

Confederate Sea Raiders

About the “Blue Water” Navy of Our Ancestors!

The almost unbelievable and nearly forgotten story of the handful of bold ships and the daring men, who captured, burned and chased the Union’s merchant marine off the high seas.

By

Compatriot Charles E. Knight



Confederate Naval Ensign

Contents

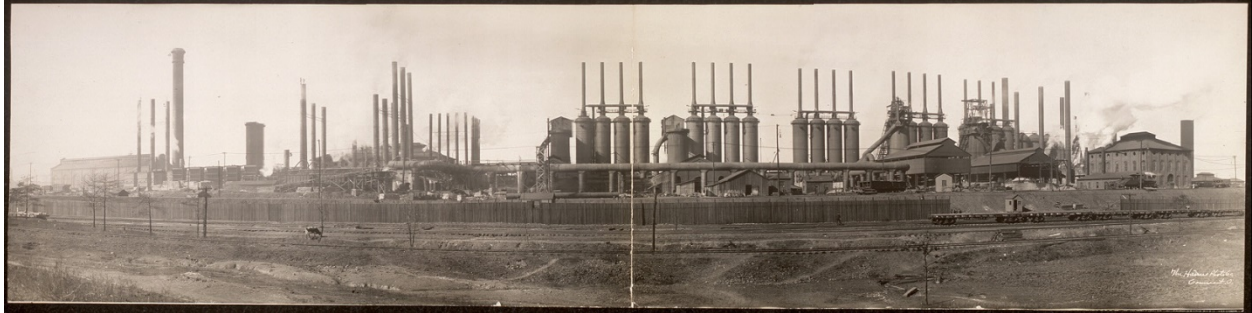
Author's Background and the Reason for the Report	1
General information about the Raiders	5
Details on Some of the Famous Ships and Officers	10
The Effectiveness of the Sea Raiders	33
The Lingering Aftermath	34
Lessons for the Future	36
Closing Remarks and a Call for Questions	
Selected Bibliography	38
Appendix A: Missouri Volunteers on the Arkansas	40
Appendix B: The Whole Confederate States Navy	42
Appendix C: Roll Alabama Roll- A Sea Chantey	55



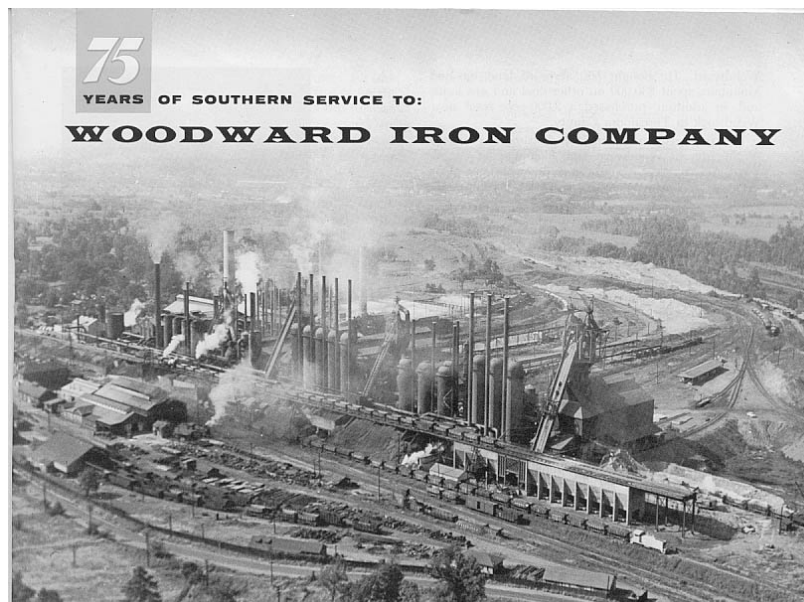
The Stainless Banner (Last Flag Flown on CSS Alabama)

Author's Background and the reason for the report:

I grew up in Bessemer, Alabama in the Birmingham District and well acquainted with heavy industry in contrast with my parents and grandparents who grew up mostly on southern farms. The photographs below, and others like them, depict everyday scenes when I grew up there:



Ensley Steel Works - Birmingham District



One of the places I first visited as a small child was the Confederate Iron Works at Tannehill near McCalla and Bucksville a few miles south of Bessemer. When my family first picnicked there it was a ruin back in the woods. I asked many questions about the ironworks. I was told that iron from these furnaces was used to complete the outfitting of the Commerce Raider

CSS Florida in Mobile Bay and to make huge naval cannon. From then on I wanted to know more about Confederate industry and the Commerce Raiders.

And, as the years passed, I grew weary of hearing people say:

“The Confederate States didn’t have a Navy did they?”



The ruins of the Tannehill Furnace built by Moses Stroup in 1830. (Photo in 1936)

Some years later the McAdory family and many others (who allowed us as friends to picnic there) passed the site to the state. It became a state park. Some blast furnaces are restored now and an Iron and Steel Museum was added to the property. Our family held annual reunions there until my parent’s generation passed away. When John Harris, then program coordinator for the Sterling Price Camp, asked me about giving a presentation I thought: “This is my chance to learn more about Confederate Industry and the Raiders and report on the extent of them to the Camp.”

General information about the Raiders



Stephen Malory-Secretary of the Navy (Shown Above)

Former U.S. Senator from Florida

Chairman of the U.S. Senate's Committee on Naval Affairs

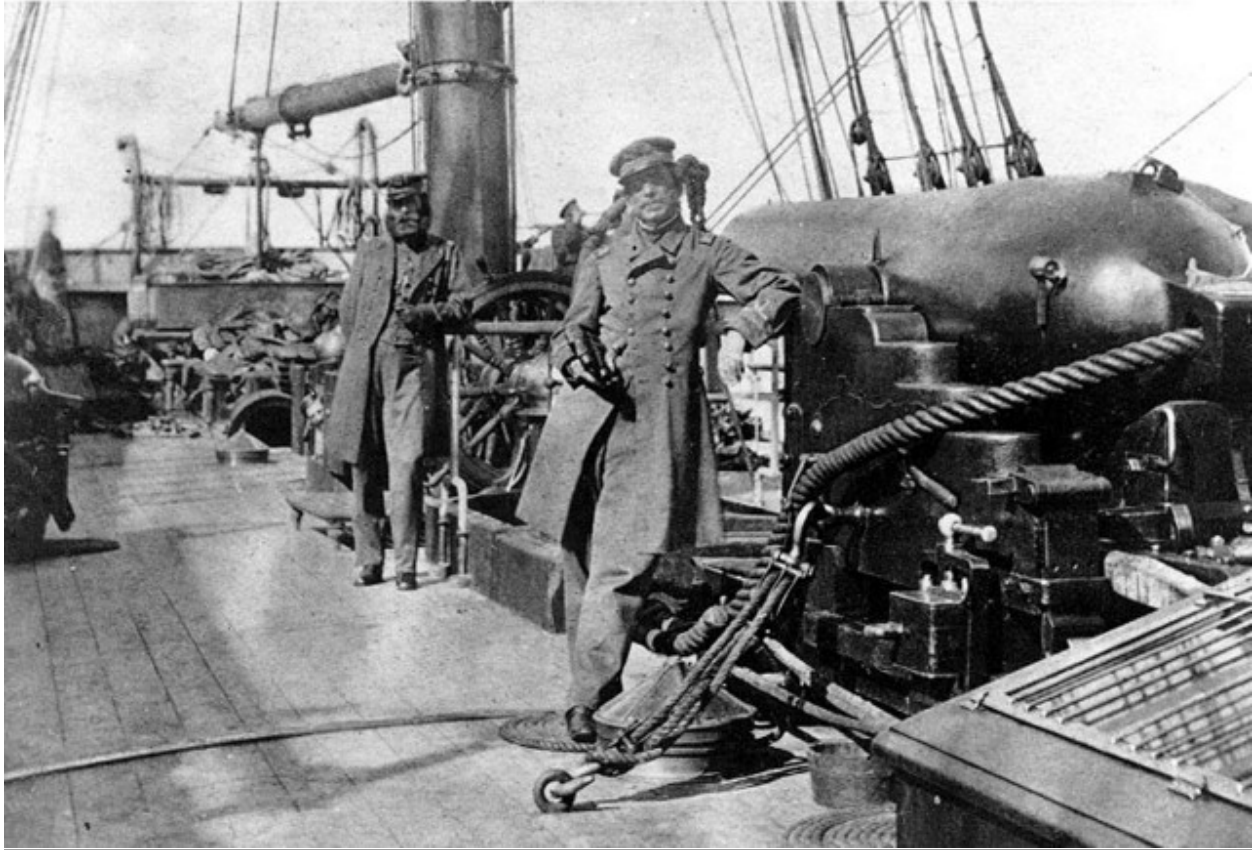
Urged the U. S. to build up its' Navy to match its' Merchant Marine.

His pleas fell on deaf ears.

Appointed by Jefferson Davis as Confederate Secretary of the Navy.

Captain Semmes on the deck of CSS Alabama in Cape Town South Africa Leaning on the 120 pounder (8") swivel gun.

Photo # NH 57256 Capt. Semmes & Lt. Kell aboard CSS Alabama, 1863



Malory met with Captain (later Admiral) Semmes, commander Bullock and senior Confederate naval officers in Montgomery, Alabama.

No hope of matching the Union in numbers of ships or men.

Embraced new technology, daring and cunning.

While working on the Raiders Privateers were licensed immediately.

In addition to the Raiders, ironclad rams and other ships for river/

coastal defense were built or converted in southern ports. Submarines, minelayers and torpedo boats were also planned and built.

Duty One: By using Commerce Raiders the Blue Water Confederate Navy planned to bankrupt New England shippers and force them to push President Lincoln for peace. Raiding did literally destroy or drive the U S merchant Marine off the High Seas and bankrupt shipping firms. Instead shippers screamed for U.S. Navy protection.

Duty Two of the Raiders was to weaken the blockade by drawing ships away from it to hunt for raiders. In the war's early years a big portion of the Union Navy was chasing raiders. At one time over forty Union warships were chasing the CSS Florida alone.

The Third Task Our Navy planned to supplement the Raiders with five large Seagoing Ironclad Cruisers that would break the back of the blockade. Only one was ever placed in Confederate hands.

The most effective ships the Confederacy had were the Sea Raiders.



Two Officers on CSS Alabama by a (6") 32 Pounder

A few **CSA Sea Raiders** were fitted out at home/ most purchased abroad by Commander James Bulloch and the Confederate Secret Service.

James Bulloch Commander CSN Secret Service (Left)
and his half-brother Captain Irvine (Taken in London, England in 1865).

The Union blockade gave unintentional **de-facto belligerent status to the CSA which enabled the purchases.**

Our secret
only
abroad
substance
adhere
each

European
Nation
Great
France



Service could
get raiders from
by skirting the
of and yet
appearing to
to the letter of
country's
neutrality.

Neutrality-- A
contrast- Each
Was Different:

Britain vs
Denmark vs

In British Ports Worldwide all nations could:

Buy arms of any description and hire someone to deliver them.

Buy enough coal, stores and water to reach your nearest home port.

Get storm damage or breakdowns repaired.

Buy ships but not equip them as warships in British ports.

But, you could not recruit any sailors in British waters at all.

Denmark wouldn't trade with you at all. Humanitarian aid only given but ship might be seized.

In France they claimed to be the same as Denmark. However, in secret they would sell you anything and maybe seize it back and make you pay twice. They needed money. (The money paid was from the accounts of southern Tobacco firms.)

Cat and Mouse Game. Union agents were busy trying to stop our efforts and force Europeans to adhere to their laws.

Southern ports had some shipbuilding and dry dock facilities.

Tredegar Iron Works and later Selma Arsenal made large naval guns.

The Gosport Shipyard was burned and abandoned by the North. The

South was able to salvage the hull of the Ironclad Virginia and over

1100 naval guns from the burned Navy Yard. It was retaken by the

Union in 1862 and renamed Norfolk Naval Yard.



The famous racing yacht “America”, shown here in the 1851 Cup Race, was purchased and converted into a raider.

Confederate Raiders were the cutting edge of technology in their day.

The world was transitioning from sail to steam.

Sails for Long Legs and steam for reliability and maneuverability.

Confederate raiders had to be the swiftest vessels afloat so they could both run down merchantmen and outrun Union men of war.

Orders-No Engagement -Confederate Naval strength only 10% of North-.

