

U. S. S. METACOMET,
North Edge of Campeche Banks, November 27, 1864.

SIR: In obedience to your order of November 18, 1864, I towed the ironclad *Manhattan* to New Orleans, and on the 23d instant sailed and cleared the Passes of the Mississippi River at 5 p.m.

I steamed for the most northerly portion of the Campeche Banks, marked "Coral, good fishing." I reached the spot I desired at 10:35 a.m. of this date and stopped the engine to await the coming of some vessel. At 10:45 a sail was reported bearing S. S. W., coming from the direction of the Alacrans. I gave chase. The sea was rough, with rollers. The stranger showed no smoke. At 11:30 I could see her from deck; a long, low steamer, single stack, one mast, apparently very fast, as she determined to cross my course or bows. I gradually dropped in her wake, and at 2 p.m. was astern of her, she throwing cotton overboard very fast. She crossed my bows about 3 miles off. I tried the forward 100-pounder rifle, with my colors set, three times, when I abandoned that plan and settled down for a long chase to Cape San Antonio, Cuba, as I saw she was heading for that point and running well. We were making 18, 19, and 19½ turns, with 36 to 37 pounds of steam. The sea gradually fell, which gave a fine opportunity to test this ship's speed, the log showing 13 knots. At 4 p.m. I opened on him with a 24-pounder Dahlgren. After a few well-pointed shrapnel she came to, not having set her colors at any time and none being found after her capture. She proved to be the celebrated fast blockade running steamer *Susanna*, which the *Tennessee* chased seventeen hours and did not catch. She was from Galveston. Her cargo was originally 270 bales of cotton, one-half of which, I think, the captain threw overboard during the chase. He said he pushed boldly for Cuba, as he supposed his speed would save him, etc.

She is a small, English-built steamer of 350 tons, and was once burned and captured in Florida, her name at that time being the *Mail*. I am towing her to Key West, as she has not enough soft coal to last her to that place and can not burn the hard. I shall send her to Philadelphia unless some law exists prohibiting it. I will send the captain, mate, and cook in her.

I have gained all the information I wish to enable me to be very troublesome to these vessels. I shall hasten off Cape San Antonio, as the *Denbigh* will soon come along. I expect to catch her. I have sent Acting Master H. C. Niels in the *Susanna*, with all proper instructions and a crew whose times are out, directing him to return to this vessel. Captain C. W. Austin, of the *Susanna*, says there is but one vessel, the *Zephine*, formerly the *Francis*, that can beat this ship, and I think he has told me enough to enable me to capture her should she come my way. If rough, get her on a wind or head to it and she is slow, but very fast before the wind and

sea. I see by the chart and learn from these people that vessels going to Galveston "ships shoal light" to avoid the northers and save coal, as they must carry fuel to last both ways.

Very respectfully, your obedient servant,

JAS. E. JOUETT,
Commanding U. S. S. Metacomet.

Rear-Admiral D. G. FARRAGUT, *U. S. Navy,*
Commanding West Gulf Blockading Squadron.