilkes placed under suspension for disrespect to Commodore.

Feb 6th.

Weather clear and pleasant. Wind light and from the N.W. Engaged between 9.30 and 11.00 in target practice. The firing generally was very good. Under steam cloths. Running up Peruvian Corica and Elsa during 1st watch. Ack Eng. Sec. S. Wilkes ordered to duty and ordered to confine himself to the limits of the ship.

Feb 7th.

Weather clear and pleasant.

At 10.15 came to anchor in the harbor of Lena and commenced to provide ship. Sent an officer ashore to call on the Consul. The Consul came off and we sent a telegram to the Admiral ordering us to come to Villefranche, without delay.

Left us clear and at 4.41 drew out of Lena bound for Villefranche.
Feb 8th 1846

Weather clear and pleasant. Wind light and from the W. At 2 p.m. sighted Villefranche Light being West.

At 8 a.m. came to an anchor in a gale with 30 feet of chain on 90 feet chain. Found the Russian flagship "Prince Podjansky" Admiral Steamer. Ordered to Come up.

Remained in Villefranche until Thursday, Feb. 19th. On Tuesday, Feb. 17th, took in coal, filling up the bitts. Ensign John T. Parker detached from the ship and ordered to the Wyoming on Feb. 17th. While at Villefranche the weather was mild, but we had considerable rain.

Thursday, Feb. 19th.

Weather clear and pleasant. Light breeze from the South during the afternoon. At 10 a.m. got underway and stood out of Villefranche Sound for Naples. Running along the coast under steam making 6 and 7 knots.

Friday, Feb. 20th.

Weather pleasant. Wind light and from the South. Running down the Italian coast making 6 and 7 knots under steam and for and aft sail.
Journal of the U.S. S. Enterprise 3rd Rate

Saturday, Feb 21st

Weather pleasant. Wind light and from the S.E. Standing in to the bay of Naples during afternoon watch. Exchanged signals with the U.S. S. Wyoming. At 4.15 made fast to the buoy in Naples harbor. At 6 P.M. hauled in and made fast to the west alongside of the Wyoming.

Sunday, Feb 22nd

Weather overcast. Light breezes from S.S.E. All the ships in the harbor dressed ship in honor of Washington's birthday. While at Naples the weather was unsettled, there being considerable gales. Had the shipcock relented from the water line up. Exchanged our little Convolved Rifle for the one on the Wyoming at the urging of the Wyoming's gun boats damaged. A large Blockship's derrick was brought alongside of the two ships and the guns were transported in means of the derrick. Cadet Mclnnis, R.M. Higgins, R.F. Wight and W.P. White reported aboard for duty, having been detached from the Wyoming. We had as race between our 1st Cutter and that of the Wyoming in which we were victorious, winning by almost eight lengths.
Tuesday, Mar 2nd
Weather pleasant. The Wyoming got underway about 7 A.M. and went to sea bound for Bermuda. Arrived ship in town of the 20th anniversary of the ascent of the Czar of Russia to the throne. At 11.00 commence making preparations for unmooring ship and at 4 30 got underway and steamed for Leghorn.

Wednesday, Mar 3rd
Weather pleasant. Light breezes from WNW. Hound of the Atlantic coast making 6 to 8 knots under power and for and off sail.

Thursday, Mar 4th
Weather pleasant. At 8 30 A.M. sighted Leghorn's outermost light. Slowed down the engine and kept off the first waiting for daylight. At 4 30 started ahead and at 6 20 anchored in the harbor in 30 fuses of water. Ran a line out ashore to the breakwater. Found the U.S.S. Quinnto moored in the inner basin, having her shaft repaired.
Friday March 5th.

Weather pleasant. Left air from S.\n
Rec'd official visit from the Right Y Lymore and from the naval commanding the force in and around Lymore. Recalld to the U.S.S. Quinnsbang for ammunition.

Saturday May 6th.

Weather pleasant. Wind light and from the S\n
Ewm. David Beavish detached from this vessel and ordered to the Quinnsbang.