Stayed at sea by using the water, provisions, coal and stores off

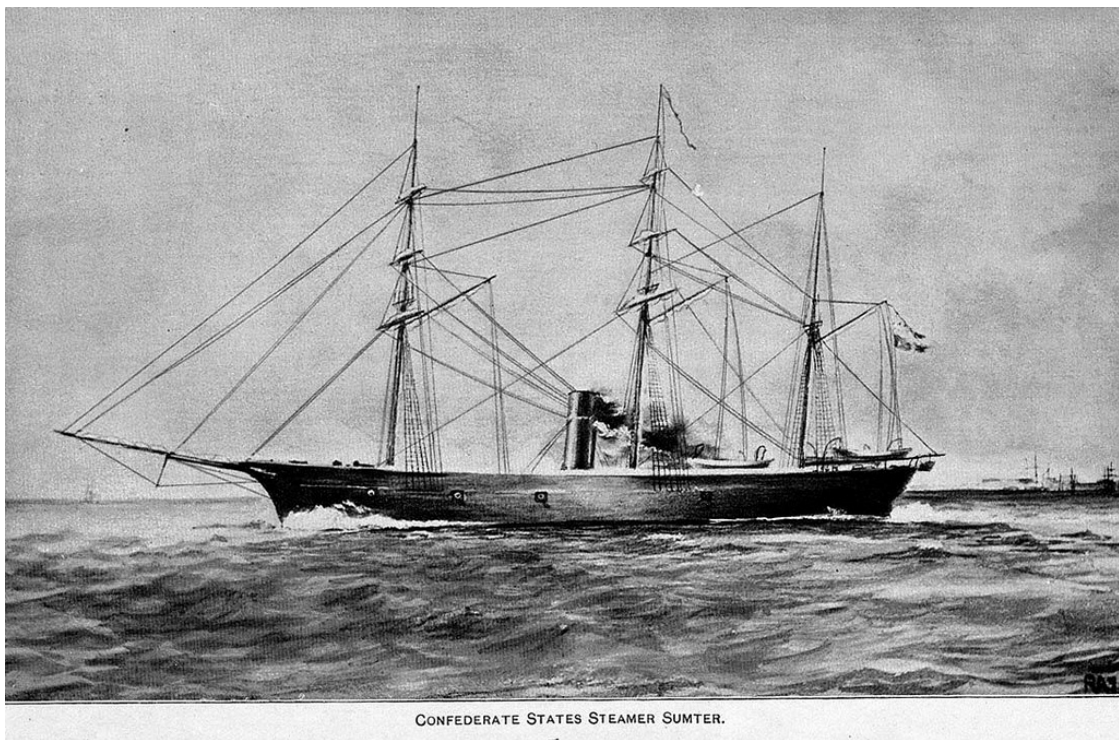
Prizes supplemented by what CSA supply ships could get to them.

Stopping in foreign ports was still necessary but was risky.

Merchantmen were captured by flying the Stars and Stripes or the Union Jack until a hapless merchantman or whaler was under the large Caliber guns of the raider then switching to the true flag.

The Raiders: Details on Some of the Famous Ships **and a few Outstanding Officers**

Each ship, each officer and each sailor was unique and every one of them has a story. We can only look at a few of them in this report.



CSS Sumter The first CSA Raider.

. Formerly “Habana.” Bought by CSA. Fitted out as raider in Algiers-New Orleans. Raphael Semmes commanding. Ran blockade **Took 10**

ships then bottled-up by USS Iroquois at Martinique while coaling. Escaped in storm, **took 6 more ships**. Equipment Failures- put into Gibraltar hoping for repairs. Major facilities not available. Blocked in by USS Kearsarge, Chippewa, etc.; Sumter was sold to private owner. Semmes and officers went to England for eventual command of CSS Alabama.



CSS Alabama 1862-64 (Perhaps the most famous raider)

Built in Birkenhead, Cheshire (Liverpool) launched as the Enrica in late July 1862.

Supposedly at sea for a “trial” only (Guests were on board.) she was met in the Azores by ships bearing her Confederate officers, coal and armaments.

Was refitted at sea as a raider and renamed CSS Alabama.

Captain was Raphael Semmes; her officers were Confederate and her crew was British recruited from the Enrica and provisioning ships at double wages and the promise of prize money.

Her Latin motto translates into “God helps those who help themselves”.

Armed with six British 32 pounder (6") naval smoothbores in broadside, a 178mm (7in.) Blakeley rifle in pivot on the forward deck and a 203 mm (8 inch) pivot gun on the aft deck.

Had two 300 horsepower high pressure steam engines with 30inch bore pistons a telescoping stack and a screw propeller that was lifted when under sail.

Could make 13 knots under sail and 17 (20mph) using both sail and steam.

Made seven expeditionary raids. She was in the North Atlantic, the South Atlantic and the Indian Oceans. She was also in the Caribbean and the Gulf of Mexico.

Sank the Union side-wheel cruiser Hatteras off Galveston, Texas in the trans-mississippi..



Alabama and Hatteras off Galveston

The wind was light and at 3:00 pm on January 11, 1863, Alabama was trying to enter the Confederate port of Galveston, Texas. Having been at sea she was not aware it was now blockaded.

She was spotted by the blockading fleet of five Union warships while she was a distance at sea.

The USS Hatteras a side wheel steam vessel armed with four 32 pounders and a 20 pounder swivel gun was sent to investigate.

With light wind, Alabama could not outrun this steam powered vessel using her engines alone.

The Hatteras caught up with Alabama well after dark. Hatteras hailed the Alabama and the British crewmen answered that she was a British merchantman. The Hatteras then lowered a longboat to take her as a prize.

In the dark Alabama had prepared for a fight. Catching the Union vessel by surprise Alabama ran up the Confederate flag, identified herself and opened fire. Hatteras returned fire but Alabama's superior firepower sank the Hatteras in 13 minutes.

Alabama then rescued and captured the Union crew, Two Union sailors were killed, five wounded and 118 captured. Five Union sailors escaped in the dark in a longboat.

Two Confederate sailors were wounded. Alabama repaired her light damage as she sailed away.

Until 1864 She always outwitted her pursuers and vanished like yesterday's campfire smoke whenever she was spotted.

Alabama captured or burned 65 Union merchantmen.

Was at sea 534 days of her 657 day existence.

Boarded over 450 vessels and took over 2,000 prisoners. She never lost a single life from her crew or her prisoners during raiding operations.

June 1864 after nearly two years at sea she put into Cherbourg, France for repairs and refitting. Her copper bottom plates were fouled, loose or missing. After two years at sea her shell ammunition and gunpowder were ineffective. She needed a complete overhaul including her engines.

Battled in by the newly refitted USS Kearsarge, with 6" chainmail armor and two 11" Dahlgren's for main guns. Semmes knew there would be no time for repairs before others reinforced it. He decided to fight and sent Captain Winslow a challenge.



Alabama was sunk by Kearsarge off Cherbourg

Raphael Semmes was picked up by a British yacht and returned to the South through Matamoros, Mexico. He was later made an admiral.

What if ????



An 8” 100 Pound Defective Unexploded Shell from Alabama Lodged in Kearsarges’ Steering Post. It took five crewmen to man her helm after it hit.

[CSS Alexandra](#) (Seized twice by the British: never really in CSA hands)

[CSS America](#) - (Memphis??) A famous racing yacht (America’s Cup)

bought by CSA to be used as a raider/ blockade runner, scuttled at Jacksonville. Later raised by the Union. She was destroyed by a fire in 1945.

[CSS Chickamauga](#) - **7 Ships** (Tallahassee’s sister) English built, bought by CSA

As a blockade runner; refitted as a raider; Capt. Wilkinson captured several ships. Defended Fort Fisher. Burned by CSA in Cape Fear River 1865.



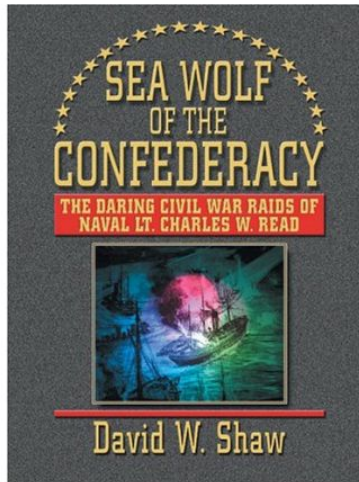
CSS Florida (A famous Raider)

1862-64. Built in Liverpool. Fitted out at sea but unable to defend herself. Gun deck attachments intercepted by Union spies.in the Bahamas. “Loose Cannon”.

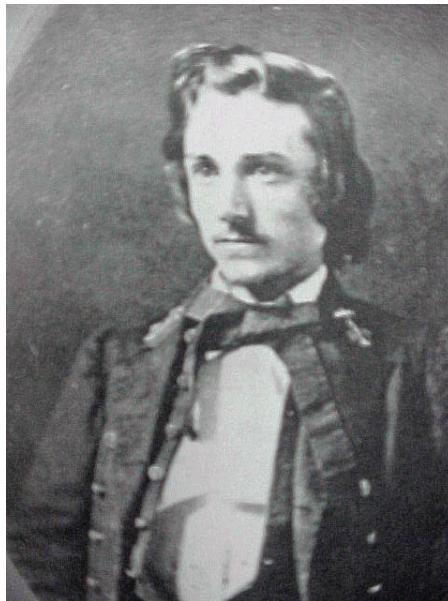
After Crossed Atlantic-Captain John Maffitt and the crew came down with yellow fever and were quarantined in Havana.

With only 4 effective crew members and unarmed she ran the blockade into Mobile.Bay. Her fitting out was completed under the guns of Fort Morgan.

Lt. Charles W Read was a Famous Confederate Naval Officer who **Served on Florida** and in many other capacities.



The Biography of a Bold Confederate Sea Raider



Read was one of the more than 300 former USN officers who resigned their US commissions and offered their services to the CSN.

His home was Sartartia, MS.

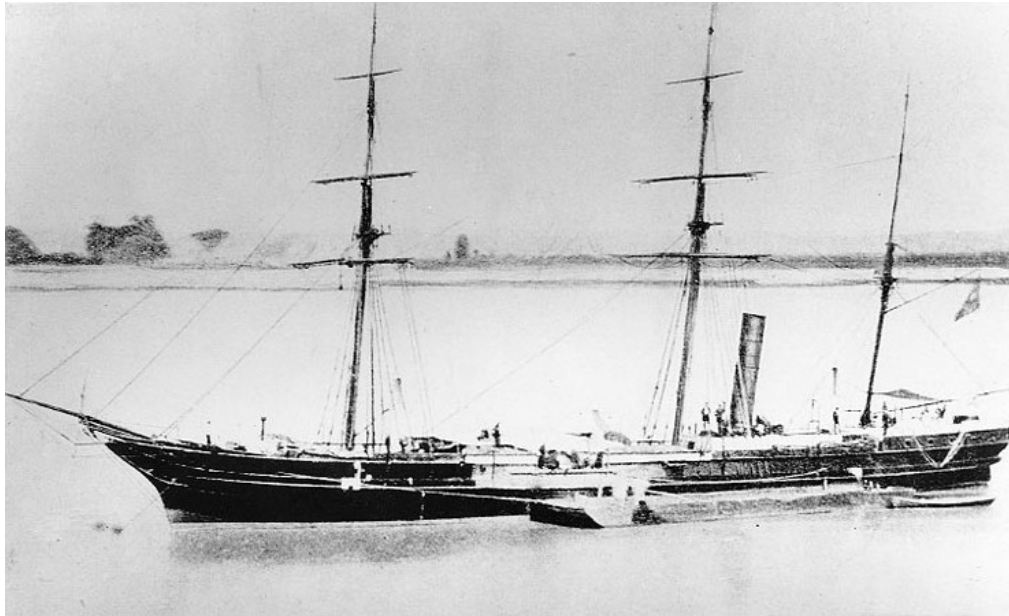
Appointed to Annapolis at 15 he was 19 when he graduated in June 1860.

At the U S Naval Academy he graduated last in his class.

He did best in hands on activity gunnery/ seamanship/navigation.

A Glance at His Career before he served on Florida:

Read first served CSA in the defense of southern ports and other duties.



CSS MacRae (Was classified as a gunboat)

His first action as a CSA ship's captain came in April of 1862 when he assumed command of the CSS McRae a Gunboat after Captain Huger was mortally wounded.

He fought the ship until she was beached, disabled and on fire.

Under flag of truce he then rigged sails and took 200 wounded Confederate soldiers through the blockade to be hospitalized in New Orleans. He supervised the destruction of the McRae in Algiers, LA and reported for duty elsewhere.

The book picks up his career on the CSS Arkansas. an ironclad ram on the Yazoo River north of Vicksburg.

He was the stern gunnery officer in charge of two 6.4" inch rifles.

