

The Fate of the Sloop-of-War Albany.
OUR WASHINGTON CORRESPONDENCE.
WASHINGTON, Jan. 1, 1855.
The Missing Sloop-of-War Albany—Names of her Officers and Crew.

The Navy Department has just put up all hopes for the safety of the Albany. For over two months no tidings have been received of her, and unwillingly the conviction is forced upon the mind that she has gone to the bottom, with not a solitary person left to tell the tale—ones of those silent, unwatched and fearful dramas which time alone reveals and imagination shrinks from dwelling upon.

We have procured from the muster rolls in the department, the following list of the names of the officers and men on board the ill-fated ship. The list of men is from the last return to the Department, received 30th June 1854. It is not probable any alterations or changes were made previous to her last cruise:—

OFFICERS.

James T. Gerry Commander.
William W. Bleeker Lieutenant.
Montgomery Hunt " "

John Quincy Adams	do.
Henry Rodgers	do.
Robert Marr	Acting Master.
Stewart McCreary	Surgeon.
Richard D. Cowman	Asst. Surgeon.
Nixon White	Purser.
Bennett J. Riley	Midshipman.
William James	Boatswain.
William Craig	Gunner.
James Frazer	Sailmaker.
Bowland Leach	Carpenter.
Scott	Master, Mate.
William J. Bond	do.
Dexter Brigham	do.
Nicholas F. Morris	Captain's Clerk.
SEAMAN.	
William Curtis	John Smith, 1st.
Henry Barret	John Short.
Joseph Wood	David Edwards.
Fredrick H. Decker	James McAlindier.
Augustus Hale	George Brown, 1st.
Carl S. Vaughn	John V. Fierro.
Francis McMulien.	William Barlin.
William Robinson.	William Chasburn.
Aaron Smith.	Henry Vernon.
	Timothy Greenleaf.

James Kelly,
Henry Thompson,
William B. Fargar,
Jeremiah Lynch,
David Brown,
Moses H. Drew,
Hans Thompson,
John Nicholson,
Benjamin Summerton,
Jacob H. Fisk,
William Kemp,
Ephraim Litchfield,
Charles Reddis,
George Brown, 2d,
Samuel Ramsdell,
William Brien,
Christian Bolt,
George Ward,
Alexander Duncan,
Daniel C. Weeden,
Henry Robertson,
Henry Sawyer,
Franklin Knight,
John McDonald,
Samuel Adams,
Michael Kearney,
James Brown,
Richard Bonnal,
George Hart,
James Halcorn,
Thomas Bunton,
William Wood,
Michael White,
Charles Stevens,
James Chulman,
Madison M. Baker,
Richard Murphy,
George Greenlee,
Marion H. Stout,
John L. Thompson,
Thomas Gerard,
John Hunt,
John Williams, 3d,
James Epler,
Frederic Rogers,
John Holt,

Henry E. Reynolds,	George Currier,
Edward Denoue,	Daniel Walker,
John Doolin,	Andrew J. Sundell,
William Quinn,	Samuel Wilson,
William Clark, 1st,	John Owens,
Charles Phillips,	John E. Little,
Gregory C. White,	John H. Master,
Edward F. Tibbitts,	James Hamburn,
David Davis,	Peter George,
John Stamford,	John E. Crotchfield,
Frederick Risk,	Thomas Donohue,
James C. Fog,	William I. Egan,
Henry Scotson,	James Lowd,
Henry M. Cahill,	William Darrell,
William Franklin,	John Frederickson,
James P. Patten,	Edward Ross,
William Martin,	Lionel Watson,
Townsend Minterlie,	John Farrell,
Timothy Nolan,	Peter McCabe,
Francis Rodgers,	Henry Hupp,
James Vanner,	Peter McKee,
William O'righton,	Nathaniel Davis,
John Gosa,	Stephen Morgan,

Thomas Beevee,	Fred. R. Schonfeldt,
Dennis McCrece,	Daniel Bellae,
John Campion,	James Louergan,
William Carter,	Harry Cork,
Michael Euler,	Robert Williams,
Thomas Moss,	Mathew Smith,
James Johnson,	George Roberts,
Lewis Spencer,	Charles Bird,
Stephen Morgan,	Charles Smith,
Giles O'Huan,	Thomas Bennagan,
Patrick Keough,	Joseph Keil,
William H. Dickson,	Henry Pearsall,
Edward Johnson,	Peter Ward,
William H. Belschaw,	John Seavies,
Hugh Crail,	Frank Forman,
Joseph Clarke,	John Morris,
James Anderson,	Joseph Stowell,
Charles Wilson,	Leahon M. Rawson,
James Wilson,	George Smeoks.

MARINES.