At 4.30 got up anchor and stood out of Lymore bound for Leggie. At 11 P.M. came to in Leggie Harbour with just ancho ordering to be made of chains. Leggie is a small town situated at the head of a large bay, and is the most importat of the Batten naval station. The bay is 5 land locked on three sides and across the month there is now being constructed a breakwater. Here the Batten are continually carriyng on experiments.

We sound two, five to six fathoms depths, including the quillot. The longest man-of-war of the fleet, the day after we arrived at Leggie. First set our 100 ton guns, of which she carries four.

As it was necessary for me to get permission of the dept. of the Navy in order to visit the quillot, and as it would

Gegizia, Italy.
take some time for us to get this permission, the
Captain concluded not to remain here.

Sunday, May 7th.

Weather unsettled all day. At 6 p.m.
got underway and stood out of Gegizia toward
for Villefranche. Making 8 1/2 knots under six sails.

Monday, May 8th.

Weather overcast during first part of
day. At 9 a.m. moved ship in Villefranche
in 12 fms of water with 45 fms on starboard chain
and 60 m in port. Found in Villefranche the Russian
Flagship "Cromis Pojarsky," the Torpedo Flotilla
and the U.S. Flagship "Coutts.

Saturday, May 13th.

Weather pleasant. Rear Admiral C. C.
Howell U.S.N. and staff visited and inspect
at this ship. Passed a very good inspection.

Monday, May 16th.

Weather pleasant. Engaged in coal and
provisioning ship. Took in three months
store. Ens. E. F. Cunningham U.S.N. left the ship
having been ordered to the Tonle Boe and Chica
J. H. Fillmore, P.B. Wilt, T. H. Lee Holcomb and
J. T. Knapp reported on board for duty.
Journal of the U.S. Sloop Enterprise 8th Rate.

Tuesday, March 16th.
Weather: overcast. Transferred several men to the baite and relieved for the return whose times were nearly up.

Thursday, March 18th.
Weather: overcast during first part of day, but fine during latter part. At 8 a.m. found the hoopward bound Guernsey engaged during the afternoon in unloading ship. At 4:00 p.m. called "all hands up anchor" for home and at 5 p.m. sailed out of Villalpanda harbor bound for Hampton Roads.

From Villalpanda to Malaga Spain.
 Had a pleasant run of four days without any incident of note and arrived off Malaga at 7 p.m. Monday, June 22, 1840. Anchored in 7 fms. of water.

Friday, March 26th.
Weather: pleasant. Light breeze from WSW. hoisted anchor and at noon plastered for Gibraltar. At 7:45 p.m. came to anchor in Gibraltar Bay off the Ragged Stil, in 7 fms. of water, with 45 fms. of chain.

Saturday Mar 27th.

Weather pleasant during latter part of day, but thundery rain during the forenoon. H.M.S. Minotaur, Fortunehall, Agincourt and Achilles came in during the afternoon from Lisbon and exchanged official visit with the flagship Minotaur. Coaled ship, arriving 17½ hours.

Tuesday Mar 28th.

Weather unsettled. Got underway at 8.35 a.m. and shook out of the Straits. Bound for Tangier. Anchored off Tangier at 9.30 a.m. in 6 fathoms of water with 4½ fathoms on shroud chain. Received official visit from the U.S. Consul.

Wednesday Mar 29th.

Weather pleasant. Light breeze from N.N.W. At 6.30 called all hands up anchor, and at 7 p.m. started ahead full speed bound for Funchal, Madeira. At 3.30 a.m. took departure Cape Peculiar light bearing S.W. distant 1½ miles. Course 17½ W.
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Thursday Apr. 1st


Friday Apr. 2nd

Weather pleasant. Moderate breeze from N.W. Under sail & pace. Position at noon. Long. 34° 18' 25" Lat. 11° 28' 40"

Saturday Apr. 3rd

Pleasant. Moderate breeze from N.E. Bar. steady Under sail & pace. Position at noon. Long. 33° 27' 25" Lat. 13° 14' 50"

Sunday Apr. 4th

Weather pleasant. Moderate breeze from N & E. At 5 a.m. sighted the Island of Porto Santo and at 5.30 a.m. sighted Madeira from aloft. At 2.45 p.m. came to anchor off Funchal in 2 3/4 fms of water and 12 fms on port chain.

