

report the catastrophe to the department by cable, and to charter a steamer to take to San Francisco the *Vandalia's* crew, and others of the squadron who are sick and disabled. By the *Calliope* I send a duplicate dispatch to Sydney to be forwarded by the United States consul to the department. I have received most valuable assistance from Mataani, who has sent large numbers of men to help in getting the stores and the public property from the ships. The *Calliope*, when she went out of the harbor, carried 90 pounds of steam, making 74 revolutions, and then was just able to make headway against the gale, and when outside, during a period of four hours, made no headway, engines running at full speed. During the excitement, Captain Farquhar showed great care and good judgment in handling his ship through this terrific gale and never left the bridge. He was ably seconded by his executive and the navigating officers, and did all in his power to save the ship. In fact, as far as observed, all the officers behaved extremely well under the trying circumstances, and performed their duties cheerfully, effectively, and as well as could be done. Of the disaster, it is impossible to classify among the incidents those inseparable from the prosecution of duties. Its magnitude, however, gives it a distinguished feature which fortunately the service is rarely compelled to witness. Captain Farquhar has demanded a court of inquiry. No disinterested officers are available here. I therefore respectfully refer the entire matter to the department, and if further investigation is necessary, I should be pleased to have a court of inquiry ordered.

Very respectfully,

Your obedient servant,

L. A. KIMBERLY,

Rear-Admiral U. S. N., commanding U. S. Naval Forces on Pacific Station.

In a second dispatch from the late Captain Schoonmaker, dated on board the *Vandalia*, March 8th, that officer calls the attention of the department to the meritorious conduct of Wm. Fooye, a seaman. A man fell overboard on March 22nd, and Fooye jumped overboard and brought him to a rope, enabling him to get on board again. On the 7th of March, after a heavy blow, with much swell in the roadstead, it was discovered that a rope was foul of the screw, thus disabling the ship, then in an unsafe place. Fooye went under the counter in the heavy swell and succeeded in clearing the line. On the same morning Humphreys, an ordinary seaman of the *Vandalia*, while working the anchors, fell overboard. He could not swim, and would have undoubtedly drowned but for the courage and presence of mind of Fooye, who jumped overboard from the fore-castle, swam to him with a rope, and succeeded in getting him on board. Commander Schoonmaker, in his report, says: "In view of these acts of efficiency and humanity, I feel myself in duty bound to call them to the attention

of the department, and to ask if it will give such reward to Fooye as in its wisdom will be right."

In his official report to Admiral Kimberly, relative to the loss of the *Trenton*, Captain Farquhar, the commander, states that in his opinion the ship has broken in two places. He states it is possible the ship might be floated to a dock with the assistance of the powerful pumps used by wrecking companies, but as there are no facilities of that kind at hand, she will be a total loss. Captain Farquhar says:

"I attribute the loss of the ship primarily to the location of the hawse pipes. I have several times reported officially to the Navy Department." Through them, he further states, the water poured and extinguished the fires, notwithstanding the precautions taken. After detailing the action of the storm on his vessel, Captain Farquhar thanks Admiral Kimberly for his "earnest counsel and for keeping us in good cheer, particularly in our greatest danger by your good example." "During the trying days," he continues, "the officers sustained the reputation that our navy is proud of. The crew generally worked well. Lieutenant Brown, the navigator, was by my side the whole time, and to his excellent judgment at one time the ship was cleared of the reef. Had we struck it, I fear of the 400 souls on board the *Trenton*, none would be alive today."

Captain Farquhar's last paragraph is as follows: "I respectfully demand a court of inquiry."

Commander Mullan, of the *Nipsic*, begins his official report to Admiral Kimberly by expressing regret that he was compelled to beach his vessel to save her from total destruction and to save the lives of his command. He says the vessel had three anchors down and veered to their full scope as far as possible, in order not to collide with either the *Olga* or *Eber*. During the height of the hurricane, and at about 5 a. m., March 18th, the *Olga* fouled the *Nipsic*, carrying away the whale boat, the dingy and port-railing of the poop-deck, bending the davits, etc. About 6 a. m. the *Olga* again fouled, carrying away the hammock-rail, part of the smoke-stack, steam launch and second cutter. Having lost his smokestack, and there being no draft, Commander Mullan says he found it necessary to use pork in the furnaces. When the effort was being made to get the fore-castle gun overboard as an additional anchor, the starboard hawse chain parted and the ship continued to drag toward the reef. Finding it impossible to keep up steam, the commander decided to beach the *Nipsic* in order to save life, so the chains were slipped and the ship beached in front of the United States Consulate. The gig capsized when being lowered and seven men were lost. Lines were then got ashore and all hands escaped. The commander then gives in detail a most formidable and technical list of the injuries sustained by the *Nipsic*. In conclusion, the com-

mander said everything was done that could have been done to save the vessel from total wreck, and the lives of those attached to the ship.

Lieutenant Carlin, commanding the survivors of the *Vandalia*, in his report to Admiral Kimberly says:

The *Vandalia* was prepared for heavy weather, in obedience to signals from the flag ship. When the strength of the gale reached the *Vandalia*, the ship was directly in the course of the *Calliope*, which rendered it injudicious to veer about. At midnight of the 15th the *Vandalia* began to drag, and commenced to steam up with a few intermissions until she struck a speed varying from eighteen to forty-two revolutions. Her engines worked well with the exception of a short time, when the steam ran down to twenty-five pounds, caused by an accident to one of the boilers of the eight and they furnished all the steam the boilers could use. At daylight, Lieut. Carlin says, the vessels were seen in the inner harbor to be in trouble. The *Eber* soon disappeared entirely, and the *Adler* struck the reef. After the *Calliope* put to sea, Lieut. Carlin says, an obstacle was removed from our path, and the feeling that we must go on the reef if it remained where it was was dispelled. Every exertion was made to get into the inner harbor. The engines were kept going until he was convinced the ship was hard and fast. The ship's head swung slowly to the starboard, and she began to fall and the rail was awash. Seas were sweeping over her at a height of fifteen feet. Many attempted to swim, but so many were drowned that the rest were deterred. The commanding officer was washed overboard. About half an hour later they all took refuge in the rigging, where they remained nearly eight hours, when nearly all of them were taken off. The *Vandalia* is a total loss. Her rail is awash and she is filling with sand. There is nothing standing except the foremast. The safe has been brought ashore, but, aside from that, the articles recovered will be insignificant. In conclusion, Lieutenant Carlin says the loss of the *Vandalia* was due to the extreme violence of the gale, the great height and the extraordinary strength of the current, the poor holding ground and the unprotected condition of the small harbor fringed with coral reefs and crowded with vessels.

A dispatch from San Francisco dated April 20th says: The steamer *Umatilla* arrived this morning, eight days from Honolulu, having on board Lieutenant Louis Ripley and twenty-nine injured men of the *Trenton* and *Vandalia* crews, who were left at Honolulu by the steamship *Alameda*, which arrived last week. They were transferred to the hospital at Mare Island Navy Yard this afternoon.

Some people, like the clothes line, are important only because of the clothes that are on them.