Gen. Van Dorn asked for volunteers to fill out the missing crew. Missouri artillerymen answered his call.

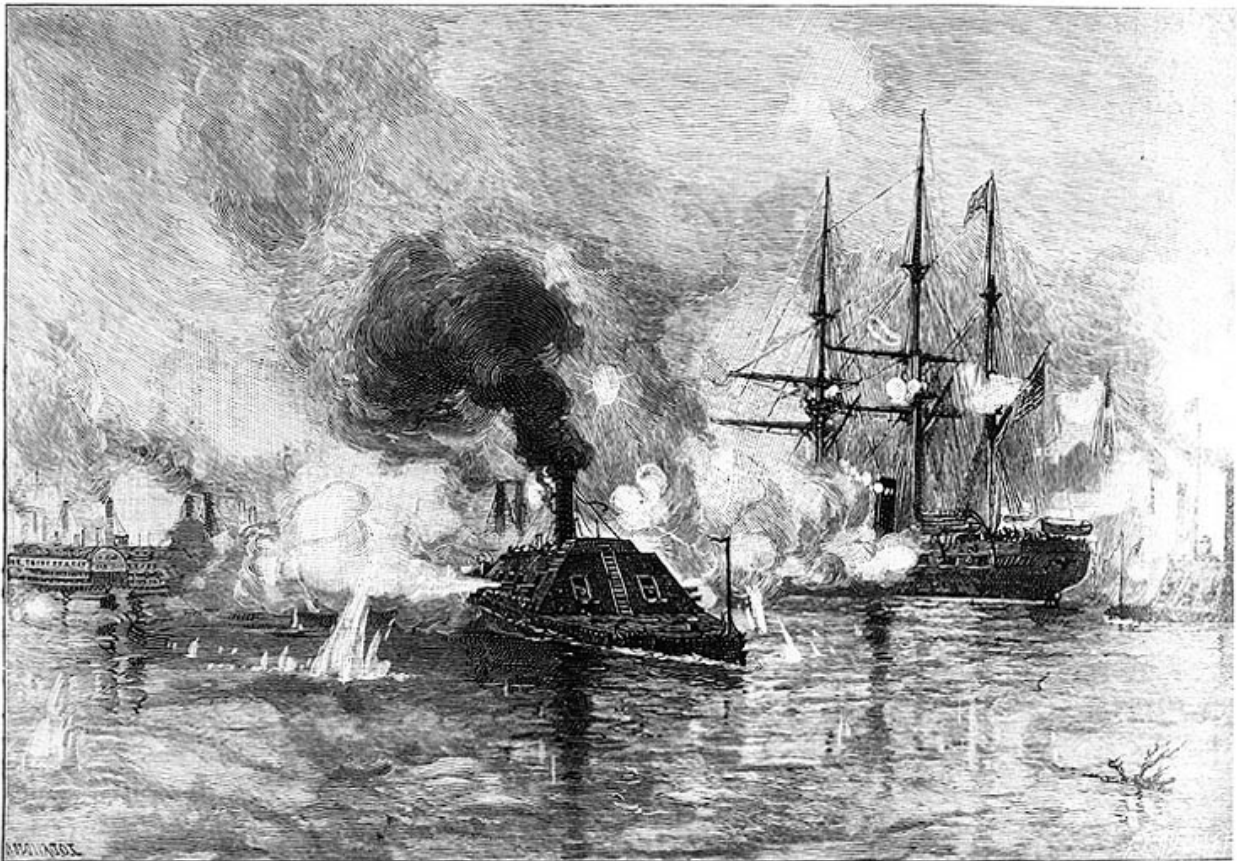
(Pass out Missouri Volunteers). See also Appendix A

Engaging three ships, the Arkansas blasted out of the Yazoo.

She then took on the whole of Adm. Davis' combined fleet sinking an ironclad and badly damaging wooden ships on the way to Vicksburg.

Because her engine repeatedly broke down the captain and many crewmen took shore leave awaiting repairs. .

Photo # NH 73378 CSS Arkansas running through the Union fleet, 15 July 1862



THE CONFEDERATE RAM "ARKANSAS" RUNNING THROUGH THE UNION FLEET AT VICKSBURG, JULY 15, 1862.

Arkansas second officer (Stephens?) was ordered by Van Dorn to steam downriver engage Farragut's fleet and support Van Dorn's troops at Baton Rouge. And, after Baton Rouge, the Arkansas was to proceed through two blockading fleets to Mobile to protect the port there.



6.4-inch banded rifle, the weapon type used as the bow pivot gun on the CSS Ivy. Note the 100-pound conical projectile at the right rear of the gun carriage

6.4” Brooke Rifle – 11,000 pound barrel could accurately hurl a 100 lb. projectile 4 Miles and pierce 5” cast iron armor.

The four 6.4 inch rifles were the Largest guns on the Arkansas.

As the Arkansas engaged the Yankee fleet at Baton Rouge her armor was damaged, the stack was shot away reducing the engine to one quarter power. Then the engine pins sheared again and the engine failed.

Lt. Read was ordered to abandon ship and escape. Read was captured and later exchanged. Several of the crew were killed and wounded.

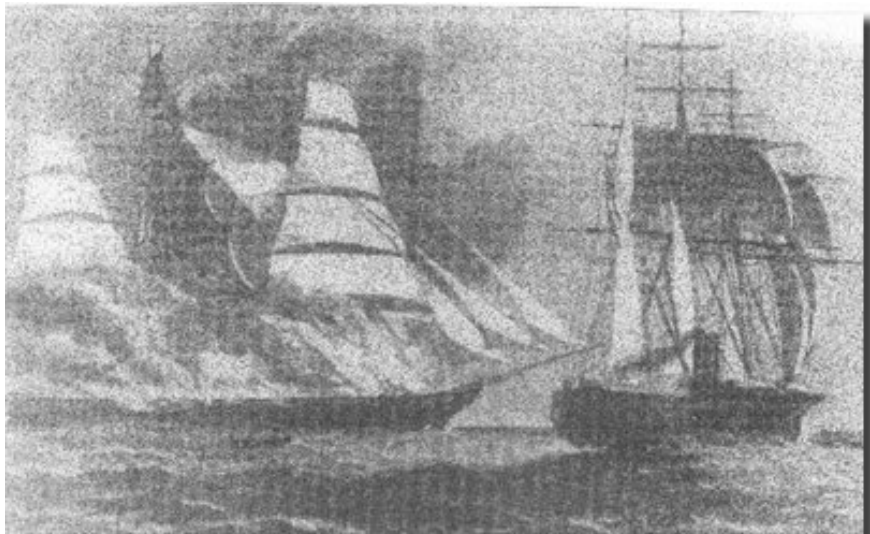
Unable to steer without power Arkansas was mined, set adrift and set on fire by her captain who swam to shore as Arkansas drifted down among the

Yankee fleet to explode. Because of the presence of the Arkansas and low water the Union fleet left Vicksburg and capturing the city shifted from the Yankee Navy to Grant's soldiers.

Lt. Read then joined the crew of the Raider CSS Florida as she was being fitted out in Mobile Bay in the fall of 1862 at the specific request of her Commander Lt. John N. Maffitt.



After crew was brought up to full strength. Florida ran blockade Jan. '63 took 22 prizes.



The Clipper "Jacob Bell" being burned by CSS Florida. A 1.5 million loss.

Raiders connected with Lt. Read and highlighted in red.

CSS Clarence (Coquette) A merchant Brig captured May 6, 1863 by CSS Florida off Brazil & turned into raider with one gun. Lt. Read was put in command with 21 sailors. Planned to raid Hampton Roads. That turned out to be impossible.

After making phony “Quaker” cannon out of a spare mast, cut gunports, etc. Clarence took six ships going up the New England coast including Tacony a much better ship. Clarence was burned and the crew transferred to the Tacony.

CSS Tacony Tacony took 16 ships: the last one the fishing **schooner Archer**. Captured Union sailors put ashore by longboat spread the alarm. Tacony became too recognizable and was burned. Lt Read and the crew crowded into Archer for a raid on Portland, ME.

CS Caleb Cushing A sail powered U S Revenue Cutter stolen from Portland, and blown up by Captain Read in an escape attempt. The wind died and after a short fight Read and crew were captured by steam powered ships.

CS Archer Archer with a skeleton crew was also recaptured by Union in escape from raid on Portland, ME.



Read made several escape attempts and later commanded a flotilla of torpedo boats on the James River and the “Cottonclad” CSS William H. Webb.

After putting Read on the Clarence, Florida continued on her way and later put into Brest, France for repairs.

August 1863. New Captain, Morris ran federal blockade out of Brest and took 11 more prizes.

In October, 1864 Florida arrived in Bahia, Brazil. Captain/ crew took shore leave after 15 months at sea.

USS Wachusett entered Bahia violated Brazilian neutrality by boarding Florida at night overpowering skeleton watch and towing Florida out of port.

Brazilians fired on Wachussett as Florida was towed to sea. Florida was taken to Norfolk.

Brazil sued for breach of neutrality; An international Court ordered Florida to be returned to The CSA.

Then, Amazingly She was “**accidentally**” rammed by a Yankee troop ferry and later sunk “**when all pumps simultaneously failed**” while anchored off Newport News, Va.

Many artifacts from CSS Florida are in the Virginia Mariners Museum.

CSS Georgia Built in Scotland as the merchant vessel “Japan”. Bought by CSA. Capt. Maury captured vessels in N. and S. Atlantic. She developed serious engine problems. Sold in Cherbourg, France

CSS Georgiana Built in Scotland. Unarmed she sustained heavy damage running blockade into Charleston. Then was scuttled by CSA.

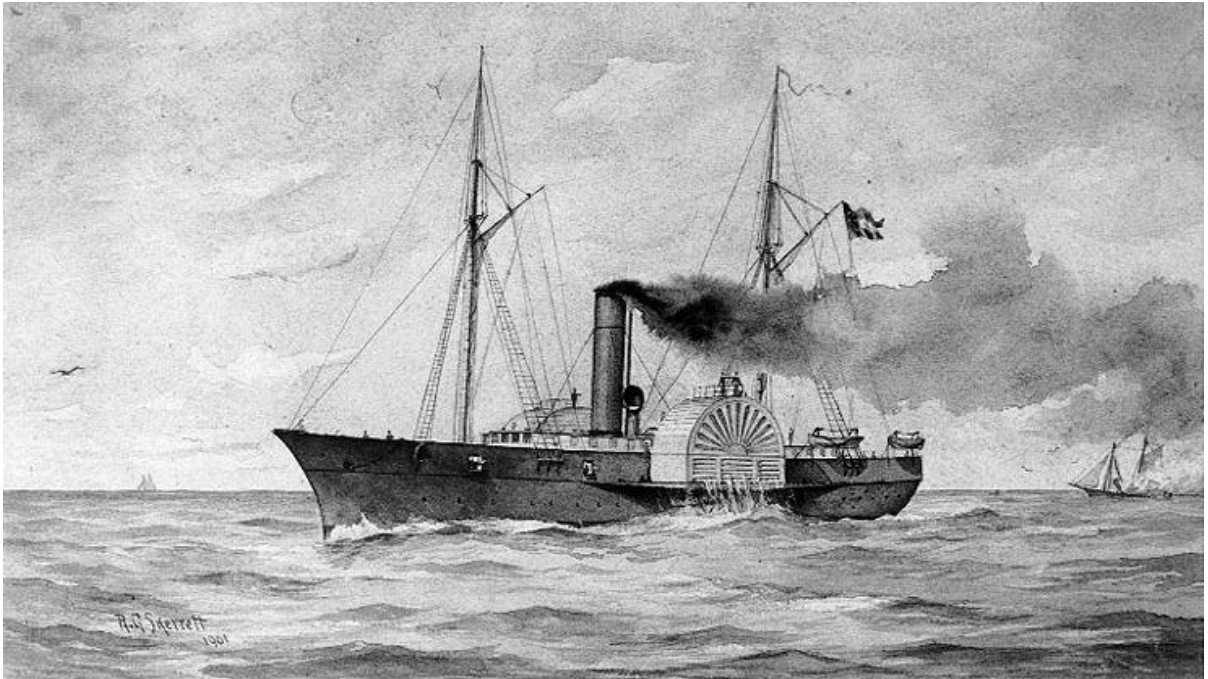
CSS Lapwing (Bark seized by CSS Florida, armed and later burned.)

etc.

Renaming Ships to confuse the Yankees into looking for several ships when there was only one.