Funchal is the only town of any size on the Island of Madeira. It is situated on the south-eastern coast of the island and contains about 10,000 inhabitants, a great many of whom are English. There is no theater and
Funchal.

Ossels are obliged to anchor in very deep water. It is exposed to the Southerly and South-easterly winds. There is no regular landing place and people are obliged to land through the surf in native boats. The principal products of the island are wine & tea & wool. The weather, while in Madura was generally pleasant. Took in 15 tons of coal.

Friday Apr 9th.

Another equally calm with passing show. Got underway from Funchal at 12.20 p.m. Took departure from Liz Rock and set course S.W. x W.N.W. Made rapid progress during Golden watch, and uncoupled after. Winds light from W. Position at noon, Lat. 31° 32' 0' N. Long. 17° 56' 00' W.

Saturday Apr 10th.

Weather pleasant. Light airs from N.E. Making 5 to 6 knots under all sail. Pitched a few topsails out of for topsailreau at noon, Lat. 29° 59' 00' N. Long 19° 02' 00' W.
Sunday, Apr. 11th.
Position at noon: Lat 28° 35.17' Long 20° 36.20' W.

Monday, Apr. 12th.
Weather pleasant all day. Slight sea and breeze equal. During the evening, moderate breeze from W. Varying to E. N.W. Position at noon: Lat 27° 35.28' Long 21° 05.00' W.

Tuesday, Apr. 13th.
Weather pleasant. Moderate breeze from N.W. Making 6.5 & 8 knot with all sail. Position at noon: Lat 25° 32.08' Long 22° 07.00' W.

Wednesday, Apr. 14th.
Weather pleasant. Moderate breeze from N.E. Making from 5.5 to 5 knots. Position at noon: Lat 24° 16.00' Long 25° 44.45' W.

Thursday, Apr. 15th.
Overcast and drizzling rain during the forenoon, clearing up during the afternoon. Moderate breeze from NE. Position at noon: Lat 23° 12.00' Long 24° 29' W.

Friday, Apr. 16th.
Weather pleasant. Wind variable.
Position at noon: Lat 23° 44.27' Long 31° 03.30' W.
Cond. Mr. W. Selfridge, H. S. N. Comedy.

Saturday, Apr 17th.
Weather pleasant, light breeze, but varying in direction S. E. & E. N. each Pm. at noon.
Lat. 22° 36' 00" N. Long. 31° 54' 00" W.

Sunday, Apr 18th.
Weather pleasant, light breeze from S. E. & E. S. E. making from 4 to 7 knots, under all plain sail. Position at noon.
Lat. 22° 36' 00" N. Long. 34° 55' 40" W.

Monday, Apr 19th.
Weather pleasant, wind light and from the S. E. Position at noon, Lat. 21° 59' 57" N.
Long. 36° 55' 40" W.

Tuesday, Apr 20th.
Weather pleasant, light air from S. E. Making 1 or 2 knots. Commenced condensing. Position at noon. Lat. 21° 46' 00"
Long. 36° 55' 00" W.

Wednesday, Apr 21st.
Weather pleasant and warm, but no wind making only 1 or 2 knots. Position at noon. Lat. 21° 28' 00" N. Long. 35° 54' 00" W.

Thursday, Apr 22nd.
Weather pleasant, light air from W. W. Started ahead under plain at 2 a.m. During the afternoon broke the fog and arrived in the port of New York from New London. Position at noon. Lat. 40° 20' 00" W.
Journal of the U. S. S. Enterprise

Friday, Apr. 28th

Weather—Pleasant. Under sail, a very calm. Wind light and from the N.E. Spoke the British tanker Eliza Shaw of London, from Foo Chow to London, 84 days out. Position at noon, Lat. 21° 22' N. Long. 43° 34' 05" W.

Saturday, Apr. 29th

Pleasant. Moderate breeze from N.E. At 7:30 p.m. stopped steering and uncoupled for anchor. Position at noon, 21° 22' N. Long. 46° 57' W.