Frederick Jahn,	John Leary,
Robert J. Brown,	John Moody,
Michael Coyne,	Isaac Osborn,
James Colgan,	James Wilson,
Michael Casey,	Deane Webster,
Maurice Dunn,	Patrick Gilmore,
John Dunlin,	George Sheets,
Edgar S. Finley,	Robert Allen,
John Morgan,	William Crossan,
Edward Gallagher,	Michael Rodgers,
George Johnston,	Francis Ferguson.
Philip Kayler,	

The Albany was a ship-of-war of the first class, built at the Brooklyn Navy Yard. Her building was commenced in 1843, and she was launched in 1844. She rated as a 20 gun vessel, but like all the ships of her class, carried 22 guns—six 8-inch shell guns and six

teen 32-pounders. Her total cost and repairs up to 1850 amounted to \$117,547. Complement of officers and men, 210; tonnage, 1,054; length, 148.7 feet; beam, 34.4 feet; hold, 17.4 feet.

The following extracts from the official reports of her cruises show her general qualities:—

Maximum draft 17½ feet; best sailing trim varying from 1½ to 2½ inches. Her first and second cruises. "Steers and works readily, rolls easy and pitches heavily, and is very easy on her cables—1547." "The ship is a fine trim for sailing, and has a very great deal of lee way on a wind, under the most favorable circumstances, never makes more than eight knots per hour; rolls and pitches heavily, and requires low sails, and a close trim for sailing." "1840." Previous to this cruise her lower masts had been shortened several feet. Carried the same sail on a wind as the other cruises, but with a lower topmast. Has since undergone some alterations; and by last reports performs "equally well, with a difference of four feet to five feet by the stern, and without a ballast on board. Steers and lies to well, and works as well as the average of ships; stands up well under her sails; rolls deep without straining her rig or rigging." "The logs tell of a very strong wind, and a very free reef. Beat the Decatur, in a trial, on the wind."

The "squating" spoken of in the above report, shows that in a case of wild there would be great danger of her being taken down and thus running down stream to the sea. This, however, was the manner in which the vessel was lost. There is a record that the *Greyhound* had seriously afflicted her, and thus weakened her timbers; but there is no evidence to show that such was really the case.

The probable fate of the *Albany* is dreadful to contemplate—the engulfment of every soul on board—and swells the sepulchral list of the year just passed, already overburdened with its frightful losses.

From the list of vessels in the service of the navy, the list of those which have been lost at sea is not considerable. From the commencement, in 1775, to the

present time, the following are recorded as "lost": Captain
1780—Ship Saratoga, while in command of Captain J. Young, and has never since been heard of.
1781—Ship Intrepid, (a capture vessel,) while in command of Capt. P. Fletcher, foundered with all on board.
1829—Brig Hornet, while in command of Master Commandant John Staps, was wrecked on board, supposed to have foundered in a heavy sea.
1812—Bomb brig Xena.
1813—Schooner Beagle, (purchased.)
1815—Schooner Helix, (purchased.)
1814—Ship Wasp, while in command of Master Commandant John Halsey, with all on board.
1815—Ship Oregon, while in command of Master Commandant Lt. J. T. Shubrick, with all on board, including Master Commandant Wm. Lewis, bearer of despatches from the British Admiralty to the Spanish Government, and Drury. She passed out of the Straits of Gibraltar July 14, and was never afterwards heard from.
1815—Schooner Lynx, while in command of Lieut. J. R. Baldwin, with all on board.
1816—Brig Clippers, crew saved.
1815—Schooner Porpoise, crew saved.
1845—Schooner Grampus, with all on board.
1845—Schooner Grampus, while in command of Lieut. A. E. Downes, with all on board.
1845—Schooner Wildcat (purchased), with all on board.
1825—Schooner Ferret (purchased), with nine of her

1843—Ship Boston, during a squall in the night, all hands saved.
1843—Ship Concord, with her commander, W. Boring, and one of the crew, lost (purchased).
1843—Ship Peacock.
1838—Schooner Sylph (purchased).
1831—Schooner Sea Gull (purchased).
1840—Ship, Trustee, three middlemen and thirty-seven of the crew lost.
1846—Schooner On-lake-y-e (purchased).
1846—Schooner Edith (purchased).
On Lake Ontario during a squall, in 1818, two schooners, the Hamilton and Seagrove, with all hands, except sixteen of the crew of the latter, were lost.
The vessel here "purchased" does not occur the vessels were built by the government of the United States. Where not stated otherwise, no lives were lost.
It will be seen by the list that the Albany, if she has foundered with all on board, is not the first vessel of our navy which has shared a similar fate.
It is supposed that Congress, following a precedent already set in a similar case, will grant three months pay to the crew of these vessels of the Albany, together with the same gratuity to the crews.