THE MILITIA OF THE SEAS: A GUIDE TO THE CONFEDERATE
PRIVATEERS OF THE AMERICAN CIVIL WAR, 1861-1865

A Thesis
by
VALERIE SAMANTHA BUFORD

Submitted to the Office of Graduate Studies of
Texas A&M University
in partial fulfillment of the requirements for the degree of
MASTER OF ARTS

August 2000

Major Subject: Anthropology
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August 2000

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ABSTRACT


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This thesis presents a survey of the Confederate privateers, providing descriptions of the vessels and their careers. Primary sources supply the foundation of this thesis, which is intended to aid archaeologists and historians in their research. In addition to biographies of each privateer, the study includes transcriptions of the original documents from which many of the statistics are obtained. Discussions of the history of privateering and the navies in the Civil War establish the context in which the Confederate privateers operated. Furthermore, the relevance of steam technology in the performance of the privateers is considered. The vessels that appear to be promising avenues for future archaeological and historical research are discussed.
ACKNOWLEDGEMENTS

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I am very grateful to my family and friends for their support and encouragement. I could always depend on them. Thank you Mom, Dad, Alice, Ben, Carlie, and Chris.
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I. INTRODUCTION

Investigations of Civil War sites began almost immediately after the war ended, but can be characterized as haphazard, amateur endeavors. Well-researched, professional excavations have been conducted since about 1950. Archaeologists and historians have begun to ask more sophisticated questions about the Civil War and are answering them using historical documents in conjunction with good archaeological research. The range of Civil War research has expanded to include studies of sites such as shipwrecks in addition to battlefields, camps, and fortifications. The wrecks of the Confederate privateers present a legitimate, unexplored, and intriguing avenue of research.

Considering their role in the development of the Civil War, it is interesting that the Confederate privateers have been neglected in surveys of the war. The volumes and articles that do address the subject do so in a brief, generalized, and often inaccurate manner. The major reference work on the subject, The Confederate Privateers, written by William M. Robinson, Jr., was published in 1928 and requires up-dating. Robinson's study is not a comprehensive survey of the vessels that served as privateers. A primary goal of this thesis is to rectify some of those deficiencies by providing a detailed and definitive guide to the vessels issued privateering commissions by the Confederate States of America.

Archaeologists and historians interested in pursuing a specific privateer may

This thesis follows the style and format of The Journal of the Society for Historical Archaeology.
consult this guide to acquire the basic data from which to launch an in-depth inquiry. Biographies of each vessel are related in Sections V and VI to varying extents. These biographies include descriptions of the vessels, prize records of privateers that succeeded in capturing Union craft, and other service they performed for the Confederacy or the United States. Whenever possible, names of the vessels prior to and after their privateering careers are supplied. Section VII summarizes the careers of the Confederate privateers and suggests promising avenues of archaeological and historical research.

The appendices contain statistics on each privateer beyond the information supplied in the body of the text, including port of origin, vessel type, tonnage, armament, number of crew, captain, owners, and sureties in most cases. Occasionally, more specific statistics, such as length, beam, depth, draft, and engine descriptions, are provided. The appendices also contain the application and bonds required to receive a privateering commission, the laws regulating the practice and a list of the privateer captains. The original documents were transcribed as faithfully as possible; original punctuation, capitalization, and grammar were maintained. However, in some instances, periods were inserted to clarify abbreviations.

Frequently, instead of a "Commissioned" date, an "Applied for Commission" date is supplied. This substitution is made because the documents are often the application for a letter of marque and not the actual commission. Based on vessels for which both documents have survived, commissions were issued anywhere from a day to a few weeks following receipt of the application. It should be noted that the statistics listed for the privateer's battery and number of crew are based on data obtained from the
applications and commissions and do not apply to previous or succeeding periods in the vessel's career.

This guide was compiled using two major collections of documents and a reliable reference work. The *Official Records of the Union and Confederate Navies* is a standard source for data concerning naval activities (Government Printing Office 1894, 1921). As the commissioning of privateers was not the direct responsibility of the Confederate Navy Department, it was essential to also search the *Records of the Confederate States of America* (Library of Congress 1967). The *Civil War Naval Chronology, 1861-1865* proved to be an invaluable reference work for more recent historical discoveries (Naval History Division 1971).

A variety of archival sources were contacted. The Virginia Historical Society, The Confederate Museum in Charleston, South Carolina, and the Naval Museum in Hampton Roads, Virginia, maintain libraries and archives. Unfortunately, these institutions were unable to contribute any new material pertinent to this thesis. A future avenue of research would explore the existence of logs or memoirs of the privateer captains.

Section II presents a short discussion of historical archaeology and past and present nautical archaeological investigations of the Civil War. Sections III and IV help establish the context and circumstances in which the Confederate privateers operated. Section III relates the emergence of privateering and its utilization by world powers throughout history. Section IV discusses the condition of the Union and Confederate navies and the naval strategy and tactics employed by each side.
Following the review of the Confederate privateers in Sections V and VI, the relevance of steam technology in their performance is considered in Section VII. The transition from sail to steam propulsion was the most important maritime development of the nineteenth century. Despite the expensive machinery and metal required, steamboats eventually prevailed because of their greater speed and maneuverability and less reliance upon the elements. In navies, the process of change was slow but more or less continuous, ending with the total replacement of sail by steam in the last forty years of the nineteenth century (Brock and Greenhill 1973). The Civil War era marked the beginning of this replacement. The number of steamers mustered at that time, by both the Confederate navy and the privateers, was significant. The final result is a factual overview of the Confederate privateers which expands our understanding of a momentous period in American history and functions as a foundation from which further archaeological and historical research can be conducted.
II. NAUTICAL ARCHAEOLOGY AND THE CIVIL WAR

The character of a nation is defined and shaped by significant historic events on the order of the American Civil War. This is certainly true for the United States of America for the Civil War was regional, national, and international in scope and its repercussions extended beyond the military sphere into the domestic and industrial spheres. Evidence of these repercussions is to be found through archaeology and historic documents such as correspondence, journals, and newspapers. Archaeology is a field of study that seeks to answer questions about the nature of human culture and society as it existed in particular times in the past, and about cultural and social change, by excavation of key sites (Dancey 1981). The material culture recovered during excavation is a primary source of data in all archaeological research and can be a sensitive indicator of cultural and social change. The discipline of archaeology, particularly when combined with historical research, is well placed to contribute new insights into the tremendous effect the Civil War had upon American culture and society by revealing unexplored realms of inquiry and elaborating past inquiries (Smith 1994).

Varied perspectives can be obtained by combining information gathered through historical documents and archaeological excavation. Each data set has inherent biases, but contribute complimentary data on past lifeways. Jointly, the two yield a more complete picture of the past than would a single perspective. Historians create a coherent, highly detailed construction of the past which archaeologists utilize to interpret their findings (Deetz 1993). On the other hand, many facets of history, even in modern periods, are missing from the written documentary records, making the reports of
the war soldiers on both sides exchanged buttons, canteens, and other items. Many men sent military mementos home, including items of their own uniforms and equipment, as souvenirs to relatives and friends (Lord 1965).

Archaeologists who have excavated Civil War sites know how popular they are with relic hunters. In the twentieth century, the initial excavation of many Civil War sites was composed of relic hunters searching for salable or collectible items (Babits 1993). With the invention of the portable metal detector, used to identify sites and then exploit them, only a few Civil War sites remain untouched. For most sites undergoing this type of disturbance, little written documentation exists about the site’s context or what was found. Although these sites were not always totally destroyed by such activity, archaeologists must deal with a continuing loss of information (Smith 1994).

Since about 1950, professional archaeologists have tried to discover patterns of material remains related to the Civil War. Initially, their excavations focused on sites associated with important people and events. More recently, the majority of archaeological work carried out on Civil War-period sites has resulted from federally mandated compliance or preservation projects which require archaeologists to explore nontraditional sites like small farms and minor industrial sites as well as the better known locations. Such work has opened the wide expanse of unwritten Civil War history to public view (Babits 1993).

The field of nautical archaeology in particular is in a position to provide a wealth of information about the Civil War. More than a thousand Union and Confederate vessels were lost or destroyed as a result of the hazards of wartime commerce and
archaeological investigation instrumental in filling the voids (Dancey 1981). Together with historical documentation, archaeology can investigate material from events recounted in folk, popular, and academic histories. It also can find and evaluate physical items of the period under study that may not be described in or accompany written reports and recollections of participants in the events (Smith 1994).

The Civil War is one of the most well-examined eras in American history, given thorough coverage by military historians; social scientists, economic historians; and others. The Civil War was a war of firsts, and one of these was that it was the first modern bureaucratic war. As a result, vast numbers of primary sources still exist. The largest and most important archival collections dealing with the Civil War are housed in the National Archives and the Library of Congress. These facilities possess massive amounts of material related to civil and military affairs, as well as the papers of prominent social, economic, political, and military leaders. State libraries and archives, state and private universities, and historical societies also have significant collections (Babits 1993). These documentary resources offer the archaeologist a wealth of opportunity to initiate and substantiate investigations.

A form of excavation of Civil War sites began immediately after the war. Civilians visited the battlefields, picked up relics, and sent them home. A thriving business was carried on by Southerners who picked up tons of buckles, bullets, projectiles, and weapons and sold them to Northern veterans who made pilgrimages to the battlefields where their units fought. Veteran’s groups and the United Daughters of the Confederacy, in particular, tried to preserve items of the Lost Cause. Even during
confrontations. These wrecks preserve what is perhaps the largest surviving, and yet virtually untapped, source of Civil War material culture (Watts 1998b). There has been extensive archaeological survey and recovery of large inventories of artifacts from wrecks of this period but comprehensive analytical reports and articles are lacking (Neyland 1998). It is useful to be familiar with the major salvage operations and archaeological surveys and projects that have been conducted in order to facilitate planning future investigations.

The radical design of the ironclad warship USS Monitor was tested on 9 March 1862 when it fought the ironclad CSS Virginia (Merrimack) in one of the most celebrated naval battles in history. The result of their confrontation was the rapid abandonment of conventional wooden, sail-powered warships and an escalation of naval weaponry and armor. Monitor sank during a storm on 31 December 1862 near Cape Hatteras, North Carolina. Her remains were located in August 1973 lying in 230 feet of water approximately sixteen nautical miles off Cape Hatteras (Broadwater 1997).

To protect the historic ship, Monitor was designated the first National Marine Sanctuary on 30 January 1975. Since its discovery Monitor has been the object of numerous scientific expeditions intended to document and evaluate the wreck and aid in the development of management plans. Expeditions in 1993 and 1995 concluded that the hull was deteriorating at an accelerating rate. Key hull components and artifacts are being recovered, conserved, and displayed (Delgado 1998).

USS Cairo, an ironclad river gunboat, was built in 1861 and served on the Mississippi and Ohio Rivers and their tributaries. While preparing for an attack on
Haines Bluff, Mississippi, Cairo struck a torpedo and sank in the Yazoo River, becoming the first warship to be so destroyed in combat. She was located in 1956 and attempts to salvage the ironclad were begun three years later. The wreck was well-preserved, however, Cairo sustained considerable damage during and after salvage operations (Naval History Division 1971). The National Park Service acquired her remains in 1977. In spite of the poor condition of the ironclad, the surviving sections were assembled and exhibited with missing portions stylistically reconstructed at the Vicksburg National Military Park, Mississippi. An adjacent museum displays artifacts from the vessel (Watts 1988b).