Sunday, Apr. 30th

Weather—Gales. Wind variable. Heavy gales all round the horizon to Starboard. Position at noon, Lat. 21° 32' N. Long. 49° 36' W.

Monday, May 1st

Weather—Gales. Wind light and from the N.E. Position at noon, Lat. 21° 45' 30" N. Long. 53° 32' 45" W.

Tuesday, May 2nd

Weather—Plentiful. Light wind from the E. Engaged in painting ship inside. Position at noon, Lat. 22° 10' 10" N. Long. 53° 56' 54" W.
Wednesday Apr. 25th:
Weather pleasant. Wind moderate.
and from E. Course W X N. Position at noon:
Lat 2° 24'. Long 5° 35'.

Thursday Apr. 26th:
Weather pleasant. Wind moderate.
and from the ENE. Painted masts and
Boat. Position at noon. Lat 23° 18'. Long 5°
61'.

Friday Apr. 27th:
Moderate breeze from E. Making
5 to 7 knots under sail. Position at noon:
Lat 61° 40'. Long 23° 58'.

Saturday May 1st:
Weather pleasant. Wind light.
during the evening. Started painting with
four oilers at 6 p.m. Position at
noon. Lat 25° 06'. Long 63° 40'.

Sunday May 2nd:
Weather fairly around the corner.
Steering under full sail. Allowing
officer on watch lighted two extra oilers.
Position at noon. Lat 26° 05'. Long 65° 31'.

Monday May 3rd:
Weather pleasant. Ship under sail.
Engaged in breaking out forward and
after holds. Position at noon. Lat
28° 33'. Long 63° 11'.

Journal of the U.S. Swh Enterprise.

Tuesday, May 4th.
Weather—Partially overcast. Moderate breeze from SE. Shift under sail and planing. Position at noon Sat. 30. 26. 25 N Long. 70. 25. 15 W.

Wind increasing in force.

Wednesday, May 5th.
Weather—Overcast and rainy.
Blowing a moderate gale from SW.
Stopped planing and banked fire about 3 a.m. Under foresail and jib. Heavy rain equalled during the day. At 7 p.m. the wind died out and came out from the N.W. Took in sail and planed planing.
Position at noon Sat. 32. 32. 10 N Long. 73. 37. 10 W.

Thursday, May 6th.
Weather—Pleasant. Light airs from SE, during forenoon. Wind increasing in force and planing to SW during afternoon. Under steam alone. Pumice shift outside pumping ship and getting ready for port. At 9 p.m. sighted Rockie. The light Vessels NW (fair).
Position at noon Sat. 24. 47 N Long. 74. 34 W.

Friday, May 7th

Weather pleasant. Steamed overage from N. & W. & E. At 4.20 am sighted Charleston Light. At 6.20 sighted Cape Charles Light and at 7.20 Cape Henry. At 9.20 anchored in 22 fathoms water. found the U. S. Schooner Constitution in port.

Saturday, May 8th

Pleasant & hot. At 6.30 got off. Sailed along. Tallyhoose came in flying the flag of the City of the Navy. The Chief of the Navy and a party of Congressmen went on board. They and the Constitution during the forenoon receiving a salute of 19 guns from the latter. At 5.20 got up anchor and steamed up the Chesapeake Sound for Washington under charge of Pilot.

Sunday, May 9th

Pleasant and hot. Steamed from S.W. to S. Extent the Potomac about 3.30 a.m. Steam up the Potomac under charge of pilot using pine barks. At 6.08 came to anchor in the force of water off 8. I Naval Arsenal Washington. Ordered out clean launch and sent her up to the Navy Yard.
Monday, May 10th.  
Pleasant and warm, discharged all powder and loaded projectiles to the magazine. Got underway at 5:30 p.m. and steamed up to the Navy Yard.  
Morn alongside the dock under the charge of Pilot North.  