CASE IN POINT:

CSS Nashville (Thomas L. Wragg), (Rattlesnake)



Yankee 1221 ton side wheel steamer. Seized at Charleston and converted to a light cruiser. Made one run under Confederate flag; captured two ships; was sold as a blockade runner (**Thomas L. Wragg**) ; but draft was too deep. Sold again as privateer. (**Rattlesnake**) Nashville ran aground and was destroyed by monitor USS Montauk.

CSS Rappahannock HMS “Victor” sold to CSA in 1863. Had machinery breakdown in English Channel. Put into Calais, France for repairs. Detained by French for war’s duration, then given to U. S. Gov’t.

CSS Shenandoah (a famous raider)



1864-65 Launched “Clydeside” in Glasgow, Scotland as merchantman “Sea king.”

Sold for the India spice trade she was secretly bought and then fitted out as a raider off Madeira by the CSA.

She only had about half of her needed crew. Captain Waddell’s **orders were destroy the Yankee’s Pacific whaling fleet.**

Sailed down the South Atlantic and into the Indian Ocean taking nine prizes. Seven were burned two bonded out with prisoners.

In January of 1865 she docked at Melbourne (Williamsport), Australia for supplies and repairs to the cracked brass collar of her propeller shaft.



Captain Waddell

While there she picked up 40 “**stowaways**” who helped fill out her crew. These southerners were there for a gold rush. Upon learning the whalers had been warned of her presence she headed for the North Pacific. Waddell made allies of the people of the Eastern Caroline’s on the way and Shenandoah was able to destroy four whalers in that area.



Micronesian Stamp in Honor of Shenandoah

The crew was also beefed up with about 40 Hawaiians (Kanakas) living in the Caroline’s. Shenandoah took only one prize In the Sea of Okhotsk then headed through the Bearing Strait and into the Arctic Ocean. While taking 22 prizes

there she fired the last recorded shots of the War for Southern Independence.



Shenandoah Destroying Whalers in the Arctic Ocean

Her mission completed she headed south for a raid on San Francisco, California. While coming south she captured two more U.S. merchant ships. They had newspapers stating that Richmond had fallen and Lee had surrendered, but they also said President Davis had called for guerrilla warfare. Continuing south they encountered the British ship Barracoutta and learned the war was indeed lost. The Shenandoah was then disarmed. Knowing that the Union forces considered them pirates to be hung on sight they decided to sail around Cape Horn and back to Liverpool and surrender to the English in doing so they circumnavigated the globe.



Yankee cartoon Making Fun of Captain Waddell for Fighting Six Months after the War Ended

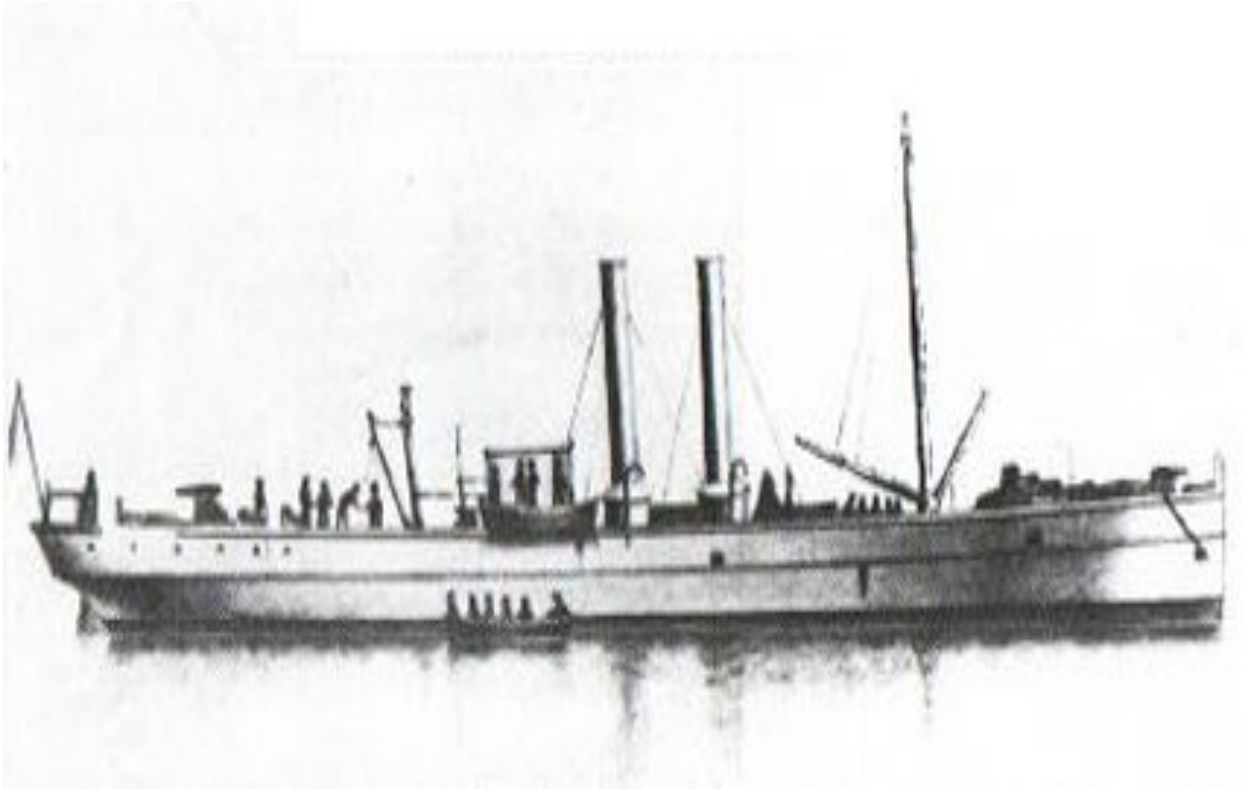
Pass Out

Francis Thornton Chew, Biography of an officer on Shenandoah:

(1860 *U.S. Census* shows state of birth as Missouri); citizen of, and appointed from, Missouri; previous service in the United States Navy, as midshipman from September 21, 1859; original entry into Confederate States Navy, May 8, 1861, as acting midshipman; served on the *Richmond* station, 1861; later on the *Savannah* station, 1861 – 1862; served aboard the *CSS Resolute*, and was involved in the defense of Port Royal, South Carolina, November, 1861; served aboard the *CSS Louisiana* on the Mississippi River, 1862; given permission by his immediate commander, John K. Mitchell, to abandon the vessel and to try and escape capture, but was captured and paroled; appointed master in line of promotion, October 15, 1862; served on the steamer *CSS Palmetto State*, Charleston station, 1862 – 1863; appointed 1st lieutenant, Provisional Navy, to rank from January 6, 1864; service abroad, 1864; served on the cruiser, *CSS Shenandoah*, 1864 – 1865; a rather humorous incident is related in the deck log of the *CSS Shenandoah*, under date of June 10, 1865, in which Chew had dropped his cap overboard, and in which a boat was

lowered to pick it up (privileges of being an officer?); settled in Mexico after the war, but returned home to Missouri in 1866; resided as a railroad freight agent, in 1880, with his wife, Mary, and two children, at St. Louis, Missouri. [1860 U.S. Census; 1880 U.S. Census; ORN 1, 3, 785; 1, 12, 298; 1, 13, 619; 1, 18, 299 and 2, 1, 321 & 322; Register 1862; Register 1863; JCC 4, 122; Alabama Claims 1, 974; CSS Shenandoah Deck Log; Whittle 43, 188 & 239.]2;

CSS Tallahassee: Formerly English built blockade runner
“Atalanta”. Captured 55 Ships + 6 More as Olustee
had Four Names





Under command of **Comdr. J. T. Wood.**

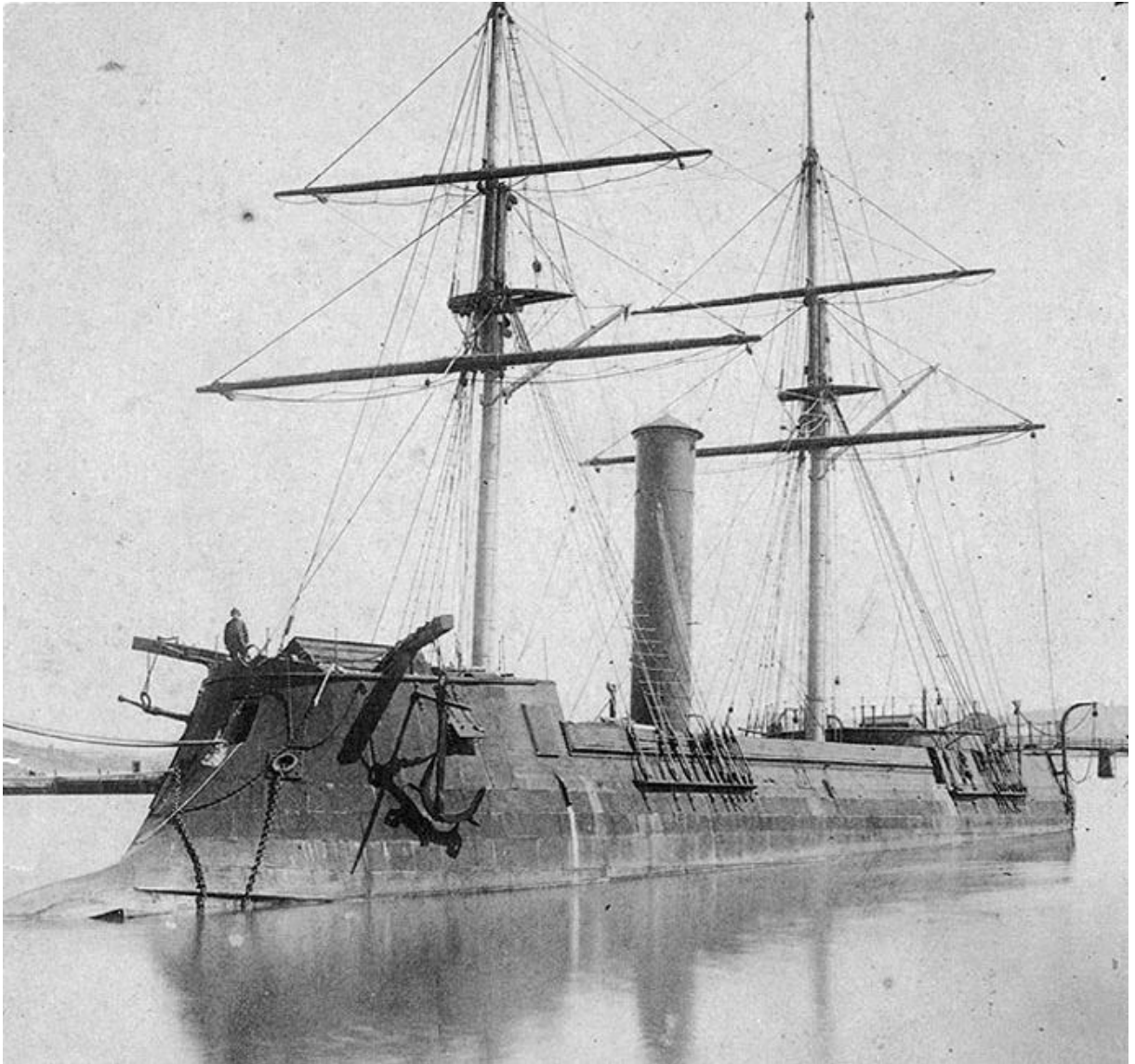
Ran blockade out of Wilmington, NC August 1864. Raided New England waters for 19 days. Destroyed 16 ships, bonded or released several more. Unable to capture or buy coal returned to Wilmington.

“Olustee” (Tallahassee war renamed after a Confederate victory)

Renaming ships and switching captains kept the Union Navy confused as to true CSA Strength and weakened the blockade by having union cruisers leave it to hunt non- existent ships. New Cmdr. Wilkinson ran blockade again. Suffered damage, captured six ships off Delaware. Returned to NC for coal. She thwarted USS Sassacus and six other U. S. ships to re-enter Wilmington.

“Chameleon” Olustee was renamed and had gun batteries removed. Sailed to England in 1865 so Commander Bullock could refit her, but was seized by the British.

CSS Tuscaloosa “Bark Conrad” was captured off Brazil by CSS Alabama in 1863 and renamed. She was fitted as a cruiser. Mounted two guns, commanded by Lt. Low off the Alabama and with a crew of 15 men. She captured a ship & discharged the cargo in South Africa. Sailed to Brazil but was not allowed to purchase supplies. She then returned to South Africa only to be seized as an “uncondemned prize”. Since the owner did not pay the prize money; she was given to the U. S. . .