The ironclad USS Eastport, a converted steamer, was abandoned and scuttled near Montgomery, Louisiana, on 26 April 1864 by the Union navy. In June of 1865 the side-wheel steamer Edward F. Dix, loaded with supplies for Union troops on the Red River, struck the wreck and sank. A search for their remains began in 1991. The vessels were located below Montgomery, east of the present river channel, and complex excavations to assess and identify the vessels were undertaken in 1995. Thirty-five feet of overburden was removed from an area 300 feet square. Dry excavations were not possible because of the site’s proximity to the river, so the area was allowed to fill with water (Birchett and Pearson 1996).

USS Tecumseh, an ironclad monitor, hit a mine and sank during the Battle of Mobile Bay on 5 August 1864. The vessel was located and surveyed in 1967. Some artifacts were recovered and one of Tecumseh’s anchors was raised. Two separate
efforts to recover the ironclad failed. *Tecumseh* was placed on the National Register of Historic Places in 1975 (West 1990).

The Confederate ironclad CSS *Georgia* was destroyed in the Savannah River off Savannah, Georgia, on 20 December 1864 when the city was evacuated. The wreck site was monitored from 1979 to 1984. The vessel was measured and mapped and some artifacts were recovered. *Georgia* is listed on the National Register of Historic Places (Delgado 1998).

CSS *Raleigh* was the first ironclad of Confederate design and one of two ironclads built in Wilmington, North Carolina. She grounded on a bar between New Inlet and the Cape Fear River's main channel on 6 May 1864. After nomination to the National Register of Historic Places in 1985, she was surveyed and mapped in 1993 and 1994 (Peebles 1995). CSS *North Carolina* was the other Confederate ironclad built at Wilmington. She sank at her mooring in the Cape Fear River in 1864. Dredging operations in 1995 damaged the surviving hull structure, therefore, archaeologists were contracted to assess and document the vessel remains that lie in twelve to sixteen feet of water. Fieldwork conducted in 1996 and 1997 mapped the exposed hull structure and associated artifacts in addition to recovering artifacts from four test excavations (Watts and Mather 1998).

The ironclad ram, CSS *Neuse*, was destroyed by the Confederates on 16 March 1865. She sank in the Neuse River near Kinston, North Carolina. Efforts to raise her remains began in 1961. The vessel was transported in three sections and displayed at the CSS *Neuse State Historic Site* in Kinston (Naval History Division 1971). CSS *Jackson*
(Muscogee), another ironclad ram, was built in Columbus, Georgia, and captured by Union forces before completion on 16 April 1865. She was set afire and cut loose, drifting approximately thirty miles before grounding on a sand bar in the Chattahoochee River. Jackson was located in 1959 and salvage operations began the following year. She was raised and floated back to Columbus in two large sections now displayed at the Confederate Naval Museum along with a collection of artifacts (Holcombe 1984).

The career of the gunboat USS Cumberland encompassed nearly three decades. In the early part of 1862 she was stationed off Newport News, Virginia, as part of the Union squadron blockading the James River. The sinking of Cumberland by the ironclad CSS Virginia (Merrimack) on 8 March 1862 was one of the more dramatic moments of the Civil War. Within a short time of being rammed Cumberland had settled on the river bottom, her flag and mainmast top still visible. In June 1981 the site was located in sixty-six feet of water and a collection of diagnostic artifacts was recovered (Margolin 1984; Margolin and Townley 1991).

The side-wheel steamer USS Hatteras was destroyed off Galveston, Texas, on 11 January 1863 by CSS Alabama. Hatteras was a commercial vessel acquired for Union service in the blockade squadrons. Work conducted in 1992, 1993, and 1994 monitored and mapped remains visible above the bottom. Treasure hunters removed some artifacts in the 1970s. The wreck is now protected as a listed site on the National Register of Historic Places (Arnold and Anuskiewicz 1995).

USS Southfield was a double-ended steam ferryboat from New York City purchased by the navy and converted to a gunboat. On 19 April 1864 the ironclad ram
CSS *Albemarle* crashed into the gunboat near Plymouth, North Carolina. *Southfield* sank to the bottom of the Roanoke River in minutes. Her remains were located in 1991 three-quarters of a mile from Plymouth in seventeen to nineteen feet of water. *Southfield* was explored and mapped (Spirek 1993). The Union gunboat USS *Tulip* sank off St. Mary’s County, Maryland, while serving in the Potomac Flotilla. Throughout the 1960s and 1970s local divers collected artifacts from the site. Fieldwork in 1995 assessed the condition of the wreck and recovered many additional artifacts (Delgado 1998).

Two Civil War period vessels that sank in British Columbia’s Inside Passage were documented and mapped in 1997 and 1998. The double-ended gunboat USS *Sowane* hit an uncharted rock in 1868 while enroute to Alaska. She was launched in 1864 and assigned to service with the Pacific Squadron in 1865. USS *Saranac*, a side-wheeled frigate, sank in 1875. She was commissioned in 1850 and sailed for duty with the Pacific Squadron in 1857 and remained there for the rest of her career. During the Civil War *Saranac* protected United States commerce from Confederate raiders (Woodward 1998).

CSS *Curlew* was an iron-hulled gunboat of the Confederate navy in North Carolina. The side-wheel steamer was launched in 1856 and operated as a passenger and freight carrier until the Civil War. *Curlew* was purchased in 1861 and converted to a gunboat. She was destroyed near Roanoke Island on 7 February 1862. Several artifacts, including the builder’s plate, were recovered in 1988. Archaeologists returned to the site in 1994 to construct a site plan (Olson 1995).
The remains of the gunboat CSS *Chattahoochee* were located approximately ten miles below Columbus. She was sunk by the Confederates upon capture of the city in April 1865. Portions of *Chattahoochee* were raised in 1964, including thirty feet of the stern, the vessel's two Confederate-made steam engines, several nineteenth-century tools, and a small portion of the bow, and displayed at the Confederate Naval Museum in Columbus, Georgia. 100 feet of the vessel still lies in the Chattahoochee River. The unsalvaged section of the gunboat was relocated in 1982 and excavations and mapping were performed in 1984 (Stephenson 1985).

The successful Confederate commerce raider CSS *Alabama* was sunk by USS *Kearsarge* off Cherbourg, France, on 19 June 1864. The French minesweeper CM *Circe* discovered *Alabama* in 185 feet of water during October 1984. The discovery led to the creation of the French-American CSS *Alabama* Association and to several archaeological campaigns (Mardikian 1997). The wreck site was surveyed in 1988, mapped and studied between 1988 and 1993, and excavated in 1994. The vessel's Blakely gun was retrieved during 1994 fieldwork (Delgado 1998).

CSS *Florida* was the first foreign built Confederate commerce raider. After being seized by USS *Wachusett* she was taken to Hampton Roads, Virginia, where she sank under mysterious circumstances on 28 November 1864. *Florida* was located in June 1981 at a depth of sixty-three feet. Salient features and dimensions were recorded during investigations in order to construct a site plan. A number of artifacts were also recovered (Margolin 1984; Margolin and Townley 1991).
The Union transport vessel *Maple Leaf*, a side-wheel steamer, was located in the St. Johns River near Jacksonville, Florida, in 1984. She was chartered in 1862 and was sunk by a torpedo on 1 April 1864 while serving as a troop transport. Materials that confirmed the identity of the vessel were recovered in 1988, 1989, and 1991. A project to assess and document the condition of its structure and distribution of its contents was begun in 1992 (Stollman and Cantelas 1993).

The Federal Government leased the side-wheel steamer *Boston* for use as a troop transport in April 1861, she was the first vessel used to transport soldiers during the Civil War. *Boston* was destroyed in the Ashepoo River, South Carolina, on 26 May 1864. The vessel was located in four to seven feet of water in June 1979. Artifacts and measurements were collected during a series of projects (Albright 1984).

In November 1983 and September 1986 the remains of two blockade runners were surveyed near Bermuda. The side-wheel steamer *Nola* grounded on reefs in 1863. *Mary Celestia*, another side-wheel steamer, struck a reef in 1864 and sank in eight minutes. Both sites were documented and mapped (Watts 1988a). Fieldwork in 1998 and 1999 investigated the remains of *Denbigh*, one of the most successful blockade runners of the Civil War. The side-wheel steamer sank off Galveston, Texas. The site was documented and some artifacts were recovered (Arnold et al. 1999).

The State of North Carolina has located and documented large numbers of Civil War vessels now protected in the Cape Fear Civil War Shipwreck District and the Eastern North Carolina Civil War Shipwreck District. The lower Cape Fear region is littered with wrecks from the Union naval blockade of the Confederate port of
Wilmington. More than fifty vessels attempted to slip past the Union blockade of the Cape Fear River Inlets and met with watery graves (Bright 1985).

Twenty-one shipwrecks, mostly blockade runners, were listed in the National Register in 1985 as the Cape Fear Civil War Shipwreck District (Lawrence 1993). Excavations in the stern area around the captain’s quarters of the blockade runner Ella yielded a significant collection of artifacts. The blockade runner Modern Greece was one of the first to sink off Cape Fear and the first to be extensively explored and partially salvaged. Over 10,000 artifacts were removed from the site in the early 1960s. Four large cannon and a number of smaller artifacts were recovered from the wreck of the Union blockader USS Peterhoff (Bright 1985). The boiler and machinery of the screw steamer USS Iron Age were mapped in 1988 and some artifacts were recovered (Watts 1988b).

The Eastern North Carolina Civil War Shipwreck District encompasses fifteen shipwrecks, including gunboats, transports, and vessels sunk as obstructions. The United States gunboat Picket (John F. Winslow) served as General Ambrose Burnside’s flagship on his trip to North Carolina and during the Battle of Roanoke Island. Systematic mapping of the wreck site and recovery of artifacts occurred over a five-year period. USS Underwriter was destroyed by the Confederates near New Bern. A collection of artifacts from the vessel, including a four-truck naval gun carriage, is on permanent display in New Bern (Lawrence 1993).

Surveys of the James River near Richmond, Virginia, in 1982 revealed the probable locations of wrecks belonging to the sunken Confederate James River
Squadron. Additional work in 1985 supported those conclusions and offered evidence of another wreck. The ironclads CSS *Fredericksburg* and CSS *Virginia II* were destroyed by the Confederates during the evacuation of Richmond and are now partially buried by the riverbank. The steamer *Northampton* was sunk as a channel obstruction early in the conflict. Some artifacts were recovered during the surveys. The remains of wooden cribs filled with stone and other debris and placed as obstructions were also revealed.

The third ironclad of the James River Squadron, CSS *Richmond*, was located in another area of the river. Finally, the remains of USS *Commodore Jones*, a Union gunboat destroyed by a torpedo, were located under a riverbank (Margolin and Townley 1991).

In the spring of 1862 a program of harbor defense based on solid obstructions and the use of mines was adopted at Mobile, Alabama. Vessels were purchased in May, loaded with brick, and sunk by June. Three units were excavated into the bow, stern, and midships of one of these vessels in 1984. Investigators concluded the wreck was the river steamboat *Cremona* (Irion 1985).

Anti-torpedo rafts were intended to allow Union naval forces to penetrate Confederate defences. The strategy called for a raft of multiple layers of heavy timbers held together by iron bolts and cut to fit the bow of a ship which would push it through mine fields detonating explosives, leaving the vessel unharmed. Four rafts were dispatched to South Carolina in January 1863 but only one was delivered (Smith et al. 1987). One of the rafts arrived in Bermuda in 1868. Salvors were unable to dismember the timbers and it was left to rot. Recovered sections of this raft are exhibited in museums in Bermuda and the United States (Naval History Division 1971). Another raft
arrived at Mustang Island, Texas. The remnants were investigated and documented in 1985 (Smith et al. 1987).