Examined & Approved

Orr. D. Selfridge

Commr. Comdy.
Cond. Thos. O. Selfridge, U. & N.
\[ 90 - \phi = \phi' \pm \phi'\]

\[ d = 90 - \beta, \quad \phi' = 90 - \phi, \]

\[ \tan \phi = \cot \phi' \]

\[ \sin \phi = \sinh \phi', \quad \cos \phi = \cosh \phi' \]

\[ \phi = \beta, \quad \phi' = \phi' \pm \phi' \]

\[ \phi = \beta, \quad \phi' = \phi' \cos \phi \]

\[ d = h - \phi. \]
General Fire Bell, U.S. S. Portsmouth

In the event of an alarm of fire when not in action, the bell will be rung rapidly by the petty officer or petty officer nearest to it, and the drum will sound to quarters. Then, especially stationed will the repair to their stations, all others to their quarters, and officers will impress upon the crew the importance of preserving strict silence.

The fire forward will be indicated by one roll of the drum; the fire aft, by two rolls of the drum; officers of the deck will immediately lower all the anchors and, if the ship is underway, will haul up the courses, raise by the wind of fire is off and before the sound of fire is forward. Hammocks if lost might. If at night each man not specially stationed as fireman, pumpman, or man, stationed another or detailed to carry fire extinguishers or as sentry over the boat will be lashed and carry two hammocks, and after throwing them in water will hasten to the quarters. But three turns of the lashing will be passed.
Executive officer will immediately repair to the seat of the fire and report its contents and character to the Commanding Officer. He will be accompanied by the one-man and crew with fire extinguishers. Carpenter with his crew and such men as may be detailed for this purpose will proceed to cover hatchets and will then report to executive.

Blacksmith of this ship is at anchor. The Blacksmith and Cooper will report to officer commanding First Division and be in readiness to unshackle the chain.

To cover hatchets.

For 16-1/16 from each gun crew will immediately proceed to cover hatchets nearest their division and report to commanding officer under the direction of the Carpenter and then fall in at quarters to spell crew at pumps.

No. 13 from each gun will provide himself with a wet cover or if so directed a wet blanket and form in line on plashboard to the side of gun deck and await further orders.

Hose reel

The Cooper will attend at former...
Those sails to make connections. The Corporals of the Gun Deck and Quarter will attend at those sails for after-funnel. The No. 61, 609, 610, 612, will fore and aft from the mast the two first at the fore last but one at the main and accompany the Executive Officer to the scene of the fire.

First Division. The Officers of the 1st Division will cause the first and second Chalmers of this division to fill the fire buckets and fall in with their lines of water faces from biddie or after-port as the fire may be forward or aft.

The first Loaden & first Officers will close ports, and if guns are loaded will stand by to draw charges and throw them overboard. The men of No. 1 gun's crew not otherwise stationed will prepare ship's offices and buoys for the cable if the ship is at anchor and then form line from the biddie or after-port (as the fire may be forward or aft) with watch deck buckets.
The Captain of Hold, will see that buckets are provided promptly. No. 2 crew will rig and work forward force pumps. The 1st division 2nd Captain acting as Signalman, and No. 7-10-11 & 12 as boom. 1st division act at pumps will also stand by to assist on your deck as for yard and stay tackle. 2nd division.

The officer commanding will cause No. 1 Shellmen to fill fire buckets and fall in line of water passed forward or aft as the case may be situated. 1st Loader & 1st Boxer will close port and stand by to throw charges overboard. The remainder of 2nd division will hold itself in readiness to get up springing cable, provison, or main yard to stay tackle. No. 8 crew at the fore and No. 6 crew at the main. The order verbal order and Boatman's fire will be the signal to get out boats. Let up Boats will be indicated by the snapping of the cable. 2nd division.

