"Battle for Roanoke Island" - Handwritten account of difficulties of finding vessels to navigate shallow North Carolina rivers to participate in the battle (February 7-8, 1862) where Brigadier General Ambrose E. Burnside landed an amphibious force and took the Confederate fort. Also includes an account of a storm encountered as the convoy sailed to the battle site.
Before touching upon the part taken by the Naval Force in the reduction of the fortifications at Peanuku Island, it will be interesting to briefly review the contingent of—what shall I call them?—what was ship, but craft which in peculiar character of the scene of operations present upon the Chief of the Army Dept. Not as much was known of the inland water of the A.T. Carolina at our arrival as was known upon our departure; but it was evident enough that only vessels of very shallow draft could cross the Kakahu and Irawa. There was not a force in the whole navy that could meet the requirements of the occasion, and we were forced to buy eight air and lift for the vessels suitable. The work in hand, you all remember was a stupendous one.
Considering the character of the vessel, which the efficiency of the execution found us to be one and not wonder at the dismal prospects foretold. Nell might gallop and sail, too, look ashen as the wave's remorse what mere appearance if our cheerfully characterized as Coffins. Our truth, there was far ours chance of death by drowning than there was of injury from the shot and shell of the gun. One can hardly but think at the nature of reading a modern Perry boat, built like an at full rigging mounting hewn, with engines and bails in the enemy of any stray mishap, and a long to breakfast in a sand fort, till the most invulnerable battery conceivable. And truly the Perry's hand with the Solomon cabins was a target for a blind man. Our guns being brazenly smooth barre 32 pods we were obliged to set to class quarters to make our fire of motion.
We pressed into our ferry boats at that time; people hardly considered drawing for the dangerous trip from NY to Brooklyn. They boats of all ages and fashions, side wheel and screw, little coastering and river steamers hardly fit to voyage from Boston Cape Cod. Thus strangely gathered together this conscripted fleet set out from its station rendezvous officers and some ignorant of its destination, with sealed instructions to be opened on the high seas.

It was the last of the Louisiana which I was attached to becoming one of the ferry boats, the

and I well remember the difficulties and I will remember the difficulties that went with when we encountered the heavy sea in the neighborhood of Hatteras. Three times our town of Hatteras, twice times our town of Hatteras. Please let me say the heavy seas would demolish a craft as completely unsuited for such encounters.
We experienced a feeling of great relief when we finally left the burlap net of the Caper on the reef, and entered upon the passage of the inlet. With a channel continually shifting its passage through the channel was a task of no ordinary difficulty to a pilot in ordinary acquaintance with its varying daily appearance. We discovered our new courses when we gained the

area according with our found

and resting quietly on the sand. But we found our troubles had only

ere we must have a body

came down upon us. A battery of the

fleet was still outside the town with

veral marines. As the storm progressed

in fury it became as if the effici-

crossed the brook to destruction. It was

it had by the fury of the elements rather

than by the promptness of the captain. Glowing

was every định to the faces of the sailors, watching without question. One was heard to say:

the evidence of the happening can

be seen to the occurrence of the happening can

in all sides. The water in all sides

were swimming, the water in all sides

were attacking. One of the officers was

dragging of attacks were flying.
The storm, with all our energies, was directed to the work of repairing damages, a work of no common difficulty with the limited means at hand. But our brave boys came equal to the occasion and all hands had able representatives. We faced our loss by the storm.
At a very early discovery I found the
want of means in such quantity of fuel.

The Bushcraft, and how to construct a
portable channel was next easily pallad.

Without dredging machinery it seems
an impossible task. It was gone.

However, that by running a vessel
firmly anchored at high water the sand
vessels would readily cut away
the sand from under the bottom and
thus, by degrees deepen the channel.

Then by continuing this operation and the
frequent passage of craft with a
large draft as possible a
channel was finally constructed that
would allow the fleet to proceed in a
way.

Bullseye Brannock Colll.