_H. L. Hunley_ was the first submarine in history to sink a warship in combat. The submarine sank USS _Housatonic_ by torpedo on 17 February 1864 off Charleston, South Carolina. However, _Hunley_ and her crew never returned and no signs of the submarine were found with the remains of _Housatonic_. Searches for the vessel were performed in 1980 and 1981 without success. The search resumed in August 1994 and continued off and on until May 1995 when _Hunley_ was located completely buried three miles off South Carolina's coastline at Sullivans Island (Wilbanks and Hall 1996). Archaeological assessment of the site was conducted in 1996 (Delgado 1998).

Civil War shipwrecks are a physical record and tangible reminder of the conflict that so affected this nation and its citizens. These valuable cultural resources possess enormous educational potential and should be recorded, monitored, and protected to preserve the insights they may provide. Archaeology has contributed to the histories of Civil War ironclads, blockade runners, and commerce raiders. Future investigations will continue to expand our knowledge of ship construction, steam technology, shipboard life, naval warfare, and the Civil War by exploring other gunboats, transports, obstructions, and even privateers, in addition to further analysis of completed projects.

Walt Whitman, who worked in Civil War hospitals, considered writing a book on the subject but relinquished the idea after deciding that "the real war will never get in the books" (Ott 1994). Archaeological excavations have confirmed well-known facts but also revealed previously unsuspected aspects of Civil War life. By combining the
information gathered through historical documents and archaeological excavations, archaeologists can provide a more complete picture of the "real war" with their unique approach and perspective.
III. PRIVATEERING IN THE PAST

In the ancient and early modern periods, before the advent of maritime empires based upon far-flung political and economic order, privateering was considered to be a more or less respectable profession (Reynolds 1974). A privateer was a privately owned and armed vessel that carried a letter of marque and reprisal from a belligerent government in wartime authorizing the ship to prey upon enemy commerce by taking prizes for the profit of her owner (Dalzell 1940). Privateers and pirates are easily distinguished, according to legal theory. A pirate plundered ships of all nations and kept all his booty. A privateer attacked only enemy vessels during wartime and his actions were limited by the terms of his commission. Above all, a privateer could not touch any plunder until a government court said the captured vessel was legally seized. The court also took 10 percent or more for the government and levied other fees (Macintyre 1975). However, until the 1680s, governments rarely enforced privateering laws and these licenses were simply an excuse for piracy.

Privateering was called *corsa* in Italian, Spanish, and Portuguese and *la course* in French – all derived from the Latin word *corsus* meaning a race, march, or voyage. A privateer was known as a *corsaro* in Italian, *corsario* in Spanish, *corsari* in Portuguese, and *corsaire* in French. From the sixteenth century, "corsair" was used in English in references to Barbary raiders. The word "privateer" is first recorded in 1664 and became common a few years later. Sixteenth-century English raiders were known as "volunteers" or "voluntaries" (Rogozinski 1995).
It is notable that the Greeks and Romans used the same words for both pirates and privateers. Ancient states did not issue formal letters of marque. Initially they invited captains to use their harbors as bases for plundering raids. Many rulers also hired pirates just as they retained mercenaries on land. Governments issuing general invitations to piracy did not control the raiders, who might attack neutral shipping or even their host’s allies. It was considered safer to make a formal arrangement. In addition to their wages, privateer crews always had the right—as did land soldiers—to split up captured booty (Rogoziński 1995).

The corsairs of Malta and Barbary legally were privateers because they carried commissions and registered their plunder with prize courts. In fact, they were pirates because they attacked any vessel, at any time. Their governments treated other nations as enemies until they signed a formal peace treaty. England and France also promoted piracy disguised as privateering. English privateers often attacked ships from neutral countries and most did not bother to get a license before sailing. The French government rarely issued letters of marque after 1485 because French law justified privateering under the king’s absolute right to plunder and kill enemies, whether soldiers or civilians (Rogoziński 1995).

During the late seventeenth and early eighteenth centuries, privateering flourished—especially in the West Indies—as trade grew. Spain, the main victim of English, French, and Dutch privateering in the Caribbean, was slow to retaliate. The Spanish government licensed raiders in Europe, particularly during its war with the Netherlands, but it was afraid of private warships because they were difficult to control.
Raiders often contributed to their nation's war effort by damaging the enemy's public morale and distracting his warships (Humble 1983). England and France freely licensed privateers during their wars from 1688 to 1713 and from 1740 to 1783. French privateers raided English shipping worldwide during the Revolutionary and Napoleonic wars.

The ideal privateer combined skillful seamanship with boldness and daring. He went to sea knowing his only reward was limited to a division of the spoils. However, this division of the spoils was sufficient to induce many seamen to enter this dangerous service (Maclay 1968). In addition to common concerns of uncontrollable weather and enemy vessels, privateers dealt with their own unique considerations.

Speed was a great and ruling consideration in privateers. Eagerness to enhance speed occasionally resulted in dangerously top-heavy craft. The privateer Arrow, a brig mounting fourteen guns and carrying a crew of 150 men, sailed from New York on 14 January 1815, cruised in the West Indies for a time, then disappeared. Being heavily sparred, it was surmised that she capsized in a squall or during a chase (Maclay 1968). Another danger peculiar to privateers was that of prisoners rising and overpowering their captors. This danger was especially great during long and prosperous voyages, when the crew was weakened by drafts for prizes and the number of prisoners on board exceeded the number of crew (Chidsey 1962). A Revolutionary War privateer, Yankee, carried nine guns and forty-three men. She captured two ships and placed prize crews in these vessels, then continued her cruise in their company. The prisoners in the prizes rose.
secured their captors and their vessel, then attacked *Yankee*. Her captain was compelled to surrender and he and his men were imprisoned in England (Maclay 1968).

Privateers potentially could do great injury to the wealth and prosperity of the enemy at no direct expense to the government. Unfortunately, privateers could not be commanded or organized and they took men and cannon away from the navy and army. Such a mode of war was inconclusive, worrying but not deadly. To be destructive, a commerce-destroying warfare needed to be seconded by squadron warfare that distracted the enemy from the privateers. Failing such support, privateers could not travel far from home and their blows, though painful, could not be fatal (Mahan 1918).

Privateering suited the seamanship and enterprise of Americans and it remained popular with them throughout the Revolutionary War and War of 1812. During the Revolution privateers operating under congressional authorization numbered 1,697 and took approximately 600 prizes worth about $18 million. In the War of 1812 Americans had 526 registered privateers which took more than 1,300 prizes worth about $39 million (Maclay 1968). They garnered needed supplies for the American armies, disrupted Britain’s re-supply of its armies, drove up insurance rates for British shipping, and undercut support for the war in the home country. The Revolution laid the basis for an American naval tradition that realistically accepted relative American naval weakness in wars with European powers.

From a position of naval inferiority measured in ships-of-the-line and standing fleets, the Americans worked out a strategy of seeking allies where possible and of devoting their scarce naval resources to small ships designed to raid the enemy’s
commerce and, if possible, to protect American maritime trade. A corollary of that policy was the defense of coasts and harbors with even smaller vessels backed by forts and ready militia. The American people also relied on privateers to supplement the navy’s force of commerce destroyers (Hagan 1991).

The commanding officers of the blue-water ships went to sea with standing orders from the secretary of the navy stating that “the commerce of the enemy is the most vulnerable point we can attack, and its destruction the main object; and to this end all your efforts should be directed.” Taking prize vessels endangered a commander’s own ship if he sought to enhance his own “fame, and the national honor, by hazarding a battle after the reduction of your officers and crew by manning prizes.” Privateers, by contrast, could safely dilute their crews by detaching men to sail prizes into port (Hagan 1991). The popularity of privateering faded after the Napoleonic Wars (1800-1815) during the long era of peace between the major European powers.

The development of specialized naval warships doomed privateering and most European countries abolished the practice under the 1856 Declaration of Paris. The original signers were France, England, Russia, Prussia, Austria, Sardinia, and Turkey. During the next two years most major nations followed them. A few nations such as Spain, Mexico, and the United States refused to join the ban on privateering as all of them had long coast lines and modest navies and believed that they needed privateering to protect themselves (Ritchie 1997). In addition to abolishing privateering, the Declaration allowed neutral shipping of non-contraband materials to belligerents and stated explicitly that for a blockade to be legal and binding it had to be effective; that is,
blockaded ports had to be patrolled by warships of the blockading nation (Reynolds 1974).

The United States came to regret its refusal to sign the Declaration. The maritime commerce of the United States ranked second in the world in 1861, being exceeded only by that of England (Maclay 1968). The American carrying trade had steadily expanded, in pace with the growing prosperity of the country, during the 1840s and 1850s. Of the total registered tonnage, less than a tenth belonged to companies operating in the southern states (Jones 1960). Thus the North was in a position like that of the European nations in that it was a dominant naval power trying to cope with a weaker foe whose only recourse was raiding and privateering (Fowler 1990). When the Civil War broke out on 12 April 1861, President Jefferson Davis of the Confederate States did not hesitate to issue a proclamation inviting applications for letters of marque and reprisal (Figure 1).
JEFFERSON DAVIS,
President of the Confederate States of America.

To all Whom it May Concern:

Know Ye, That by virtue of the power vested in me by law, I have
commissioned, and do hereby commission, have authorized, and do hereby authorize the
a vessel called the 

Commissioned to act as a private armed vessel to the service of the
Confederate States, in the
high war, against the United States of America, their Ships, Vessels, And allies, and those of their citizens, during the duration of the
War, now existing between the said Confederate States and the said United States.

This Commission is made for the , and is to continue in force until revoked by the President of the Confederate States.

Schedule of Description of the Vessel:

[Details of the vessel's description]

[Signature]

Secretary of State.

Figure 1. Privateer Letter of Marque (Still 1997).
IV. THE NAVIES IN THE CIVIL WAR

In any war the belligerents necessarily adopt strategies shaped by their political arms and military capacities. In the Civil War, the political aim of the Confederate States was to establish an independent nation; the political aim of the United States was to prevent the South from leaving the Union. To accomplish its political aim, the Federal government had to act aggressively, to attack the Confederate States physically and economically. The South, with a modest population and an economy based on agriculture, had no choice except to act defensively. Its only chance to achieve its political aim was to prolong resistance in the twofold hope that the North would finally decide it was not worth the cost to compel the South to stay in the Union and that Great Britain, France, or both, would come to the aid of the Confederacy.

Militarily the Confederate States were vulnerable to joint army-navy attacks because their Atlantic and Gulf coasts were honeycombed with rivers, creeks, inlets, and bays while the Tennessee and Cumberland Rivers extended deep into the country and the Mississippi River bisected it (Nash 1972). The South was also vulnerable economically; having little manufacturing capacity of its own, it exported cotton, rice, sugar, and naval stores to New England and Europe in exchange for things as big as steam engines and as small as pins and needles.

If this commerce could be stopped, the seceding states could not obtain the arms, equipment, and munitions with which to wage a long war. In view of these facts the political and military leaders of the North quickly agreed upon the importance of interdicting, as much as possible, the Confederate States' foreign trade. However, there
was some discussion among the members of President Abraham Lincoln’s Cabinet as to whether this could best be done by declaring that the cities where there had been United States customhouses were no longer ports of entry or by blockading the southern coast (Nash 1972).