CSS Stonewall

A 1390 ton ironclad ram with 10" rifled guns and 5" armor built in Bordeaux for the CSA and then embargoed and sold to Denmark. The Danes would not accept delivery and then the builders secretly sold the Stonewall to the CSA. Forced by a storm into Ferrol, Spain an attempt was made by the USS Niagara and Sacramento to blockade her in there. These wooden ships were no match for the Stonewall

and had to flee from her to keep from being destroyed.

Unfortunately, by the time she reached Havana the war was over. She was sold to the Spanish. After the war she was sold to the U. S. and then sold to Japan as the **Kotetzu**. After 1871 she was refitted and re named **Azuma**.

The Stonewall was the only one of the five large ironclads under construction for the CSA as the war was ending that made it into Confederate hands. The Japanese Captains and Admirals that destroyed the Russians at the Tsushima Straights in 1903 all trained on **Azuma the former Confederate cruiser**.

The Sea Raiders Effectively Ruined the Yankee Merchant Marine!

The raiders destroyed over 257 U. S. merchant vessels. They caused over 800 more U. S. merchant ships to seek the protection of foreign registry or to be sold at a loss to foreign merchant fleets.

Insurance costs for U. S. vessels tripled. No one would ship in U. S. bottoms because of insurance costs and the fear of losing cargoes. Economic hardship hit New England right in the pocketbook. Neither merchantmen nor fishing vessels were safe. Unemployment among sailors zoomed and bankruptcies were rife among shippers. The raiders were only partially successful in stemming the flow of imports to the Northern war effort and weakening the blockade.

The Lingering Aftermath

Unfortunately our U. S. Merchant Marine has never recovered. At the war's start the U. S. was first or second best in the world. After the conflict Britain was first and the U.S. about fifteenth. This lack of a large merchant marine has handicapped The United States in every war we engaged in since 1865.

The U.S. and the British came close to war after the Confederate surrender. Britain used the war to destroy the rival U. S. Merchant Marine and wanted the Southern States under her control again. The Yankees hated the Sea Raiders and labeled them all pirates.

Raphael Semmes was a case in point. After Richmond fell he took all the movable guns off the James River Squadron and formed his sailors into an artillery brigade. He then commandeered two trains to transport them on and joined Gen. Joseph Johnston in North Carolina as a Brevet Brigadier General. He was paroled along with General Joseph Johnston's troops when they surrendered to General Sherman. Yet, he was arrested later for piracy and treason. The piracy charge was bogus because he was an officer of the Confederacy and strictly followed international law. If they had tried him for treason there was the large possibility that the U. S. Supreme Court would rule that the secession of the Southern States was legal under the U.S. Constitution thus negating what had been achieved (illegally in this case.) at bayonet point. So, they accused him of the mistreatment of prisoners. They called witness after witness for four months but none could or would swear they were mistreated because none were.

Admiral Semmes was later elected as a circuit judge but the

carpetbag government wouldn't allow him to be sworn in. He was appointed as a professor of law at what is today LSU but that school was forced to fire him. He was given the job of editor at a Memphis newspaper but President Andrew Johnson had some friends buy the paper and fire him. He returned to Mobile and resumed his law practice. Raphael Semmes was an expert in international and maritime law, had an international Law License and was an accomplished linguist.

The U. S. threatened to invade all of British America. The U.S. diplomats tried to claim British Columbia and the Yukon Territory for reparations.

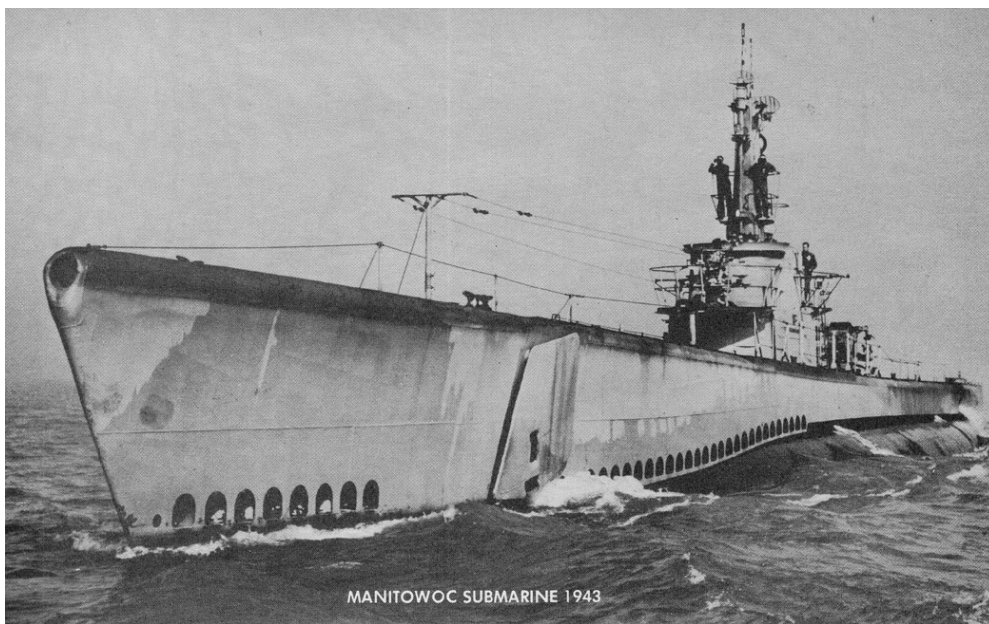
War was averted when the U.S. and Great Britain agreed to arbitration

The U.S. sued Great Britain for damages in an international court for building and allowing the equipping of Confederate Sea Raiders resulting in what have been called “**The Alabama Claims.**”

The court gave adjudication against Britain of \$15,500, 000 gold dollars in 1872. The present value of \$15,500,000 in paper money is about (4.02% inflation over 140 years) \$4.9 Billion. However, the court settlement called for gold dollars. The gold backing in an 1872 gold dollar is now worth about \$109.48 and that times 15,500,000 is \$1,697,000,000. This covered only proved damages against British connected raiders. The present value of all damages done by the Sea Raiders could run as high as \$15,000,000,000. The present value claimed by the U.S. but denied by the court. The U.S. shippers never saw a dime of it. Britons and other Europeans seized it to pay off old U.S. debts.

Lessons for the Future:

The Confederate Sea Raiders were so successful that their actions have been studied by the navies of the world and emulated ever since. The German sea raiders and submarines of the First and Second World Wars were raiding British Commercial Ships in an effort to bring that nation into submission. The United States Pacific Submarine Fleet isolated and starved the Empire of Japan in the closing years of WWII.



Seal of the Confederate States Navy

**Closing Remarks, Questions/ perhaps
answers???**

SELECTED RESOURCES:

On Line Sources:

Naval Historical Center, Dictionary of American Naval Fighting Ships

Department of the Navy, Naval Historical Center (biographies of Officers)

Many Articles from Wikipedia, the free encyclopedia

Ahoy; Mac's Web

Admiral Raphael Semmes, A Monograph by Captain S. Spencer Semmes

Other Sources-Visits:

Visits to the Virginia Mariners Museum

The Tannehill Iron Works

The Alabama Iron and Steel Museum

Alabama State Archives.

Books Used from the St. Charles City and County Public Library

A History of the Confederate Navy, Raimondo Lueraghi, 1996

Confederate Raider, Raphael Semmes of the Alabama, John M. Taylor, 1994

Sea Wolf of the Confederacy, (About Lt. Read), by David W. Shaw, 2004

Sea of Gray, (About Shenandoah). By Tom Chaffin, 2006

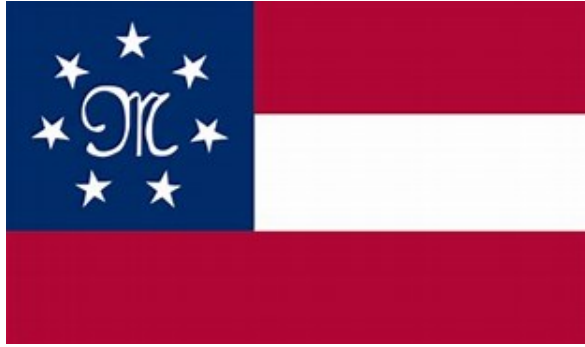
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The Civil War at Sea, Craig L. Symonds, 2009

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The Coastal War, Chesapeake Bay to Rio Grande, Time Life Books, 1984



Flag of the Confederate States Marine Corps

+Appendix A: Missourians or Volunteers From Missouri Units on the Ironclad Arkansas

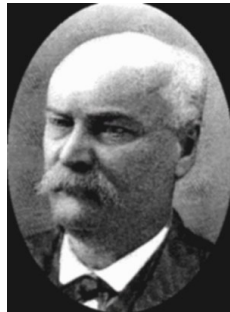
The ironclad ram, C.S.S. Arkansas, being constructed at Yazoo City, Mississippi.

[By Scott Williams, with assistance from James McGhee.]

This list is incomplete, as between 50 and 60 soldiers served in the complement commanded by Capt. Samuel S. Harris according to most reports. One Missourian, Richard H. Bacot was regularly enlisted in the C.S. Navy as a Midshipman. Pilot James Brady, formerly navigated Mississippi Riverboats. The "Missouri Volunteers" as

Commander Isaac Brown refers to the soldiers from Missouri units that were needed to serve as gunners aboard the ironclad. Note: A few of these men were Arkansas residents that had enlisted in Missouri units.

Capt. Samuel S. Harris, of Jackson, Missouri. He commanded the "Missouri Volunteers" aboard the C.S.S. Arkansas. Post war late nineteenth century engraving from "Conrad's Encyclopedia of MO History"



Anderson, Charles S., 2LT (St. Louis, MO)
Albert, Alexander, Sgt (Cape Girardeau, MO)
Bacot, Richard H., Lt. (Midshipman, CS Navy)
Bauman, Jeremiah M., Sgt (Cape Girardeau, MO)
Blankenship, A. J., Pvt (Killed in action)
Brady, James, Pilot
Calvert, T. C., Pvt (Green Co., AR)
Carter, John M., Pvt (St. Francois Co., MO)
Crawford, William, Pvt (Farmington, MO)
Crouch, William H. H., Pvt (Helena, AR)
Dale, William S., Pvt (Cape Girardeau, MO)
Dale, Asberry C., Pvt (Cape Girardeau, MO)
Dennis, Lawrence, Pvt (Greensboro, AR)
Dowdy, Josiah, Pvt (Stoddard Co., MO)
Evans, David E., Pvt (Greensboro, AR)
Fitzpatrick, Charles W., Cpl (St. Louis, MO)
Girard, Louis, Pvt (Ste. Genevieve, MO)
Hamilton, C. H., Pvt (New Madrid Co., MO)
Hale, Jerome, Pvt (Ste. Genevieve, MO)
Hempstead, Samuel, Pvt (Cape Girardeau, MO)
Hamilton, Joseph D., Pvt (Cape Girardeau, MO)
Harris, Samuel S., Capt. (Jackson, MO)
Galvin, John C., 1LT
King, Henry, Pvt (St. Louis, MO)
LaRose, Augustus, Pvt (Ste. Genevieve, MO)
Ladd, John A., 1LT (St. Louis, MO)
McDowell, James, Pvt (Commerce, MO)
McClure, David S., Cpl (Cape Girardeau, MO)
Miles, Nicholas V., Cpl (Cape Girardeau, MO)
Minton, Smith, Pvt (Stoddard Co., MO) see Memorial Stone
Minton, Stephen, Pvt (Stoddard Co., MO) Killed in action (Decapitated) see Memorial Stone
Ohlhausen, James R., Pvt (Cape Girardeau, MO)

Paul, C. D., Cpl Wounded in action
Portman, Joseph V., Sgt (Cape Girardeau, MO)
Sevier, Thomas R., Pvt (Helena, AR) Wounded in action
Snider, John, Pvt Mortally wounded in action (Lost an arm)
Summers, William M., Pvt (Washington Co., MO)
Thomure, Felix, Pvt. (mortally wounded in action--lost leg)
Thomure, Leon, Pvt (Ste. Genevieve, MO)
Watson, Berry, Pvt. (wounded)

Appendix B: A Look at the Whole Confederate States Navy

List of ships of the Confederate States Navy

From Wikipedia, the free encyclopedia

Jump to: [navigation](#), [search](#)



Confederate States Navy (CSN) Department Seal

This is a list of ships of the [Confederate States Navy](#) (CSN), used by the [Confederate States of America](#) during the [American Civil War](#) between 1861 and 1865. Included are some types of civilian vessels, such as [blockade runners](#), [steamboats](#), and [privateers](#) which contributed to the war efforts by the CSN. Also included are special types of [floating batteries](#) and harbor defense craft.

