Fears for Two War Ships

THE Kearsage and Nantucket OUT in the Big Gale.

The Corvette Left New-York Last Friday with the Monitor in Tow for Cape Fear River—No Tidings of Them Have Been Received—They Should Be Off Cape Hatteras—Confidence Expressed in Commander Crowninshield—Naval Officers Are Somewhat Anxious.

WASHINGTON, Aug. 29.—Some apprehension is felt among naval officers here that the United States corvette Kearsage, having in tow the single-turreted monitor for Nantucket, may have been caught in yesterday's blow. The Navy Department shares this anxiety, but has no knowledge of the two vessels except that they were last seen this morning to be off Cape Hatteras somewhere.

The Kearsage left New-York last Friday bound for Wilmington, N. C. She had in tow the Monitor in tow for Nantucket, expressly intended as a practice vessel for the North Carolina naval reserves. The orders to the Kearsage directed that vessel to tow the Nantucket to the mouth of the Cape Fear River, and it was expected that the Nantucket was to steam up to Wilmington unaided.

It was calculated that the Kearsage with the Monitor in tow and the single-turreted vessel could make about six knots per hour. At that speed the Kearsage, if all went well, should reach the mouth of the Cape Fear River to-morrow, or, at the latest, next day before noon.

The Kearsage is in command of Commander A. S. Crowninshield. This officer was for several years in charge of the New-York State school of mines. He is the son of the late Lieutenant Henry H. Hosay, who has with him a detail of thirty seamen and engine-room force from the North Atlantic squadron.

The Kearsage, it was said to-night by naval men, is at this moment out in the heaviest blow. The Nantucket, however, is anything but stanch. Naval officers who saw service with the monitors during the late war declare she was the model utterly unreliable at sea. It will be remembered that the original Monitor was lost in a heavy blow off Cape Hatteras when in tow of the Rhode Island Monitor, and that the body of one of the crews was carried away. The danger with the single-turreted monitor lies in their many hatchways and the difficulty of keeping water from entering through the opening around the turrets. The overhang of monitors is not adapted to stand the shock of heavy seas.

It is thought by some naval men to-day that Commander Crowninshield may have sought shelter in the Inlet of the Long Island shore. At no other place, however, can good news be obtained from Norfolk of the presence of the two vessels inside of the Virginia Capes. The weather was very blowy at yesterday, it was thought here. Should make an offshore wind for the Kearsage and Nantucket. In the gale in which the other vessels are now lost, the Nantucket, a single-turreted monitor of the Nantucket class, was saved by being towed into still water behind Cape Hatteras shoals. It is thought, not improbable, that Commander Crowninshield may have been able to obtain shelter in the Inlet of the Long Island shore by selecting the calmest day and night. A day and night, however, would have been less felt by the Kearsage and Nantucket if they were on watch at that station. It is not thought any of that Hatteras.

The offshore blow would make it possible, it was pointed out, for the Kearsage to readily stand out of the Inlet and fight her way back to the room. Should the相反水 vessel could have to and to ride out the gale with perfect ease. Under any circumstances, however, Commander Crowninshield would not hesitate to take off the other vessel in the event of her capture or turn that craft adrift. He feel any apprehension for the safety of the other vessel.

A dispatch received shortly before midnight from Washington, N. C., states that no tidings of the Kearsage and Nantucket have been received there.