Some of the Cabinet favored the first course because it appeared to be so easy and simple. All it seemed to need was the issuance of an executive order. A fault of this plan was that if a vessel defied such an order and landed its cargo at a closed port it would merely have violated a United States revenue law. Such an offense could be punished only by proceedings in a federal court in the state and district where it occurred, and these courts were in the hands of the Confederates. There were also good reasons to fear that other nations might consider the closing of the ports by fiat to be an attempt to establish a paper blockade. They would certainly protest against this sort of thing and would probably disregard such an order (Musicant 1995).

Those who favored a blockade pointed out the advantages of this policy; it would close the ports by physical force, thereby effectively putting a stop to the Confederate States foreign commerce. Furthermore, any vessels violating such a blockade could be captured and condemned in United States admiralty courts or in those of other countries, with the consent of their governments. Three more or less cogent arguments were advanced against a blockade.

To proclaim a blockade is an act of war, hence to blockade the Confederate States would, tacitly at least, grant them the status of a belligerent country. This, in turn, would almost admit the validity of their claim to be an independent nation and might
encourage other countries to extend diplomatic recognition to them. The secessionists hoped these things would occur; they regarded themselves as patriots, ready, as their ancestors had been in 1776, to wage war against a government under which they were no longer willing to live. The Federal government did not want these things to happen; it regarded, and wanted the rest of the world to regard, the Confederates as rebels (Nash 1972).

The Federal government was also concerned that the courts might declare a blockade of some states by other states unlawful, in which event it could not be enforced. Finally, it was said that the United States did not have a navy capable of blockading a coast nearly 3,600 miles long (Figure 2). This was a highly important argument. A legal blockade as defined by international law must be an effective one. That is to say it must be maintained by a force capable of actually making access to an enemy’s ports difficult and dangerous. When the Civil War began the United States did not possess such a naval force (Musicant 1995).

Of the 90 vessels of all classes listed in the Navy Register for 1861, 21 were unfit to go to sea at all, 27 were laid up in various navy yards in need of more or less extensive repairs or were on the stocks not yet ready to be launched, and 28 were on foreign stations, seven of them as far away as the coast of China. Only the vessels attached to the Home Squadron – 14 total – were in port anywhere in the United States or close enough at hand to be quickly available (Nash 1972). Obviously this handful of vessels could not possibly cover the nearly 200 bays, inlets, river mouths, and deltas along the Confederate States’ Atlantic and Gulf coasts. Indeed, they could not even
effectively blockade the ten ports through which most of the South’s imports and exports would have to pass (Anderson 1962).

Figure 2: (Masicant 1995).

Before a decision was made as to what course to follow, Secretary of State William H. Seward discussed the alternatives with Lord Lyons, the British minister to the United States. Lord Lyons made it clear that closing the ports by executive order might lead Great Britain to recognize the Confederate States in order to protect the legitimate rights of British merchants. However, he had to admit that his country could not reasonably object to a blockade since it had also often used that form of naval warfare. In these circumstances President Lincoln proclaimed a blockade of the Confederate States’ coasts from North Carolina to the Rio Grande on 19 April 1861, a
week after the Civil War began. When Virginia seceded a short time later the blockade was extended northward to the Potomac River.

A great many southerners, including Jefferson Davis, President of the Confederate States, were confident that Great Britain would never allow the Union navy to establish a blockade. This assumption was based on what seemed to be logical grounds. Five million Englishmen relied on the textile industry for their livelihood. England depended almost absolutely on the southern states for cotton; ergo, the British government would not let anything interfere with the free flow of cotton (Owsley 1959). If Great Britain, with its incomparable navy, said there was to be no blockade there would be none.

If the theory, expounded by a North Carolina senator in 1858, that cotton was a king against whom no power on Earth would dare to make war ever had any merit, the South chose a poor time to test it. When the Civil War began most of the bumper crop of cotton produced in 1860 had already been shipped. With enough cotton on hand for the country’s needs and not foreseeing a long war, Great Britain did nothing directly to interfere with the blockade (Nash 1972).

Thus, by the end of 1861, the Union was able to improvise a fleet capable of maintaining an effective blockade and, in cooperation with the army, to occupy several Confederate ports along the Atlantic coast. To do this the Navy Department chartered or bought and armed more than 100 freighters, passenger liners, coasters, yachts, excursion boats, ferryboats, and tugboats driven by screw propellers, side-wheels, or sails (Figure 3). All that Gideon Welles, the energetic Connecticut Yankee who headed the
Department, asked of these “instant warships” was the ability to float and carry some guns (Musicant 1995).

Figure 3: A ferryboat refitted as a Federal blockader (Constable 1983).

The existing fleet consisted chiefly of general-purpose oceangoing vessels; the need of the moment was for craft of other types, some of them highly specialized. Blockade duty called for steamers able to ride at anchor in all sorts of weather, to get underway quickly, and to show a good turn of speed. Some fast cruisers were needed to hunt for Confederate commerce raiders and, in case of foreign complications, to do some commerce raiding themselves. Harbor fortifications could be attacked with any hope of success only by heavily armed, well-protected ships. Working the rivers and sounds along the southern coasts demanded highly maneuverable, shallow draught steamers. Before the war ended the Navy Department bought 313 steamers and 105 sailing craft
(Constable 1983). If the United States had found itself at war with a first class naval power in 1861 the lack of ships would have been dangerous, if not catastrophic. In the actual circumstances the navy’s weakness proved to be no great misfortune.

Confederate naval strategy involved defending the southern coastline against Union attack, challenging the Federal blockade of southern ports and, through the activities of privateers and cruisers, wreaking enough destruction upon the northern merchant marine so that the Federal government would be forced to withdraw numerous ships from the blockading squadrons in order to pursue the “highway men of the sea.”

The Confederacy began the war without a navy and with few means of constructing one (Figure 4). The South did not have the shipyards, workshops, steam mills, foundries or skilled mechanics capable of turning out two-and-a-half inch plate or a complete steam engine of a size suitable for ships. In confronting these deficiencies the Confederates displayed remarkable ingenuity.

Led by Confederate secretary of the navy, Stephen R. Mallory, the Confederacy challenged northern superiority through novel approaches to naval war. In defending the southern coastline the torpedo bureau developed elaborate systems of mines and underwater explosives. They even devised a primitive submarine, H. L. Hunley, whose attack on the Federal blockading sloop USS Housatonic outside Charleston harbor in February 1864 marked the first sinking of a warship by a submarine in history. The construction of an ironclad fleet was a primary aim because of their immense advantage over the wooden ships in the Federal blockading fleet (Randall and Donald 1969).
Since the Confederate navy lacked not only ships but also the materials to build and equip them, at first it expended its effort chiefly upon privateers and a few crack cruisers. As Jefferson Davis expressed it: “At the inception of hostilities the inhabitants of the Confederacy were almost exclusively agriculturists, those of the United States, to a great extent, mechanics and merchants. We had no commercial marine, while their merchant vessels covered the ocean. We were without a navy, while they had powerful fleets. The advantage which they possessed for inflicting injury on our coasts and harbors was thus counterbalanced in some measure by the exposure of their commerce to attack by private armed vessels.” (Randall and Donald 1969)

Privateering was abolished by international agreement in the Declaration of Paris of 1856, but the United States was not a signatory, so privateering as a weapon of maritime war was a viable option for the South. President Davis issued a proclamation on 17 April 1861, inviting applications for letters of marque and reprisal. President
Lincoln attempted to discredit privateering by agreeing to support the 1856 Declaration, but Great Britain declined to enter upon an agreement which would have been operative in the war then existing.

Soon after Davis' proclamation of 17 April, Lincoln announced that the captured crews of privateers would be hanged as pirates. President Davis countered by warning that if any such execution occurred reprisals would follow (Faust 1991). There were several abortive trials of a few captured privateers, but in the end, Federal judicial officers declared that it was foolish to treat captured Confederate sailors differently from captured Confederate soldiers, the trials were dropped and the crews sent south (Eaton 1954). Despite this action Union officials continued to apply the epithets "pirate" and "piratical" to everything naval in the South.

The act of the Confederate Congress concerning privateering became law on 6 May 1861. It authorized the President to issue letters of marque and reprisal against "the vessels, goods and effects of the government of the United States, and of the citizens or inhabitants of the states thereof." The officials of the Confederacy were rather remarkable for their scrupulous attention to the rights of neutrals, as well as for their solicitude in safeguarding the rights of the enemy. Conforming in part to the Declaration of Paris, the law recognized that non-contraband private property of the enemy on neutral ships was exempt from capture and it also recognized the exemption of non-contraband neutral property on enemy vessels (Durkin 1954). Privateersmen were enjoined to deal with enemy vessels and their crews with "justice and humanity", and to prevent any tendency toward piracy, each master of a privateer was required to keep a
journal of his cruises and to deliver it to a Confederate collector of customs upon landing at a southern port.

Ships of the most diverse sorts responded to the call of the Confederate government. Pilot and fishing boats and merchant craft were converted into armed privateers, their owners motivated by a combination of patriotism and pecuniary interest. Privateers received all except 5 percent of the value of the sale of their prizes. The amount withheld was set aside as a fund designed to take care of the wounded and widows and orphans of those slain, and the remaining proceeds were divided among the owners, officers and crew according to a stipulated proportion.

Privateers created a great scare in the North and presented a real threat to United States shipping for the first few months of the war, but after the fall of New Orleans and the tightening of the Federal blockade they found it almost impossible to bring their prizes into Confederate ports. They could not operate in European waters after England, who set the pace in maritime law for Europe, refused to allow prizes to be brought into her ports (Stephenson and Coulter 1950). Despite the success of a few privateers, their numbers steadily declined.

Southern ships could perform both a more gainful and a more patriotic service by acting as blockade runners than by acting as privateers. If engaged in marine transportation there would be less uncertainty in their operations and the goods they could bring in would command higher prices and contribute more to the nation's needs than the prizes they might be able to take and dispose of as privateers. The slow and awkward sailing vessels, which were almost without exception the quarry of privateers,
were of little commercial or fighting value and it was a matter of chance whether their cargos would be of service (Randall and Donald 1969).

The civilian leaders and the officers on both sides of the Civil War drew from a common naval heritage. This war would not be fought by fleets of ships meeting in a Trafalgar-like contest for command of the sea because neither side possessed such a fleet. The Civil War was an *American* war in strategy and operations, conducted according to lessons learned during the War of 1812 and the Mexican War. Those two wars had taught that a blockading navy could mount stifling amphibious assaults on the enemy's coastal cities, that coastal defense was difficult if the enemy had a massive navy, but that regardless of its strength at sea the enemy could win the war only if its army successfully invaded and occupied the opponent's politico-economic heart. The War of 1812 taught two final lessons: commerce raiders could elude blockaders, and their attacks on the stronger power's merchant marine could dampen his morale even if by themselves they might not win the war (Hagan 1991).
V. PRIVATEER SAILING VESSELS

As little as the Confederate privateers affected the outcome of the Civil War, their unique position as the last privateers in the world and the South's first response to Northern steps to reunify the nation necessitates recording the story of their part in the war. Their stories, to the extent they can be reconstructed from the scant material available, are presented here. It is hoped this information will be a foundation from which historians and archaeologists may expand our knowledge of naval and American history. The *Official Records of the Union and Confederate Navies* (Government Printing Office 1894, 1921) and the *Records of the Confederate States of America* (Library of Congress 1967) were the sources for the majority of the information in this section and Section VI, unless otherwise noted.