Contents

[[hide](#)]

- [1 CSN Warships](#)
 - [1.1 Batteries](#)
 - [1.1.1 Ironclad steam-powered batteries](#)
 - [1.1.2 Ironclad floating batteries](#)
 - [1.1.3 Wooden floating batteries](#)
 - [1.2 Cruisers](#)
 - [1.2.1 Wooden cruisers](#)
 - [1.2.2 Ironclad cruisers](#)
 - [1.3 Gunboats](#)
 - [1.4 Torpedo boats](#)
- [2 CSN Support ships](#)
 - [2.1 Government blockade runners](#)
 - [2.2 Government steamers](#)
 - [2.3 Government transports](#)
 - [2.4 Cutters](#)
 - [2.5 Hospital ships](#)
 - [2.6 Tenders and tugs](#)
- [3 Civilian auxiliary](#)
 - [3.1 Privateers](#)
 - [3.2 Privateer submersible torpedo boats](#)
 - [3.3 Civilian steamers](#)
 - [3.4 Civilian transports](#)
 - [3.5 Civilian blockade runners](#)
 - [3.6 Foreign blockade runners](#)
- [4 CS Army](#)
 - [4.1 CSA cotton-clads](#)
 - [4.2 Other CSA boats](#)
- [5 Other](#)
 - [5.1 Prizes](#)
 - [5.2 Undetermined](#)

[\[edit\]](#) CSN Warships

The Secretary of the CS Navy, [Stephen Mallory](#), was very aggressive on a limited budget in a land-focused war, and developed a two-pronged warship strategy of building ironclad warships for coastal and national defense, and commerce raiding cruisers, supplemented with exploratory use of special weapons such as torpedo boats and torpedoes.

[\[edit\]](#) Batteries

Based upon the successful employment of ironclad warships, particularly batteries, at the [Battle of Kinburn](#), Britain and France decided to focus on armor plated warships, starting with coastal [battery](#) designs. Initial ocean-going ironclad cruisers, such as the French battleship [La Gloire](#) and the British battleship [HMS Warrior](#) were only just emerging in 1859 and 1860, and were beyond the budget and timeline necessary for rapid force deployment that the CS Navy needed for immediate coastal defenses in 1861.

Therefore, the Confederate Congress voted \$2 million in May 1861 to buy [ironclads](#) from overseas, and in July and August started work on construction and converting wooden ships locally. On 12 October 1861, the [CSS Manassas](#) became the first ironclad to enter battle when she fought Union warships on the Mississippi. In February 1862, the even larger [CSS Virginia](#) joined the Confederate Navy, having been built at Norfolk. The Confederacy built a number of ships designed as versions of the [CSS Virginia](#), of which several saw action. In the failed attack on [Charleston](#) on April 7, 1863 two small ironclads, [CSS Palmetto State](#) and [CSS Chicora](#) participated in the successful defense of the harbor. For the later attack at [Mobile Bay](#), the Union faced the [CSS Tennessee](#), the Confederacy's most powerful ironclad.

[\[edit\]](#) Ironclad steam-powered batteries

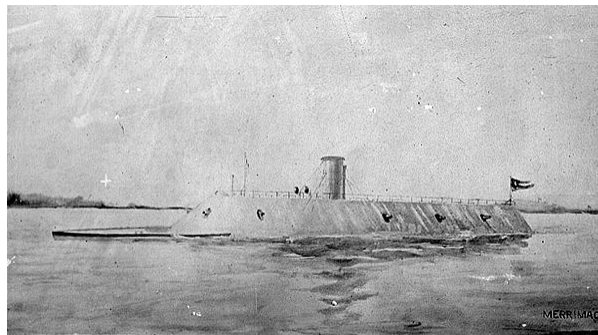
In the Crimean War the British and French Navies used ironclad

Steam powered floating gun batteries to reduce several fortresses protecting St. Petersburg on the Baltic and Sebastopol on the Black Sea to ruins killing or capturing their Russian defenders with little or no losses to themselves. This lesson was put to use defending Southern ports and rivers. The Arkansas was one of these type ships.



Virginia II (Admiral's Semme's Flagship)

All of these ironclads were patterned after the CSS Virginia. Below



The CS Navy ironclad steamer batteries were all designed for national coastal defense.

- [CSS Albemarle](#) twin-screw steamer, ironclad, sunk: Oct 28, 1864
- [CSS Arkansas](#) twin-screw steamer, ironclad ram, destroyed: Aug 5, 1862
- [CSS Atlanta](#) triple-screw steamer, ironclad, captured: Jun 17, 1863
- [CSS Baltic](#) surrendered: May 10, 1865
- [CSS Charleston](#) steamer, ironclad, destroyed: Feb 18, 1865
- [CSS Chicora](#) steamer, ironclad ram, destroyed: Feb 18, 1865
- [CSS Columbia](#) single screw steamer, ironclad ram, captured: Apr 26, 1865
- [CSS Eastport](#) incomplete, captured: Feb 8, 1862
- [CSS Fredericksburg](#) twin-screw steamer, ironclad ram, destroyed: Apr 4, 1865
- [CSS Georgia](#) ironclad steam battery, scuttled: Dec 21, 1864
- [CSS Huntsville](#) ironclad steam battery, scuttled: Apr 12, 1865

- [CSS Louisiana](#) twin screw and double center-wheel steamer, ironclad, destroyed: Apr 28, 1862
- [CSS Manassas](#) screw steamer, ironclad ram, sunk: Apr 24, 1862
- [CSS Milledgeville](#) steamer ironclad, burned/sunk: Dec 21, 1864
- [CSS Mississippi I](#) 3-screw steamer, ironclad, burned: Apr 25, 1862
- [CSS Missouri](#) steam sloop, ironclad, surrendered: Jun 3, 1865
- [CSS Mobile](#) screw steamer, burned before launching: May 21, 1863
- [CSS Muscogee](#) twin-screw with center-wheel steamer, ironclad, burned: Apr 17, 1865
- [CSS Nashville](#) side-wheel steamer, ironclad, surrendered: May 10, 1865
- [CSS Neuse](#) twin-screw steamer, ironclad, destroyed: Mar 14, 1865
- [CSS New Orleans](#) floating steam battery, sunk
- [CSS North Carolina II](#) steamer, ironclad, accidentally sank: Sep 27, 1864
- [CSS Palmetto State](#) sloop, ironclad, destroyed: 18 Feb 1865
- [CSS Raleigh](#) sloop, ironclad, wrecked: May 7, 1864
- [CSS Richmond](#) screw steamer, ironclad, scuttled: Apr 3, 1865
- [CSS Savannah](#) steam sloop ironclad, burned: Dec 21, 1864
- [CSS Tennessee I](#) ironclad ram, destroyed before launching: Jun 5, 1862
- [CSS Tennessee II](#) single screw steamer, ironclad, captured: Aug 5, 1864
- [CSS Texas](#) twin-screw steamer, ironclad ram, never completed, captured Apr 4, 1865
- [CSS Tuscaloosa](#) ironclad steam battery, scuttled: Apr 12, 1865
- [CSS Virginia](#) screw steamer, ironclad ram, destroyed: May 11, 1862
- [CSS Virginia II](#) ironclad, destroyed: Apr 4, 1865
- [CSS Wilmington](#) twin-screw steamer, ironclad, destroyed before completion: Jan 1865

[show\]](#)[v](#) · [d](#) · ironclad **ships of the Confederate States Navy**

[\[edit\]](#) Ironclad floating batteries

CS Navy ironclad floating batteries lacked steam engines for propulsion and were towed into firing positions.

- [CSS Arctic](#) ironclad floating battery, burned: 1865

- [CSS Phoenix](#) ironclad floating battery, destroyed: 1865

[edit] Wooden floating batteries

CS Navy wooden floating batteries were towed into firing positions, and as in the case at Charleston Harbor, used for makeshift defense.

- [Floating Battery of Charleston Harbor](#)
- [CSS Memphis](#) floating battery

[edit] Cruisers

CS Navy cruisers were ocean-going ships designed primarily for the Confederate Navy's strategy of *guerre de course*. Confederate States Navy cruisers were typically lightly armed, with a couple of large guns or a pivot gun, and often very fast. The Navy planned to add ironclad cruisers to their fleet, successfully procuring one, but too late to be of benefit for the war.

[edit] Wooden cruisers

- [CSS Alabama](#) screw steamer, sloop-of-war, built in Birkenhead, England by John Laird Sons and Company, sunk: Jun 19, 1864
- [CSS Alexandra](#) - screw steamer, bark-rigged, built in Liverpool, England, seized before delivery: April 5, 1863
- [America](#) racing yacht, scuttled: 1862
- [CSS Archer](#) schooner, captured: Jun 28, 1863
- [CSS Caleb Cushing](#) revenue cutter, burned: Jun 28, 1863
- [CSS Chickamauga](#) screw steamer, burned
- [CSS Clarence](#) brig, burned: Jun 12, 1863
- [CSS Florida](#) screw steamer, sloop, captured: Oct 7, 1864
- [CSS Georgia](#) screw steamer, iron, sold: Jun 1, 1864
- [CSS Georgiana](#) steamer, destroyed: after Mar 20, 1863
- [CSS Lapwing](#) bark, burned: Jun 20, 1863
- [CSS Nashville](#) side-wheel steamer, brig rigged, sold: 1862
- [CSS Rappahannock](#) screw steamer, sloop-of-war, turned over at war's end
- [CSS Shenandoah](#) screw steamer, full rigged, iron-framed, turned over to British Government
- [CSS Sumter](#) screw steamer, sloop, sold: Dec 19, 1862
- [CSS Tacony](#) bark, burned: Jun 25, 1863
- [CSS Tallahassee](#) twin-screw steamer, sloop, seized: Apr 9, 1865 by British Government
- [CSS Tuscaloosa](#) bark, seized: Dec 29, 1863
- [CSS United States](#) frigate, sail, harbor defense use only, scuttled

[edit] Ironclad cruisers

But the CS Navy attempts to procure ironclad cruisers from overseas were frustrated as European nations confiscated ships being built for the Confederacy. Only the [CSS Stonewall](#) was completed and successfully delivered, and she arrived in American waters just in time for the end of the war.

- *CSS North Carolina I* - seized Oct 1863 and commissioned as [HMS Scorpion](#)
- *CSS Mississippi II* - seized Oct 1863 and commissioned as [HMS Wivern](#)
- [CSS Stonewall](#) twin-screw steamer, brig rigged, ironclad, sold to Japan after capture by Union and renamed [Kōtetsu](#)
- *Cheops* - sister to CSS Stonewall, built in France and sold to Prussia Oct 29, 1865 and named [SMS Prinz Adalbert](#)
- Ironclad Frigate No. 61, arranged by Captain James H. North, CSN, sold to Denmark, commissioned as HDMS [Danmark](#)

[edit] Gunboats

- [CSS Appomattox](#) tugboat, burned: Feb 10, 1862
- [CSS Bartow](#) schooner
- [CSS Bayou City](#)
- [CSS Beaufort](#) screw steamer, burned: Apr 4, 1865
- [CSS Bienville](#) side-wheel steamer, destroyed: 1862
- [CSS Black Warrior](#) schooner, burned Feb 10, 1862
- [CSS Bombshell](#) steamer, captured: May 5, 1864
- [CSS Calhoun](#) side-wheel gunboat, captured: Jan 23, 1862
- [CSS Carondelet](#) side-wheel steamer, destroyed: 1862
- [CSS Chattahoochee](#) twin-screw steamer, scuttled: Dec, 1864
- [CSS Clifton](#) side-wheel gunboat, Texas Marine Department, scuttled March 1864
- [CSS Curlew](#) side-wheel river steamer, sunk: Feb 7, 1862
- [CSS De Soto](#) side-wheel steamer, captured: Sep 30, 1862
- [CSS Defiance](#) river steamer, destroyed: Apr 28, 1862