The officer commanding will cause the 1st & 2nd Shellmen to fill fire buckets and fall in line of water passed forward or aft as the case may be. The 1st Loader & 1st Boxer will close port and stand by to
No. 5. Crew not specially stationed will rig post force pumps. 1st & 2nd Captains, acting as tugmen and No. 5. 9/10/11-12. As tugmen. No. 6. Crew not specially stationed will assist in lighting along hose to post after pump and also stand by to get up provisions. 4th division. The officer commanding will cause No. 1. & 2. shellmen to fill pie buckets and fall in with line of water-passen forward or aft as the case may be. The 1st. Leader & 1st. Spaniards will close ports and stand by to draw charges to throw them overboard. No. 7. Gun not specially stationed will rig 5 man main force pump. (attaching hose on both decks should fire to blow.) 1st & 2. Captains. 9/10/11-12. Tugmen. No. 8. crew. No. 11. otherwise stationed will assist at main force pumps & stand by to man main yard & stay. 4th division will cover turrets on star deck & in case of fire at night the Captain of each part of the ship will receive and blow hammocks.
Men stationed aloft, as at general quarters, will send down whips for yard and stays and make other preparations for getting out boats or if provision be made if a fire aloft they will send down hauling lines for hose or will also be ready for using fire buckets under hose at the yard arm.

Men stationed on decks will hold themselves in readiness to get spars on cable and assist in cleaning away boats and getting up yard and stay or passing provisions.

The Powder division will assist in covering hatches below, clearing air ports leading along hose, removing the pecs, bringing with bedding to gunwales, the fire, and will be held in readiness to go into the Magazine should it be ordered to draw powder. The men may be formed in two lines on the After deck the line upon one side passing full and the other empty buckets. The men with muskets loaded with ball will be formed in the quarterm deck after the wardroom hatches.
Sentries will be formed selected for their steadiness with be posted at each of the boats fully and will not allow the boats to be lowered, except by order from the Commanding Officer. On the alarm of fire, sentinels at post will will release their prisoners and fall into action. Surgeon and Assistant Surgeon and his assistants will charge the pick to be secured to a place of safety, and will be prepared to destroy or expose any inflammable matter in their department. They will call upon the Office of the Powder division for such assistance as they may require. The Paymaster, the clerk, and yeoman will get together all books and papers and be prepared to send them ashore when so ordered. The Gunner and his mate will light the magazine and will be prepared if ordered to destroy the powder by opening tanks and flooding the magazine. The Yeoman will attend to the for package No. 570 751 will forbid themselves with fire extinguishers and report without delay to the Executive Officer.
<table>
<thead>
<tr>
<th>Place</th>
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<th>Days</th>
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<tbody>
<tr>
<td>New York Yard, New York</td>
<td>Nov. 13th</td>
<td>Wednesday 9:30 A.M.</td>
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<td>New York Harbor</td>
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<td>Gibraltar, Spain</td>
<td>Dec. 3rd</td>
<td>Tuesday 11:05 A.M.</td>
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<td>Villefranche, France</td>
<td>Jan. 14th</td>
<td>Tuesday 12:04 P.M.</td>
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<td>Genoa, Italy</td>
<td>Jan. 25th</td>
<td>Saturday 9:43 A.M.</td>
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<td>Naples</td>
<td>Feb. 14th</td>
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<td>Palermo, Sicily</td>
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<td>Palma de Mallorca, Spain</td>
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<td>Barcelona, Spain</td>
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<td>Toulon, France</td>
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Monday April 17, 1862.

Weather clear and pleasant. Strong breeze from N.W. At 7.10 underway and standing out of Newport R.I. in company with U.S.S. Saratoga bound for Plymouth England. The Saratoga showed herself to be a much superior sailer than last year as she outpaced us royally to gallant windward course before the wind. The wind continued steady and strong all day, making 8 to 10 knots.

Position at noon. Lat 41° 07' N Long 71° 00' 05" W.

Tuesday Apr 18, 1862.

Weather pleasant. Lighter breeze from S.E. and W. Position at noon.

Lat 48° 15' N Long 69° 30' W

Wednesday Apr 19, 1862.
Portsmouth, Comdr. W. B. Hoff, Comdg. Dive, Comdr. in-Chief of Training Squadron.
Monday, April 2, 188X

To the gas and cement store

Went for 75 cts. worth of

in cement, but 10 cts. worth of

in Portland cement. 6 cts.

is a sort of agony and the

lack there is the ground

For the cement I went con

Toward shore and threw all

The next day, 1st inst.

I went out at noon and left

Long. 70° 59' 37"

Two days after 1st inst.

To the Engineers Light

On the 3d instant at noon I

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THIS BOOK DOES NOT CIRCULATE