On 18 April 1861, *Gallatin* and *Hallie Jackson* became the first vessels to apply for letters of marque under President Davis' 17 April proclamation. *Gallatin* was a topsail schooner built in 1831 at New York Navy Yard; she served in the Coast Survey and as an U.S. Revenue cutter (Naval History Division [NHD] 1971). *Gallatin* was seized by southerners upon Georgia's secession and a commission was issued to Captain William Hone acting for fellow owners F. W. Simms, D. H. Baldwin, J. A. Courvoisie, and William Stamch, all of Savannah, Georgia. She had a crew of forty men and mounted two 12-pounders.

The brig *Hallie Jackson* was built in 1860 of copper fastened white and live oak to the specifications of her owner, Bernardino S. Sanchez of Savannah, Georgia. Sanchez claimed that “This vessel has the exalted honor of having hoisted the first
Confederate flag within the limits of a foreign country . . . for one week while in the port of Matanzas (Cuba) . . . although not yet recognized, it was respected." Hallie Jackson never got back to Georgia to arm; on 10 June 1861, she was captured by USS Union, Commander J. R. Goldsborough, and sent to New York for condemnation by the prize court (NHD 1971).

Thomas A. Hillier, Commander, James Houston, and James Speir all of Brunswick, Georgia, applied for a letter of marque for the schooner Triton in April 1861. Houston asserted that despite the small size of their vessel, Triton mounted one 6-pounder and had a crew of twenty men, they intended "to do the Black Republicans as much harm as possible".

Lamar, another vessel out of Savannah, Georgia, applied for a letter of marque on 30 April 1861. Her owner, E. J. Black, stated that Lamar was a schooner with a crew of thirty-five men and one swivel 12-pounder.

The schooner Savannah out of Charleston, South Carolina, was owned jointly by J. and F. Dawson, James Bancroft, Jr., W. W. Leman, Charles D. Farrar, J. C. Farrar, Charles H. Cohrs, O. J. Burn, D. B. Cloud, James Robb and John M. Harleston, and commissioned on 18 May 1861. Under the command of Captain T. Harrison Baker, with a crew of twenty-five to thirty men and mounting one large pivot gun, she captured Joseph, a brig with a cargo of sugar, on 3 June 1861. USS Perry, Lieutenant Enoch G. Parrot, captured Savannah the same day. The officers and men of the privateer went on trial for piracy in New York on 23 October 1861, a case which proved, along with Petrel and Enchantress, the impracticality of enforcing the Union doctrine against privateering.
In Charleston, the brig and cargo, valued at $30,000, were condemned by the South Carolina District Court sitting in Admiralty as "a good and legal prize." Savannah was purchased from the New York Prize Court on 2 July 1861 and became USS Choptank in the Potomac Flotilla (NHD 1971).

The bark Matilda, out of New Orleans, Louisiana, was commissioned on 8 June 1861. Her owners, Flavel Belcher and James I. Bard, stated she would have a crew of 150 men and mount four to six cannon. Belcher was also the commander of Matilda.

W. T. Kendall of Baltimore, Maryland, received commissions for the schooner Lorton and the brig Sealine on 11 June 1861. Lorton had a crew of twenty-five men and mounted one pivot gun; Sealine had a crew of thirty-five men and also mounted one pivot gun. Kendall, both the owner and commander of these vessels, was one of the few individuals not residing in a Confederate state to apply for letters of marque.

The brig Jefferson Davis was built in Baltimore, Maryland, about 1845 as Putnam and captured off Cuba on 21 August 1858 as the slaver Echo. Auctioned in January 1859, Echo reverted to her original name, Putnam, and was owned by Captain Robert Hunter of Charleston, South Carolina (NHD 1971). Huner signed up twenty-seven shareholders and applied for a letter of marque for Putnam to be known as Rattlesnake, but a name change to Jefferson Davis was approved by the State Department and the brig received her commission on 18 June 1861 and sailed from Charleston on 28 June under the command of Captain Louis M. Coxeater. She had a crew of sixty-five to seventy men and mounted one swivel 32-pounder and four 12-pounders.
Jefferson Davis captured numerous northern cargo ships along the coast and caused much consternation on the eastern seaboard. On 6 July she captured the brig John Welsh, carrying a cargo of sugar, and the schooner Enchantress east of Cape Hatteras, North Carolina. Enchantress was recaptured by USS Albatross and her prize-master, William W. Smith, and prize-crew were nearly hung as pirates. However, like the crews of the privateers Savannah and Petrel, the sailors were released and allowed to return home. On 7 July Jefferson Davis captured the schooner S. J. Waring about 150 miles off Sandy Hook, New Jersey. She captured brig Mary E. Thompson and schooner Mary Goodell on 9 July, bark Alvarado on 21 July, and brig Santa Clara on 5 August off Puerto Rico. Also in August, Jefferson Davis destroyed John Carver and took the prisoners to St. Augustine, Florida. The successful cruise of Jefferson Davis ended on 18 August when she wrecked on a bar trying to enter St. Augustine (NHD 1971).

Dixie was originally the Baltimore-built schooner H. & J. Neild. Captain Thomas J. Moore of Virginia bought her in 1860 and operated in the West Indian trade until war broke. Then he re-christened her Dixie, ran the blockade into Charleston, South Carolina, formed a syndicate, and petitioned for a letter marque. She had a crew of thirty-five men, mounted three guns and received a commission on 26 June 1861. The schooner Mary Alice was captured on 25 July with a cargo of sugar, but was recaptured by USS Wabash before making a Confederate port. The bark Glens was taken to Beaufort, North Carolina, on 31 July and condemned. Dixie and prize Rowena slipped back into Charleston on 27 August. Both vessels were sold on 15 October 1861. Dixie was purchased by A. J. White and Son to become the blockade runner Kate Hale.
and later, *Success*. USS *Keystone State* captured her off Georgetown, South Carolina, on 15 April 1862 (NHD 1971).

The schooner *J. O. Nixon*, out of New Orleans, was commissioned on 3 July 1861. She was commanded by John Wilson and owned by George W. Gregor, David Bidwell, John E. McClure and William R. Miles. *J. O. Nixon* mounted one 18-pounder and two 6-pound caronades and had a crew of forty men.

Residents of Norfolk, Virginia, formed a company for privateering purposes and fitted out the schooner *York* which was commissioned 9 July 1861. She mounted one 6-pound bore rifle cannon and had a crew of thirty men. Under the command of Captain John Geoffrey, *York* captured the brig *B. T. Martin* in July 1861. USS *Union*, Commander J. R. Goldsborough, destroyed *B. T. Martin* on 28 July north of Cape Hatteras, North Carolina, where she was run aground. *York* captured the schooner *George G. Baker* on 9 August 1861, but USS *Union* recaptured her. That same day, *York* was set afire and her armament thrown overboard near New Inlet, North Carolina, to prevent her capture by USS *Union* (NHD 1971).

The schooner *Petrel* was the U.S. Revenue cutter *William Aiken*, taken over by South Carolina on secession. She had been the pilot boat *Eclipse* when purchased for the Revenue Service. The State sold *Petrel* to ten Charlestonians who were issued a letter of marque on 10 July 1861. She was commanded by William Perry, had a crew of thirty-five men and mounted two guns. *Petrel*'s life as a privateer was short; she was sunk off her homeport on 28 July 1861 by USS frigate *St. Lawrence*, Captain Hugh Y. Purviance, after a fourteen-hour chase (Figure 5). The prisoners were taken to
Philadelphia to be tried as pirates. This case, along with that of Savannah and Enchantress, proved the impracticality of enforcing the Union doctrine against privateering (NHD 1971).

Figure 5: USS St. Lawrence destroys the privateer Petrel (Naval History Division, 1971).

Joseph L. Dunham and Thomas Stokes of Apalachicola, Florida, applied for a letter of marque for the schooner F. S. Bartow on 20 August 1861. Dunham, commander, stated she would mount one 24-pound pivot gun and one 6-pounder and carry a crew of thirty men.

George Robinson, also of Apalachicola, Florida, applied for a letter of marque for the schooner Onward on 20 August 1861. Robinson stated she would mount one 32-
poander and carry a crew of thirty men and he asserted "a good name" would be put in
command of the vessel.

The schooner *Judah*, operating out of Pensacola, Florida, and mounting five
guns, received a commission around August 1861. In the early morning darkness on 14
September 1861, sailors and Marines from USS *Colorado* rowed into Pensacola Harbor,
boarded and burned *Judah*, and spiked the guns at Pensacola Navy Yard (NHD 1971).

A syndicate of South Carolina residents received a commission for the schooner
*Sallie* on 8 September 1861. She had a crew of forty-six men and mounted one gun.
Operating out of Charleston under the command of Captain Henry S. Lebby, *Sallie*
captured the brig *Granada* on 12 October. She captured the brig *Betsey Ames* opposite
the Bahama Banks on 17 October. *Betsey Ames* carried cargo of machinery, boilers,
flues, apples, onions, cabbages, cornmeal, animal carbon and other articles. *Sallie* also
captured the brig *B. K. Eaton*, carrying cargo of lime and cement, on 30 October 1861.

The schooner *Josephine*, out of Gloucester Point, Virginia, was issued a letter of
marque "on or about the 1st Oct. 1861". She was to have a crew of forty-two men and
mount two guns, which the owners hoped to get from the government. In addition to
armament, they hoped to get lieutenants' commissions for the officers. However,

Captain O. Tennyson Weems resigned his commission on 5 December 1861 after the
sureties, H. A. Howard and R. Newcomb, declared they had been misled by Weems and
were unwilling to be bound to the Confederate States in the full sum of $5000.

The schooner *Beauregard*, formerly *Priscilla*, was owned by a group headed by
A. F. W. Abrams and commanded by Captain Gilbert Hay. She received her
commission on 14 October 1861, mounted one gun and had a crew of forty men. One week out of Charleston, South Carolina, on 12 November Captain Hay was surprised in the Bahama Channel by United States bark *W. G. Anderson*, Lieutenant William C. Rogers, whose attention was attracted to the schooner by “many men on her decks”. The crew destroyed all they could, throwing overboard the arms and ammunition, spiking the gun and cutting the sails and rigging to pieces. The vessel and prisoners were taken to Key West. The $15,000 *Beauregard* was condemned by the prize court, sold to the U.S. Navy for $1,810 on 24 February 1862 and ably served Flag Officer McKean thereafter in the Eastern Gulf Blockading Squadron (NHD 1971).

A schooner named *Santiago*, out of Brownsville, Texas, received a commission in 1863.

The schooner *J. M. Chapman*, out of New London, Connecticut was the third privateer to originate outside of the Confederacy. While preparing to get underway from San Francisco she was boarded and seized on 15 March 1863 by armed boats from USS *Cyane*, Lieutenant Commander Paul Shirley. *J. M. Chapman* was found to have a crew of four and seventeen more men concealed below decks together with a cargo of guns, ammunition, and other military stores. The cargo was discharged and the prisoners confined on Alcatraz (NHD 1971).

Thomas Smith of Baltimore, Maryland, applied for a letter of marque for the schooner *Chesapeake* on 24 March 1863. According to Smith, she would mount four guns and carry a crew of fifty men. *Chesapeake* was the fourth privateer to be fitted out by an individual who did not reside in a Confederate state.
W. G. Ford of Mobile, Alabama, applied for a letter of marque for the schooner *Gibraltar* on 12 January 1864. She had a crew of thirty men and mounted two guns. Ford was also the commander of *Gibraltar*.