- [CSS Diana](#) steamer, burned: Apr 12, 1863
- [CSS Drewry](#) steamer, tender, destroyed: Jan 24, 1865
- [CSS Ellis](#) steamer, tugboat, captured: Feb 10, 1862
- [CSS Equator](#) steamer, burned: 1865
- [CSS Fanny](#) screw steamer, iron hull, burned: Feb 10, 1862
- [CSS Fashion](#) schooner
- [CSS Forrest](#) steamer, tugboat, burned: Feb 10, 1862
- [CSS Fulton](#)
- [CSS Gaines](#) side-wheel steamer
- [CSS General Quitman](#) steamer, destroyed: Apr 24, 1862
- [CSS General Polk](#) steamer, destroyed: Jun 26, 1862
- [CSS George Page](#) side-wheel river steamer, burned
- [CSS Germantown](#) sloop-of-war, burned
- [CSS Governor Moore](#) side-wheel steamer, schooner rigged, destroyed: Apr 23, 1862
- [CSS Hampton](#) screw steamer, burned: Apr 4, 1865
- [CSS Harmony](#) steamer, tug
- [CSS Henry Dodge](#) cutter, schooner rigged
- [CSS Huntress](#) side-wheel steamer
- [CSS Isondiga](#) steamer, burned: Dec 21, 1864
- [CSS Ivy](#) side-wheel river steamer, burned: 1863
- [CSS J. A. Cotton](#) side-wheel river steamer, burned: Jan 1863
- [CSS Jackson](#) side-wheel river steamer, tug, sunk
- [CSS Jamestown](#) side-wheel steamer, sunk: May, 1862
- [CSS Junaluska](#) steamer, tug, dismantled: 1862
- [CSS Kate Bruce](#) schooner, scuttled
- [CSS Lady Davis](#), steamer tug, iron, machinery mounted in CSS *Palmetto*
- [CSS "Launch No. 3"](#) steamer, captured: Apr, 1862
- [CSS "Launch No. 6"](#) steamer, destroyed: Apr 24, 1862
- [CSS Livingston](#) side-wheel steamer, destroyed: Jun 26, 1862
- [CSS Macon](#) steamer
- [CSS Matilda](#) bark
- [CSS Maurepas](#) side-wheel steamer, sunk: June, 1862

- [CSS *McRae*](#) screw steamer, sloop rigged, sunk: Apr 28, 1862
- [CSS *Morgan*](#) side-wheel steamer, surrender: 1865
- [CSS *Morgan*](#) cutter
- [CSS *Morning Light*](#) sail, burned: Jan 23, 1863
- [CSS *Nansemond*](#) twin-screw gunboat, burned: Apr 3, 1865
- [CSS *Neptune*](#) steamer, sunk: Jan 1, 1863
- [CSS *Nina*](#) steamer
- [CSS *Oregon*](#) steamer, scuttled: Apr, 1862
- [CSS *Pamlico*](#) side-wheel river steamer, burned: 1862
- [CSS *Patrick Henry*](#) side-wheel steamer, CSNA school ship, burned: Apr 4, 1865
- [CSS *Pedee*](#) screw steamer, sunk: 1865
- [CSS *Pickens*](#) cutter, schooner rigged
- [CSS *Plymouth*](#) sloop-of-war, burned: 1862
- [CSS *Polk*](#) side-wheel river steamer, burned
- [CSS *Pontchartrain*](#) side-wheel river steamer, burned: 1863
- [CSS *Raleigh*](#) steamer
- [CSS *Rappahannock*](#) side-wheel steamer, burned: Apr, 1862
- [CSS *Rattlesnake*](#) steamer, destroyed: Feb 28, 1863
- [CSS *Rescue*](#) cutter, schooner rigged
- [CSS *Resolute*](#) burned: Apr 24, 1862
- [CSS *Roanoke*](#) screw steamer, destroyed: Apr 4, 1865
- [CSS *Queen of the West*](#)
- [CSS *Sampson*](#) side-wheel river steamer
- [CSS *Savannah*](#) steamer, foundered: Aug 18, 1863
- [CSS *Sea Bird*](#) side-wheel river steamer, sunk: Feb 10, 1862
- [CSS *Selma*](#) side-wheel steamer, captured: Aug 5, 1864
- [CSS *Spray*](#) steam tug, sunk
- [CSS *St. Mary*](#) side-wheel river steamer, burned
- [CSS *Stono*](#) burned: 1865
- [CSS *Talomico*](#) side-wheel steamer, sunk: 1863
- [CSS *Teaser*](#) tug, captured: 1862
- [CSS *Tiger*](#)

- [CSS Torpedo](#) screw steamer, tug/tender, iron, burned: Apr 4, 1865
- [CSS Tropic](#)
- [CSS Tuscarora](#) side-wheel steamer, burned
- [CSS Velocity](#)
- [CSS Washington](#) schooner
- [CSS Water Witch](#) side-wheel steamer, burned: Dec 19, 1864
- [CSS Winslow](#) side-wheel river steamer, wrecked
- [CSS Yadkin](#) steamer, burned: 1865

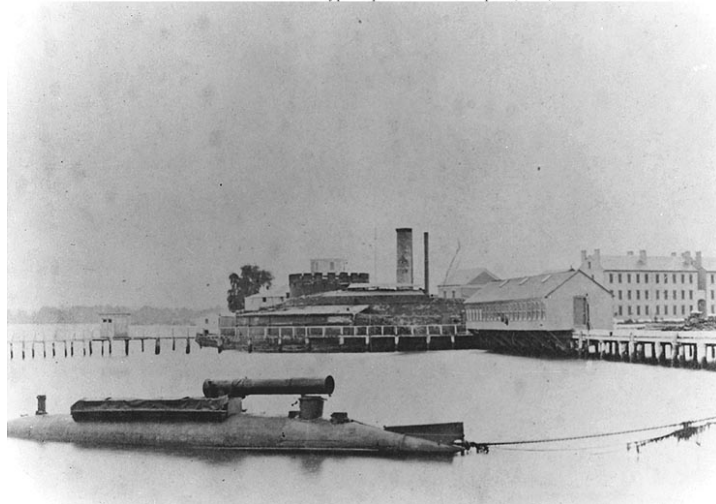
[show]**v · d · gunboats of the Confederate States Navy**

[\[edit\]](#) Torpedo boats

Torpedo Boats/Minelayers 8 Vessels (CSS David) The innovative use of torpedo boats sank more Union ships in southern waters than anything else. These boats were steam powered and semisubmersible. They had a crew of three and attacked at night using a spar held or rope drawn mine loaded with over 90 pounds of black powder.

Below is the “harpoon gun” type David. A “spar” type was also used.

Photo # NH 55617 Confederate "David" type torpedo boat at Annapolis, Md., in the late 1860s



- [CSS David](#)
- [CSS David II](#) - larger version of David, captured incomplete: Feb, 1865
- [CSS Midge](#) steam torpedo boat, captured: Feb, 1865
- [CSS Saint Patrick](#) semi-submersible torpedo boat
- [CSS Squire](#)
- [CSS Squib](#) spar torpedo boat
- [CSS Hornet](#) spar torpedo boat
- [CSS Scorpion](#) spar torpedo boat
- [CSS Wasp](#) spar torpedo boat

[[show](#)][v](#) · [d](#) · torpedo of the **Confederate States Navy**

[[edit](#)] CSN Support ships

[[edit](#)] Government blockade runners

- [CSS Advance](#) side-wheel steamer, captured: September 10, 1864
- [CSS Florida](#) screw steamer
- [CSS Harriet Lane](#) side-wheel steamer
- [CSS Kate Dale](#)
- [CSS Lady Stirling](#) side-wheel steamer, captured: Oct 28, 1864
- [CSS Owl](#)
- [CSS Rob Roy](#)
- [CSS Robert E. Lee](#)
- [CSS William G. Hewes](#) (later SS *Ella and Annie*), captured: Nov 9, 1863

[[show](#)][v](#) · [d](#) · blockade of the **Confederate States Navy**

[\[edit\]](#) Government steamers

- [*CSS Admiral*](#) side-wheel river steamer, captured: April 7, 1862
- [*CSS Atlanta*](#)
- [*CSS Appomattox*](#) screw steamer, burned: Feb 10, 1862
- [*CSS Beaufort*](#)
- [*CSS Beauregard*](#) side-wheel coastal steamer, captured: Dec, 1864
- [*CSS Capitol*](#) side-wheel river steamer burned: Jun 28, 1862
- [*CSS Champion*](#) side-wheel river steamer, captured: April 7, 1862
- [*CSS Curlew*](#)
- [*CSS Ellis*](#)
- [*CSS Fanny*](#)
- [*CSS George Page*](#)
- [*CSS Governor Moore*](#)
- [*CSS Grampus*](#) stern-wheel river steamer, scuttled: Apr 7, 1862
- [*CSS Grand Duke*](#)
- [*CSS Ida*](#) side-wheel coastal steamer, captured/burned: Dec 10, 1864
- [*CSS Jamestown*](#)
- [*CSS Nashville*](#) - 1861
- [*CSS Ohio Belle*](#) side-wheel river steamer, captured: April 7, 1862
- [*CSS Patrick Henry*](#)
- [*CSS Prince*](#) side-wheel river steamer, sunk: April 7, 1862
- [*CSS Raleigh*](#) - 1861
- [*CSS Red Rover*](#) side-wheel river steamer, captured: April 7, 1862
- [*CSS Sea Bird*](#)
- [*CSS Selman*](#)
- [*CSS Tennessee*](#) side-wheel steamer, captured: January, 1862
- [*CSS Winchester*](#) side-wheel river steamer, captured: April 7, 1862

[\[show\]](#)**v · d · steamers of the Confederate States Navy**

[\[edit\]](#) Government transports

- [CSS Bombshell](#)
- [CSS City of Vicksburg](#) - side-wheel steamer transport, damaged then destroyed: Feb/Mar 1863
- [CSS Cotton Plant](#)
- [CSS Darlington](#)
- [CSS Mars](#) side-wheel river steamer, captured: April 7, 1862
- [CSS The Planter](#) side-wheel steamer, captured by its slave pilot, 13 May 1862
- [CSS Sumter](#)
- [CSS Yazoo](#) side-wheel river steamer, sunk: April 7, 1862

[\[show\]](#)[v](#) · [d](#) · transports **of the Confederate States Navy**

[\[edit\]](#) Cutters

- [CSS Duane](#) revenue cutter, schooner rigged
- [CSS Lewis Cass](#) revenue cutter, schooner rigged
- [CSS Manassas](#) revenue cutter, schooner rigged, dismantled
- [CSS Robert McClelland](#) revenue cutter, schooner rigged

[\[edit\]](#) Hospital ships

- [CSS Kanawha Valley](#) stern-wheel river steamer, burned: April 7, 1862

[\[edit\]](#) Tenders and tugs

- [CSS Alert](#) lighthouse tender, schooner rigged
- [CSS Beaufort](#) tugboat
- [CSS Caswell](#) side-wheel steamer tender, burned
- [CSS Firefly](#) side-wheel steamer tender, burned: Dec 21, 1864
- [CSS Indian Chief](#) receiving ship, burned
- [CSS Resolute](#) side-wheel steamer, tugboat, captured: Dec 12, 1864
- [CSS Retribution](#) steam tugboat, sold: Mar 8, 1863
- [CSS Satellite](#) tugboat, destroyed: August, 1863
- [CSS Shrapnel](#) tender, burned: Apr 4, 1865

- [*CSS St. Philip*](#) receiving ship, sunk
- [*CSS Uncle Ben*](#) steam tugboat, machinery mounted into *CSS North Carolina II*

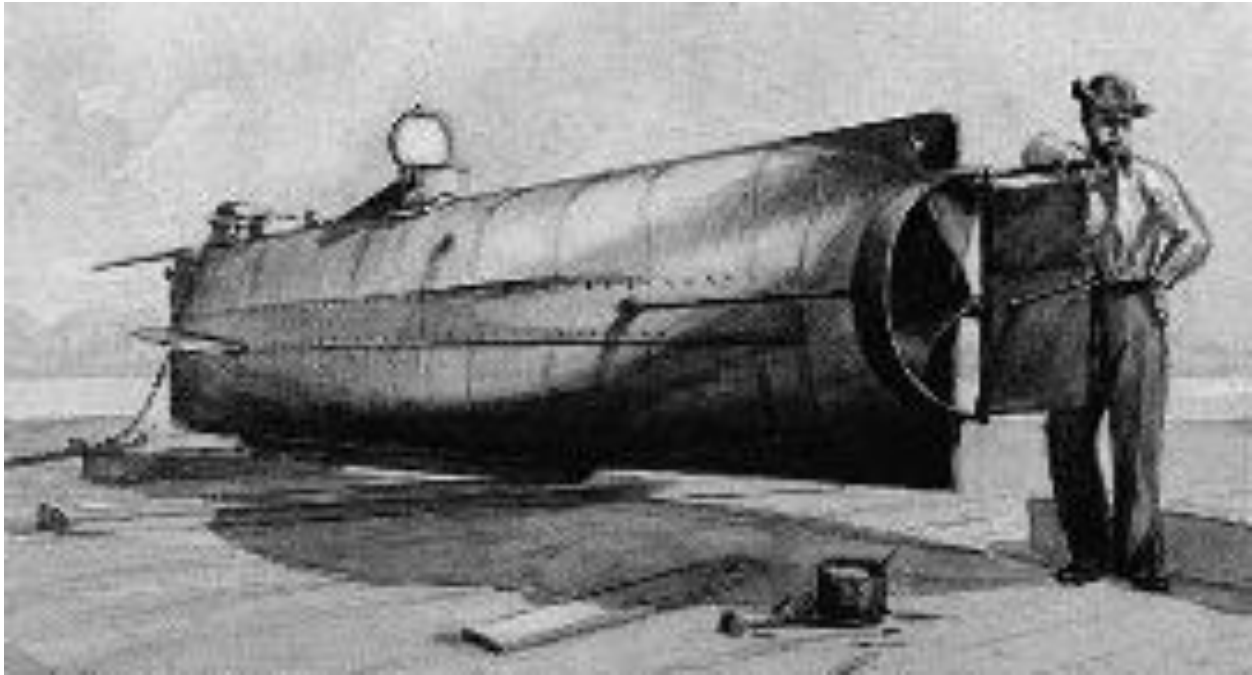
[[show](#)]**v · d ·** tugboats of the **Confederate States Navy**