William W. de Bolle, commander, and Archibald Forsyth of New Orleans applied for a letter of marque for the schooner *Stonewall Jackson* on 12 February 1864. She had a crew of sixty men and mounted three guns. De Bolle was also the commander of *Stonewall Jackson*.

W. G. Hartsfield, of Mobile, Alabama, applied for a letter of marque for the schooner *Rescue* on 11 March 1864. Her crew was to number thirty men, exclusive of officers.

The schooner *Stephen R. Mallory*, out of Nassau, applied for a commission on 25 April 1864. Formerly *Don José*, she mounted one 20-pounder and two 6-pounders and carried a crew of twenty-seven men. J. Samuel Jones, a native of South Carolina, was her owner and commander.

The schooner *Paul Jones*, out of Wilmington, North Carolina, had a crew of thirty to forty men and mounted two guns. John T. Gordon, owner and commander, received her commission in 1864.

The schooner *St. Mary’s*, out of St. Mary’s, Maryland, received a commission in 1865. She was the fifth privateer to originate from a state in the Union.

A total of twenty-eight privateer sailing vessels were commissioned during the Civil War. Twenty-four of these privateers were schooners, three were brigs and one was a bark. Out of twenty-eight vessels, only one privateer had a crew of 150 men. Five
privateers were owned by individuals from outside the Confederate States, four vessels were from Maryland and one was from Connecticut. Five of these twenty-eight privateers captured vessels for a total of seventeen prizes. Four privateers were captured, two of which were put into service for the United States. The United States destroyed two vessels and one was destroyed by the Confederates to avoid capture. One privateer was lost due to natural causes. The disposition of the remaining privateer sailing vessels is unknown.
VI. PRIVATEER STEAMSHIPS

The Civil War was waged in an era of transition in naval architecture and fighting methods. In the half-century preceding the war no less than five great naval revolutions were under way—steam, shell guns, the screw propeller, rifled ordnance and armor (Randall and Donald 1969). American contributions to, and adaptations of, nineteenth century advances in marine propulsion, naval gunnery and naval armor increased the nation’s ability to compete among the world powers (Margolin 1994). The Confederate privateer steamships represented many of America’s maritime advances.

M. Davis commanded the steamer Joseph Landis, out of New Orleans, Louisiana. She mounted two guns and carried a crew of 100 men. Joseph Landis was also known as Landis, J. C. Landis and Landes. She was built in Cincinnati, Ohio, in 1853. The owners of Joseph Landis applied for a letter of marque on 22 April 1861. The Confederate States acquired her in 1862 to be used as an unarmed tender to CSS Louisiana. Joseph Landis was damaged on 24 April 1862 while defending New Orleans. She was surrendered on 28 April and was used by the Union army as a tugboat and transport in the Mississippi River and Gulf areas for the rest of the war (Naval History Division [NHD] 1971).

Also out of New Orleans were the side-wheel steamers J. C. Calhoun, Music, V. H. Ivy, and William H. Webb. J. C. Calhoun was built in New York in 1851 as Cuba and received her commission on 15 May 1861. She was commanded by John Wilson, mounted one 18-pounder, two 12-pounders and two 6-pounders and carried a crew of eighty-five men. J. C. Calhoun captured the schooners John Adams and Mermaid and
the brig *Panama* at the end of May 1861. She then served in the Confederate States Navy until captured by USS *Colorado* on 23 January 1862 off South West Pass, Louisiana. Subsequently, she served as USS *Calhoun* (NHD 1971).

Thomas McLellan owned and commanded the steamer *Music*. She had a crew of fifty men and mounted two 6-pounders. *Music* was built at Jeffersonville, Indiana, in 1857 and was serving Charles Morgan's Southern Steamship Co. when war broke. *Music* was commissioned a privateer on 15 May 1861. She next served the Confederate States as an unarmed tender to Forts Jackson and St. Philip, near New Orleans. *Music* was last heard of armed and operating in the Atchafalaya-Red River area (NHD 1971).

William H. McLellan and Napoleon B. Baker owned *V. H. Ivy*, a steamer that carried a crew of sixty men and mounted one 15-pounder. Formerly *El Paraguay*, she was commissioned 16 May 1861. Baker also commanded *V. H. Ivy*. She was purchased later in the year by the navy, renamed *Ivy* and placed under the command of Lieutenant J. Fry. On 12 October 1861 she joined in attacking the Federal blockading squadron at the Head of the Passes in the Mississippi River. *V. H. Ivy* remained active in the lower Mississippi until May 1863 when she was destroyed by her officers near Liverpool Landing, Mississippi, on the Yazoo River to avoid capture (NHD 1971).

Peter Marcy, Charles A. Eager, and Joseph Leach owned the steamer *William H. Webb*. She was built in New York in 1856 and served the Southern Steamship Company. *William H. Webb* received her commission on 18 May 1861, mounted four 12-pounders and had a crew of 100 men. Joseph Leach, one of her owners, commanded her. *William H. Webb* was employed in transport work until mid-January 1862 when she
was pressed into Confederate service and converted into a formidable ram, which
operated in the Mississippi and Red Rivers. She figured prominently in the sinking of
Indianola near New Carthage, Mississippi, on 24 February 1863. Early in 1865 William
H. Webb was transferred to the Confederate navy and ordered to cruise against Union
commerce in April. She ran the blockade at the mouth of the Red River on 23 April and
by-passed the forts at New Orleans the next day, but Federal ships were in close pursuit.
Captain Charles W. “Savez” Read, of Tacony fame, finally ran William H. Webb ashore
(Figure 6) twenty-five miles below New Orleans and fired her (NHD 1971).

Figure 6: The destruction of the ram Webb (Stere 1962).

Eugene Dellany, owner and commander of the steamer Phenix, applied for a
letter of marque on 18 May 1861. She carried a crew of 243 men and mounted seven
guns. As a resident of Wilmington, Delaware, Dellany insisted he had “drawn the wool
over the eyes of the Black hearted Republicans” who were convinced that he was
“Union entire.” Phenix was the only privateer steamship from outside the South.
Confederate officials went to great lengths to ensure that Phenix received her
commission, they instructed the collector of customs at Apalachicola, Florida, and
Caillou River, Louisiana, to expect the steamer.
A. C. Gunnison, a steam tug out of Mobile, Alabama, was commissioned on 25 May 1861. Her commander was Peter G. Cook; she had a crew of fifteen men and mounted two 6-pounders. A. C. Gunnison was acquired by the Confederate navy in 1862 and fitted out as a dispatch and torpedo boat. Iron sheathing protected her upperworks and she carried 150 pounds of powder on a spar over her bow. Acting Midshipman Edward A. Swain commanded A. C. Gunnison after 9 November 1863. Plans for her to attack Colorado, one of the Mobile Bay blockade ships, fell through and she was turned over to the United States Navy in April 1865 (NHD 1971).

The screw steamer Isabella, out of New Orleans, received her commission 4 June 1861. She was owned by James Isaac Bard, who was also her commander, and W. R. Adams. Isabella mounted ten guns and carried a crew of 225 men.

Samuel E. Parker was issued a commission for the steamer Governor A. Mouton, out of New Orleans, on 10 June 1861. Parker was her owner and commander. Governor A. Mouton had a crew of twenty-five men and mounted one 9-pounder and one 6-pounder. USS Hatteras, Commander Emmons, captured her off Berwick Bay, Louisiana, on 11 May 1862.

J. H. Flanner of Wilmington, North Carolina, owned the screw steamer Mariner. She received her commission on 14 July 1861, mounted two 12-pounders and one 6-pounder and carried a crew of thirty men. Under the command of Captain B. W. Berry, Mariner captured the schooner Nathaniel Chase off Ocracoke Inlet, North Carolina, on 25 July 1861.
Gordon, a side-wheel steamer out of Charleston, South Carolina, received her commission on 15 July 1861. This vessel had a crew of fifty men, mounted three guns and intermixed privateering with blockade running and charter service to the Confederate States as a transport and picket ship. Gordon was built as Carolina at Greenpoint, New York, in 1852. She served as a coastal packet out of Charleston and upon outbreak of Civil War she was strengthened and refitted as Gordon, under Captain Thomas J. Lockwood, and began her privateering career.

She captured the brig William McGilvery on 25 July 1861 and the schooner Protector on 28 July. William McGilvery carried cargo of molasses and Protector carried cargo of fruit. Gordon was reported to have run the blockade out of Charleston twenty-seven times by October of 1861. At that time she was under charter to the Confederate States at $210 a day for reconnaissance of Union warships off that port.

Gordon's draft was so light she could slip over the bar without being confined to the channels. She barely kept out of reach of the Federal warship's guns, which finally ignored her, being aware of her speed and the futility of chase. Gordon was chartered for $10,000 to run the blockade with Confederate diplomats John Slidell and James M. Mason. She changed her name to Theodora and slipped over the bar with her distinguished passengers at 1:00 a.m. on 12 October 1861, beginning a chain of events that led to the famous "Trent Affair" and brought on bitter relations between the United States and Britain.

Theodora continued to run the blockade out of Charleston, South Carolina, and Wilmington, North Carolina. Her presence in Nassau caused consternation to the
observant commander of Federal warships. By making herself a target of chase the
unsuccessfully attempted to lure USS Flambeau away from Nassau during December
1861, hoping to allow opportunity for the British steamer Gladiator to escape with her
cargo of munitions. Theodora got safely into Mobile, changed her name to Nassau
under British colors, and continued to slip in and out of Wilmington until May 1862.
She was under the command of Captain Walker when captured by Victoria on 28 May
1862. A prize crew found her loaded with Enfield rifles, ammunition, clothing and
medicines intended for the Confederate army. Nassau was sent to New York for
adjudication as a prize of war (NHD 1971).

The ironclad steam ram Manassas was issued a commission on 12 September
1861. John A. Stevenson, her owner and commander, was a resident of New Orleans.
Manassas mounted one gun and carried a crew of thirty-six men. J. O. Curtis built her at
Medford, Massachusetts, in 1855 as Enoch Train. The New Orleans collector of
customs, F. H. Hatch, reported that Manassas was “the turtle shaped Ram, which has
been for sometime, in the course of construction at this Port, designed to destroy the
vessels of the enemy, by striking them amidships” (Figure 7). She was seized for use in
the lower Mississippi River soon after receiving her commission.
Figure 7: Armored ram Manassas (Naval History Division 1971).

Manassas participated in the attack on the Federal blockading squadron at the Head of the Passes in the Mississippi River on 12 October 1861. Two months later she was purchased by the Confederate government. Manassas then participated in the engagement of 24 April 1862 during which Flag Officer David G. Farragut, USN, captured New Orleans. After ramming USS Mississippi and USS Brooklyn she ran aground. Her crew escaped as Manassas came under heavy fire. Later she slipped off the bank and drifted down the river in flames past the Union mortar flotilla. Commander David D. Porter, USN, tried to save her, but Manassas exploded and sank immediately (NHD 1971).

The collector of customs at St. Marks, Florida, issued a commission on 30 September 1861 to a vessel called Monticello of St. Marks. The commander, John Brass, described her as an ironclad steamer carrying a crew of 125 men and mounting two 32-pounders and two 15-pounders. However, Brass did not actually possess a vessel of this
description. The St. Marks collector of customs was instructed on 11 November 1861 to revoke the commission.

The steamer General N. S. Reneau was issued a commission on 10 October 1861. N. S. Reneau, a resident of Memphis, Tennessee, stated that she mounted two 64-pounders and two 32-pounders and carried a crew of 150 men. Before Captain Joseph Barbier took command, the Yankee fleet captured Reneau on 3 December 1861. To avoid detection, he sank the commission in the Gulf of Mexico.

The submarine Pioneer, out of New Orleans, received her commission on 31 March 1862. Pioneer was not a true steamship because her propeller was turned by hand but since she did not use sails she is included here. She was commanded by John K. Scott, had a crew of three men and carried a torpedo. Pioneer was built to meet the menace of the United States steamers New London and Calhoun on Lake Pontchartrain. Before she could attack a Union ship, New Orleans was captured and Pioneer was sunk to prevent her from falling into Federal hands. She was recovered long after the Civil War and on 24 April 1957 she was transferred to her present site in the Presbytere Arcade, Louisiana State Museum, New Orleans, Louisiana. Pioneer was the forerunner of two other submarnes which were built at Mobile, Alabama, one the unnamed submarine sometimes called "Pioneer II" and H. L. Hunley (NHD 1971).

Amos Pierce Chamberlain, a resident of New Orleans, applied for letters of marque for three steamers. The steamer Pelican mounted ten guns and had a crew of 150 men. Her application was dated 20 October 1862 and Chamberlain was named commander. The application for Mockingbird was dated 25 October 1862. She carried
a crew of 150 men and mounted eight guns. Samuel Smith was commander of
Mockingbird. The steamer Dove mounted eight guns and had a crew of 150 men. Her
application was dated 29 October 1862. Chamberlain was named commander of this
vessel also.

Thomas D. Power of Galveston, Texas, applied for a letter of marque for the
steamer Bonita on 30 October 1862. She carried a crew of 150 men and mounted eight
guns. Power was owner and commander of Bonita.

The side-wheel steamer Rattlesnake out of Charleston, South Carolina, received
her commission on 5 November 1862. She was owned and commanded by T. Harrison
Baker. Rattlesnake mounted six guns and carried a crew of 130 men. She was formerly
CSS Nashville and blockade runner Thomas L. Wragg. Nashville was a brig-rigged,
passenger steamer, running between New York and Charleston. After the fall of Fort
Sumter, the Confederates seized her at Charleston and fitted her out as a cruiser. Under
the command of Lieutenant R. B. Pegram she ran the blockade on 21 October 1861 and
headed across the Atlantic to Southampton, England, the first ship of war to fly the
Confederate flag in English waters. Nashville returned to Beaufort, North Carolina, on
28 February 1862. She captured two prizes worth $66,000 during her cruise. At this
time she was sold for use as a blockade runner and renamed Thomas L. Wragg.
Rattlesnake was destroyed on 28 February 1863 in Ogeechee River, Georgia, (Figure 8)
under the guns of Fort McAllister by the United States monitor Montauk, Commander
John L. Worden (NHD 1971).
Charles de Montel of Castroville, Texas, applied on 8 January 1863 at San Antonio for a letter of marque for the side-wheel steamer Texas. It appears he was then a captain in a frontier company soon to be mustered out. However, his application in absentia was accepted by President Davis. Texas had a crew of 125 to 150 men, mounted eight guns and may have served the Confederacy out of Corpus Christi.

J. H. Edmondson, a resident of Memphis, Tennessee, applied for a letter of marque for the steamer Charlotte Clark on 5 August 1863. Edmondson was named commander. Charlotte Clark had a crew of 125 men and mounted three guns.

Boston was a United States naval tugboat captured by Acting Master James Duke, CSN, in a famous exploit on 8 June 1863 in Pass à l’Outre, Louisiana. Duke and his men left Mobile, Alabama, in a launch on 28 May and returned there in triumph in Boston on 11 June with nineteen prisoners. The prisoners were crewmen from Boston.
and two other captured ships, the barques *Lenox* and *Texana*, which were burned and sunk.

From August 1863 until the next February, the Federal blockading squadron kept close
watch outside Mobile to intercept *Boston*, believed to be armed as a privateer with two
to five guns, hull "painted lead color" and ready to escape with "a double crew of fifty-
six men." It is not fully established whether this was the *Boston* that fell prize 8 July
1864, between Bermuda and Wilmington, to USS *Fort Jackson* (NHD 1971).

The unnamed submarine, sometimes called "*Pioneer II*", was built during 1863
in Mobile, Alabama. According to the *Civil War Naval Chronology, 1861-1865*, (NHD
1971) "*Pioneer II*" received a letter of marque. She had a crew of five men and carried a
torpedo. Like her predecessor, *Pioneer*, her propeller was turned by hand.

A total of twenty-four privateer steamships were fitted out during the Civil War.
Eleven of the vessels were unspecified steamers, seven were side-wheel steamers, two
were tugboats, two were screw steamers and two were submarines. Seven privateer
steamships carried crews of 150 men or more. Only one steamship was out of a Union
port; its owner resided in Wilmington, Delaware. Three privateers captured enemy craft
for a total of six prizes. Possibly four of the steamships were captured by the United
States, one of which was put into service for the United States, two were destroyed by
the Union, two were surrendered to the Union and three were destroyed by the
Confederates to avoid capture by the United States. The disposition of the remaining
thirteen vessels is unknown.
VII. SUMMARY AND CONCLUSIONS

When Jefferson Davis invited applications for letters of marque he wielded a weapon feared by northerners - privateering. Privateers operating in the beginning months of the Civil War confirmed Union merchants' concerns and prompted a tightening of the Federal blockade. If the Confederacy had been allowed to bring prizes into foreign ports, privateering would have continued to impact the conduct of hostilities; instead, privateering was abandoned for the more lucrative practice of blockade running, and swiftly faded into obsolescence.

The Confederacy issued privateering commissions to fifty-two vessels consisting of twenty-eight sailing vessels and twenty-four steamships. The cities of New Orleans, Louisiana; Charleston, South Carolina; and Mobile, Alabama, were the home-ports of twenty-eight of the fifty-two privateers (Table 1). A total of fifteen privateers sailed from New Orleans, including twelve steamers and three sailing vessels. Charleston fitted out eight privateers, including six sailing vessels and two steamers, and Mobile fitted out five privateers, including three steamers and two sailing vessels. Six privateers sailed from cities outside the Confederacy, five sailing vessels and one steamer. The state of Maryland was responsible for four of the privateers from the Union, one came from Delaware and another came from Connecticut.

Letters of marque were issued throughout the Civil War, however, the majority of the privateers were commissioned in 1861 (Table 2). Thirty-three commissions were issued in 1861; nineteen sailing vessels and fourteen steamships received letters of marque. No sailing vessels were commissioned in 1862, but six steamships were
Seven privateers received commissions in 1863, three sailing vessels and four steamships. While five sailing vessels were commissioned in 1864 and one was commissioned in 1865, no steamships received letters of marque during those years.

<table>
<thead>
<tr>
<th>CITY</th>
<th>SAILING VESSELS</th>
<th>STEAMSHIPS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans, Louisiana</td>
<td>3</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>Charleston, South Carolina</td>
<td>6</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Mobile, Alabama</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Savannah, Georgia</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Baltimore, Maryland</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Apalachicola, Florida</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Memphis, Tennessee</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Wilmington, North Carolina</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Brownsville, Texas</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Brunswick, Georgia</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Castroville, Texas</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Galveston, Texas</td>
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<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Gloucester Point, Virginia</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Nassau, Bahamas</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>New London, Connecticut</td>
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<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Norfolk, Virginia</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Pensacola, Florida</td>
<td>1</td>
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<td>1</td>
</tr>
<tr>
<td>St. Mark's, Florida</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>St. Mary's, Maryland</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Wilmington, Delaware</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>28</strong></td>
<td><strong>24</strong></td>
<td><strong>52</strong></td>
</tr>
</tbody>
</table>
If all the vessels that received privateering commissions had successfully fitted out and sailed the sea against Union commerce, the Confederacy would have had a formidable force mustered at no expense to itself. The fifty-two privateers had the potential to mount a force of 3,363 men, 1,582 guns and two torpedoes. The sailing vessels commissioned would have contributed 1,000 men and fifty-seven guns; the steamships would have contributed 2,363 men, 101 guns, and two torpedoes. These figures are estimates based on descriptions of the vessels provided in applications, bonds and commissions. Some of the privateers did not supply the number of guns and crew promised in applications and bonds and, of course, some of the privateers never made it to sea.

<table>
<thead>
<tr>
<th>Year</th>
<th>Sailing Vessels</th>
<th>Steamships</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1861</td>
<td>19</td>
<td>14</td>
<td>33</td>
</tr>
<tr>
<td>1862</td>
<td>0</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>1863</td>
<td>3</td>
<td>4</td>
<td>7</td>
</tr>
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<td>1864</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>1865</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>28</td>
<td>24</td>
<td>52</td>
</tr>
</tbody>
</table>

Out of fifty-two privateers, only eight vessels carried crews of 150 men or more. Of these eight large privateers, seven were steamships and one was a sailing vessel. The remaining forty-four privateers carried crews of less than 150. The crews of sailing
vessels ranged anywhere from twenty to 150 men, while the crews of steamships varied
between three and 243 men. The smallest crew manned the submarine _Pioneer_ and the
largest crew manned the steamer _Phenix_.

Unfortunately for the Confederacy, not all the vessels that received privateering
commissions actually functioned in that capacity. Out of fifty-two privateers, only eight
succeeded in capturing prizes (Table 3). Five sailing vessels, _Savannah, Jefferson
Davis, Dixie, York_ and _Sallie_, captured seventeen prizes. Three steamers, _J. C. Calhoun,
Mariner_ and _Gordon_, captured six prizes. Between the eight successful privateers
twenty-three vessels were captured, all during 1861.

<table>
<thead>
<tr>
<th>Month</th>
<th>Sailing Vessels</th>
<th>Steamers</th>
<th>Total</th>
</tr>
</thead>
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<tr>
<td>May</td>
<td>1</td>
<td>3</td>
<td>4</td>
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<tr>
<td>June</td>
<td>0</td>
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</tr>
<tr>
<td>July</td>
<td>9</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>August</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>September</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>October</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>17</td>
<td>6</td>
<td>23</td>
</tr>
</tbody>
</table>

When considering the relevance of steam technology in the privateer's
performance and contributions, it appears not to have been a significant factor. There
were almost as many privateer steamships, twenty-four, as there are privateer sailing
vessels, twenty-eight. However, the sailing vessels captured many more prizes than the steamships. It is surprising that the steamers, which were promoted as faster and more maneuverable than sailing vessels, did not capture at least an equal number of prizes, if not more. Perhaps the crews manning the privateers were more comfortable with sail than with the new technology, thus adversely affecting their cruising capabilities.

Historical documents reveal nine privateers that met with unhappy fates. These vessels were either destroyed by the Confederates to avoid capture, by the United States during pursuit, or from natural causes such as sandbars. There are four wrecks of sailing vessels and five wrecks of steamships. Pioneer, the first submarine built during the Civil War, has been recovered and is now on display at the Louisiana State Museum in New Orleans.

The side-wheel steamer V. H. Ivy was destroyed by her officers near Liverpool Landing, Mississippi, on the Yazoo River while serving in the Confederate navy (Figure 9). Liverpool Landing was twenty-five miles south of Yazoo City, Mississippi (Campbell 1996). The Historic Preservation Division of Mississippi is aware of the privateer but has not verified her location or investigated the site and has no immediate plans to do so.