[[edit](#)] Civilian auxiliary

[[edit](#)] Privateers

- [*A.C. Gunnison*](#) privateer steam tug
- [*Beauregard*](#) privateer cutter, schooner rigged, sunk: Jul 28, 1861
- [*Calhoun*](#) privateer side-wheel steamer, burned: 1862
- [*Dixie*](#) privateer schooner, captured: Apr 15, 1862
- [*Gibraltar*](#) privateer schooner
- [*Governor A. Mouton*](#) privateer steamer, captured: May 11, 1862
- [*Isabella*](#) privateer screw steamer
- [*J. M. Chapman*](#) privateer schooner, captured: March 15, 1863
- [*J. O. Nixon*](#) privateer schooner
- [*Jefferson Davis*](#) privateer brig, ran aground: mid-August, 1861
- [*Judah*](#) privateer schooner, destroyed: Sep 14, 1861
- [*Lorton*](#) privateer schooner
- [*Mariner*](#) privateer screw steamer
- [*Music*](#) privateer steamer
- [*Sallie*](#) privateer schooner
- [*Savannah*](#) privateer schooner, captured: Jun 3, 1861
- [*Sealine*](#) privateer brig
- [*Theodora*](#) privateer side-wheel steamer
- [*V. H. Ivy*](#) privateer steamer
- [*York*](#) privateer pilot boat, schooner rigged, burned: Aug 9, 1861

[[edit](#)] Privateer submersible torpedo boats



The South produced the first **submarine** that was successful in sinking another vessel. The **Hunley** above sank the Union warship Housitanic using a spar type torpedo.

- [Bayou St. John Confederate Submarine](#)
- [H. L. Hunley](#) hand-cranked, sunk: Feb 17, 1864
- [Pioneer](#)

[edit] Civilian steamers

- [SS Dick Keys](#) captured: May 7, 1861
- [SS Lewis](#) captured: May 7, 1861
- [SS Swan](#) of Savannah

[edit] Civilian transports

- [Berwick Bay](#)
- [Era No. 5](#) - shallow-draft steamer, captured: Feb 14, 1863

[edit] Civilian blockade runners

- [Caroline](#) (a.k.a. USS Arizona)
- [SS Bat](#) side-wheel steamship, captured: Oct 10, 1864

- [SW Colonel Lamb](#) side-wheel steamer
- [SW Constance Decimer\(a.k.a. Constance\)](#)
- [SW Flamingo](#)
- [PS Lelia](#)
- [SW Mary Bowers](#)
- [Memphis](#) (later USS *Memphis*)
- [Monticello](#), Cuban blockade runner
- [SS Norseman](#)
- [SW Ruby](#)
- *San Quintin*, Cuban blockade runner
- [SW Stonewall Jackson \(ex-SW Leopard\)](#)

[\[edit\]](#) Foreign blockade runners

- [Denbigh \(ship\)](#) side-wheel steamer, schooner rigged

[\[edit\]](#) CS Army

[\[edit\]](#) CSA cotton-clads

Used for river defense, CS Army [cottonclads](#) were typically more lightly armored and reinforced than a regular ironclad, such as the [CSS General Sterling Price](#), which was converted by placing a 4-inch oak sheath with a 1-inch iron covering on her bow, and by installing double pine bulkheads filled with compressed cotton bales. Many of the cottonclads were outfitted with [rams](#).

[River Defense Fleet](#) cotton-clads:

- [CSS Colonel Lovell](#) side-wheel steamer, cotton-clad ram, sunk: Jun 6, 1862
- [CSS General Beauregard](#) steamer, cotton-clad ram, sunk: Jun 6, 1862
- [CSS General Bragg](#) steamer, cotton-clad ram, captured: Jun 6, 1862
- [CSS Breckinridge](#) stern-wheel steamer, cotton-clad ram, burned: Apr, 1862
- [CSS Defiance](#) side-wheel steamer, cotton-clad ram, burned: 1862
- [CSS General Earl Van Dorn](#) steamer, cotton-clad ram, burned
- [CSS General M. Jeff Thompson](#) steamer, cotton-clad ram, sunk: June 6, 1862
- [CSS General Sterling Price](#) steamer, cotton-clad ram, sunk: Jun 6, 1862

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- **CSS *General Sterling Price*
(1862-1862)**



- CSS *General Sterling Price* a 633-ton side-wheel river steamer, was built at Cincinnati, Ohio, in 1856 as the commercial towboat *Laurent Millaudon*. Taken over by the Confederacy and renamed *General Sterling Price*, she was converted in early 1862 to a "cottonclad" ram at New Orleans as a unit of the River Defense Fleet. In March 1862, she was sent up the Mississippi River to Memphis, Tennessee, for completion. During April, May and June 1862 *General Sterling Price* served in the defenses of Memphis. She rammed and disabled the U.S. ironclad [Cincinnati](#) in the naval action off Fort Pillow, Tennessee, on 10 May and received serious damage in return. After repairs *General Sterling Price* took part in the battle off Memphis on 6 June, in which she was disabled and sunk in shallow water. She was salvaged by the U.S. forces and later became USS [General Price](#).



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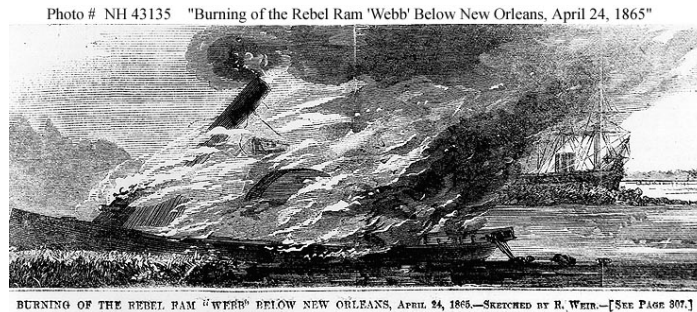
- Page made 20 January 2000
Coding updated 5 May 2001

- [CSS *General Sumter*](#) steamer, cotton-clad ram, captured: Jun 6, 1862
- [CSS *Governor Moore*](#) steamer, schooner rigged, cotton-clad ram, destroyed: Apr 24, 1862
- [CSS *Little Rebel*](#) steamer, cotton-clad ram, captured: Jun 6, 1862
- [CSS *Resolute*](#) side-wheel steamer, cotton-clad ram
- [CSS *Stonewall Jackson*](#) side-wheel steamer, cotton-clad ram, burned: Apr 24, 1862
- [CSS *Warrior*](#) side-wheel steamer, cotton-clad ram, destroyed: Apr, 1862

Other CS Army cotton-clads:

- [CSS *Grand Duke*](#) steamer, cotton-clad, burned: 1863
- [CSS *Josiah A. Bell*](#) steamer, cotton-clad, operated by Texas Marine Department
- [CSS *Queen of the West*](#) river steamer, cotton-clad and ironclad ram, exploded: Apr 14, 1863
- [CSS *Uncle Ben*](#) steamer, cotton-clad, operated by Texas Marine Department

- [CSS Webb](#) river steamer, cotton-clad ram, transferred to CS Navy early 1865, burned: Apr, 1865
 - CSS William H. Webb



[\[show\]](#) [v](#) · [d](#) · [e](#) **Cottonclad rams of the Confederate States Navy**

[\[edit\]](#) Other CSA boats

- [CSA Bayou City](#) - CS Army gunboat, side-wheel steamer
- [CSA General Lee](#) - CS Army transport
- [CSA John Simonds](#) - CS Army support ship, side-wheel steamer, sunk: Apr 7, 1862
- [CSA Louisville](#) - CS Army cargo steamer, captured: Jul 13, 1863
- [CSA Planter](#) - CS Army transport, side-wheel steamer, surrendered: May 13, 1862
- [CSA Neptune](#) - CS Army tugboat, sank: Jan 1, 1863

[\[edit\]](#) Other

[\[edit\]](#) Prizes

- *Alvarado* - prize bark, captured: by privateer *Jefferson Davis*, July 21, 1861
- *Enchantress* - prize schooner, captured: by privateer *Jefferson Davis* July 6, 1861

[\[edit\]](#) Undetermined

- CSS *Segar*
- CSS *Smith*

- *CSS St. Nicholas*
- *CSS W. R. Miles*

[[edit](#)] See also

- [Blockade runner](#)
- [Commerce raiding](#)
- [Confederate privateer](#)
- [Cotton-clad](#)
- [Letters of marque](#)
-

Appendix C:Roll Alabama Roll (A British sea chantey)

**In eighteen-hundred and sixty-one, Roll, Alabama, roll!
This ship's building was begun, Oh, roll, Alabama, roll!**

**2. When the Alabama's keel was laid, Roll, Alabama, roll!
It was laid in the yard of Jonathan Laird. Oh, roll, Alabama, roll!**

**3. It was laid in the yard of Jonathan Laird; Roll, Alabama, roll!
It was laid in the town of Birkenhead. Oh, roll, Alabama, roll!**

**4. At first she was called "the Two-Ninety-Two, "Roll, Alabama, roll!
For the merchants of the city of Liverpool Oh, roll, Alabama, roll!**

**5. Put up the money to build the ship Roll, Alabama, roll!
In hopes of driving commerce from the sea. Oh, roll, Alabama, roll!**

**6. Down the Mersey ways she rolled then; Roll, Alabama, roll!
Liverpool fitted her with guns and men. Oh, roll, Alabama, roll!**

**7. Down the Mersey she rolled one day, Roll, Alabama, roll!
And across the Western she plowed her way. Oh, roll, Alabama, roll!**

**8. From the Western Isles she sailed forth, Roll, Alabama, roll!
To destroy the commerce of the North. Oh, roll, Alabama, roll!**

- 9. To fight the North Semmes did employ Roll, Alabama, roll!
Ev'ry method to kill and destroy. Oh, roll, Alabama, roll!**
- 10. The Alabama sailed for two whole years, Roll, Alabama, roll!
Took sixty-five ships in her career. Oh, roll, Alabama, roll!**
- 11. With. With British guns, oh, she was stocked; Roll, Alabama, roll! She
sailed from Fayal; in Cherbourg she docked. Oh, roll, Alabama, roll!**
- 12. To Cherbourg port she sailed one day Roll, Alabama, roll! To take her
count of prize money. Oh, roll, Alabama, roll!**
- 13. But off Cherbourg the Kearsarge lay tight, Roll, Alabama, roll! With
Cap'n Winslow spoilin' for a fight. Oh, roll, Alabama, roll!**
- 14. The Kearsarge with Winslow was waiting there, Roll, Alabama, roll!
And Semmes challenged them to fight at sea. Oh, roll, Alabama, roll!**
- 15. Many a sailor lad foresaw his doom, Roll, Alabama, roll! When the
Kearsarge, it hove in view. Oh, roll, Alabama, roll!**
- 16. 'Twas a ball from the forward pivot that day, Roll, Alabama, roll! Shot
the Alabama's steerin' gear away. Oh, roll, Alabama, roll!**
- 17. 'Twas outside the three-mile limit they fought, Roll, Alabama, roll! And
Semmes escaped on a fine British yacht. Oh, roll, Alabama, roll!**
- 18. On June nineteenth, eighteen sixty-four, Roll, Alabama, roll! They sent
the Alabama to the cold ocean floor. Oh, roll, Alabama, roll!**
- 19. The Kearsarge won; the Alabama so brave Roll, Alabama, roll! Sank to
the bottom, to a watery grave. Oh, roll, Alabama, roll!**

**The English folk Group “Bellowhead” does an
outstanding though abridged version of this song. It is
available on “Youtube”.**