William H. Webb, another side-wheel steamer, and the ironclad steam ram Manassas are wrecked near New Orleans, Louisiana (Figure 9). William H. Webb was transferred to the Confederate navy after receiving her privateering commission. She was converted into a ram that operated in the Mississippi and Red Rivers. William H. Webb was ordered to cruise against Union commerce in April 1865, however, she was
unable to evade the Federal ships and was run ashore and fired twenty-five miles below New Orleans.

Figure 9: Privateer wrecks in Louisiana and Mississippi

After Manassas received her privateering commission she was appropriated for use by the Confederate government. She was destroyed by the United States during the capture of New Orleans. Manassas sank near the Union mortar flotilla that was bombarding Forts St. Philip and Jackson. The Louisiana Division of Archaeology is
aware of these wrecks but, like Mississippi, has not verified their locations or investigated the sites and has no immediate plans to do so.

The wrecks of two privateers are located in the state of Florida (Figure 10). *Judah* was another privateer destroyed by the United States. The schooner was sunk in Pensacola Harbor during a nighttime raid. Sailors and marines from USS *Colorado* also succeeded in spiking the guns at Pensacola Navy Yard. The brig *Jefferson Davis* was actually the most successful privateer and one of only three brigs to receive a letter of marque. She wrecked off St. Augustine on 18 August 1861. Surveys by the Florida Bureau of Archaeological Research have revealed some indications of the wreck sites, however no testing to positively identify the vessels has been performed.

Figure 10: Privateer wrecks in Florida
USS Union intercepted both of the prizes seized by the schooner York before they could be brought into port for adjudication. York herself was in danger of being captured so the crew threw her armament overboard and set her afire near New Inlet, North Carolina. New Inlet closed after the Civil War. Its location is now six miles south of Oregon Inlet (Figure 11). The Underwater Archaeology Unit of North Carolina is aware of the privateer but has not verified her location or investigated the site and has no immediate plans to do so.

The privateer Petrel was destroyed by the United States. USS St. Lawrence sank the schooner off Charleston, South Carolina (Figure 11) and her crew was tried for piracy. The South Carolina Institute of Archaeology is aware of the privateer and is currently planning a survey of the waters off Charleston to identify and map wreck locations.

Rattlesnake, a side-wheel steamer, was the cruiser CSS Nashville and the blockade runner Thomas L. Wragg. As CSS Nashville she captured two prizes and became the first ship of war to fly the Confederate flag in English waters. The USS Montauk destroyed Rattlesnake in the Ogeechee River near Fort McAllister, Georgia (Figure 11). In 1969 a group of divers, although unable to secure a permit from the State of Georgia, began investigations of Rattlesnake. Five field seasons were devoted to excavations and artifact recovery before the state ordered operations to cease (Watts 1988b). The divers published a book entitled Tangled Machinery and Charred Relics (Chance et al. 1985). A court case to determine ownership of the remains ruled in favor of the state and the divers returned the artifacts they had recovered. Those items are on
display at Fort McAllister State Park. The vessel is now protected by the state which is considering investigating the wreck further.

Figure 11: Privateer wrecks in North Carolina, South Carolina, and Georgia

Each of these privateers should be listed on the National Register of Historic Places as sites of national importance worthy of protection. While excavations of any of these wrecks would be educational, two wrecks in particular demand investigation. First, the brig *Jefferson Davis* was the most successful privateer and represents the sail-powered privateers. Second, *Manassa*, representing the steam-powered privateers, was the only ironclad and the result of private efforts. In addition, she sank while serving in the Confederate navy during a major naval operation, the Battle of New Orleans.
Although she never seized a prize, Monassas is a unique product of Confederate patriotism.

Expanded research initiatives encourage investigations of at least one of the side-wheel steamers and another sail-powered privateer, Rattlesnake, which has been investigated by amateurs, warrants official exploration and documentation. She is interesting because of her careers as a commerce raider and a blockade runner. However, the side-wheel steamers V. H. Ivy and William H. Webb also served in the Confederate navy. The wrecks of Ivy and Webb are a more immediate concern because they have not undergone any exploration. Of the remaining sail-powered privateers, all schooners, York succeeded in capturing prizes and Judah and Petrel both were destroyed by the United States in dramatic actions. In addition, the crew of Petrel was tried for piracy. Investigations of any of these three vessels would be equally rewarding.

These wrecks form a cross-section of the Confederate privateers, including sailing vessels and steamships; there are brigs, schooners, side-wheel steamers and an ironclad ram with a propeller. These eight vessels, from the most successful privateer to the least, and those that served as gunboats in the Confederate navy and as blockade runners, reflect different aspects of the privateering experience. Multiple opportunities for elaboration of Civil War and naval scholarship are available through the exploration of the Confederate privateers.
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An Act Recognizing the existence of war between the United States and the Confederate States, and concerning letters of marque, prizes, and prize goods.

Whereas the earnest efforts made by this Government to establish friendly relations between the Government of the United States and the Confederate States, and to settle all questions of disagreement between the two Governments upon principles of right, justice, equity, and good faith, have proved unavailing by reason of the refusal of the Government of the United States to hold any intercourse with the commissioners appo

the 5th of April last, or may hereafter be in the service of the Government of the United States, shall be allowed thirty days after the publication of this act to leave said ports, and reach their destination; and such vessels and their cargoes, excepting articles contraband of war, shall not be subject to capture under this act, during said period, unless they shall have previously reached the destination for which they were bound on leaving said ports.

Sec. 2. That the President of the Confederate States shall be and he is already hereby authorized and empowered to revoke and annul, at pleasure, all letters of marque and reprisal which he may at any time grant pursuant to this act.

Sec. 3. That all persons applying for letters of marque and reprisal pursuant to this act, shall state in writing the name, and a suitable description of the tonnage and force of the vessel, and the name and place of residence of each owner concerned therein, and the intended number of the crew; which statement shall be signed by the person or persons making such application, and filed with the Secretary of State, or shall be delivered to any other officer or person who shall be employed to deliver such commissions, to be by him transmitted to the Secretary of State.

Sec. 4. That before any commission or letters of marque and reprisal shall be issued as aforesaid, the owner or owners of the ship or vessel for which the same shall be requested, and the commander thereof for the time being, shall give bond to the Confederate States, with at least two responsible sureties, not interested in such vessel, in the penal sum of five thousand dollars; or if such vessel be provided with more than one hundred and fifty men, then in the penal sum of ten thousand dollars; with condition that the owners, officers, and crew, who shall be employed on board such commissioned vessel, shall and will observe the laws of the Confederate States, and the instructions which shall be given them according to law, for the regulation of their conduct, and will satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof, by such vessel, during her commission, and to deliver up the same when revoked by the President of the Confederate States.

Sec. 5. That all captures and prizes of vessels and property shall be forfeited and shall accrue to the owners, officers, and crews of the vessels by whom such captures and prizes shall be made and on due condemnation had, shall be distributed according to any written agreement which shall be made between them; and if there be no such written agreement, then one moiety to the owners and the other moiety to the officers and crew, as nearly as may be according to the rules prescribed for the distribution of prize money by the laws of the Confederate States.

Sec. 6. That all vessels, goods, and effects, the property of any citizen of the Confederate States, or of persons resident within and under the protection of the Confederate States, or of persons permanently within the territories and under the protection of any foreign prince, Government, or State in amity with the Confederate States which shall have been captured by the United States and which shall be recaptured by vessels commissioned as aforesaid, shall be restored to the lawful owners, upon payment by them of a just and reasonable salvage, to be determined by the mutual agreement of the parties concerned, or by the decree of any court having jurisdiction, according to the nature of each case, agreeably to the provisions established by law. And
such salvage shall be distributed among the owners, officers, and crews of the vessels commissioned as aforesaid, and making such captures, according to any written agreement which shall be made between them; and in case of no such agreement, then in the same manner and upon the principles herein before provided in cases of capture.

Sec. 7. That before breaking bulk of any vessel which shall be captured as aforesaid, or other disposal or conversion thereof, or of any articles which shall be found on board the same, such captured vessel, goods, or effects shall be brought into some port of the Confederate States, or of a Nation or State in amity with the Confederate States, and shall be proceeded against before a competent tribunal; and after condemnation and forfeiture thereof, shall belong to the owners, officers, and crew of the vessel capturing the same, and be distributed as before provided; and in the case of all captured vessels, goods, and effects which shall be brought within the jurisdiction of the Confederate States, the district courts of the Confederate States shall have exclusive, original cognizance thereof as in civil causes of admiralty and maritime jurisdiction; and the said courts, or the courts being courts of the Confederate States into which such cases shall be removed, and in which they shall be finally decided, shall and may decree restitution, in whole or in part, when the capture shall have been made without just cause. And if made without probable cause, may order and decree damages and costs to the party injured, for which the owners and commanders of the vessels making such captures, and also the vessels, shall be liable.

Sec. 8. That all persons found on board any captured vessels, or on board any recaptured vessel, shall be reported to the collector of the port in the Confederate States in which they shall first arrive, and shall be delivered into the custody of the marshal of the district, or some court or military officer of the Confederate States, or of any State in or near such port, who shall take charge of their safe-keeping and support at the expense of the Confederate States.

Sec. 9. That the President of the Confederate States is hereby authorized to establish and order suitable instructions for the better governing and directing the conduct of the vessels so commissioned, their officers and crews, copies of which shall be delivered by the collector of the customs to the commanders, when they shall give bond as provided.

Sec. 10. That a bounty shall be paid by the Confederate States of $20 for each person on board any armed ship or vessel belonging to the United States, at the commencement of an engagement, which shall be burnt, sunk, or destroyed by any vessel commissioned as aforesaid, which shall be of equal or inferior force, the same to be divided as in other cases of prize money; and a bounty of $25 shall be paid to the owners, officers, and crews of the private armed vessels, commissioned as aforesaid, for each and every prisoner by them captured and brought into port and delivered to an agent authorized to receive them, in any port of the Confederate States; and to be paid to the owners, officers, and crews of such private armed vessels, commissioned as aforesaid, or their agent, the bounties herein provided.

Sec. 11. That the commanding officer of every vessel having a commission, or letters of marque and reprisal, during the present hostilities between the Confederate States and the United States, shall keep a regular journal containing a true and exact
account of his daily proceedings and transactions with such vessel and the crew thereof; the ports and places he shall put into or cast anchor in; the time of his stay there and the cause thereof; the prizes he shall take and the nature and probable value thereof; the times and places, when and where taken, and in what manner he shall dispose of the same; the ships or vessels he shall fall in with; the times and places when and where he shall meet with them, and his observations and remarks thereon; also of whatever else shall occur to him, or any of his officers or marines, or be discovered by examination or conference with any mariners or passengers of or in any other ships or vessels, or by any other means, touching the fleets, vessels, and forces of the United States; their posts and places of station and destination, strength, numbers, intents, and designs, and such commanding officer shall, immediately on his arrival in any port of the Confederate States, from or during the continuance of any voyage or cruise, produce his commission for such vessel and deliver up such journal so kept as aforesaid, signed with his proper name and handwriting, to the collector or other chief officer of the customs at or nearest to such port; the truth of which journal shall be verified by the oath of the commanding officer for the time being, and such collector or other chief officer of the customs shall immediately on the arrival of such vessel order the proper officer of the customs to go on board and take an account of the officers and men, the number and nature of the guns, and whatever else shall occur to him on examination material to be known; and no such vessel shall be permitted to sail out of port again until such journal shall have been delivered up, and a certificate obtained under the hand of such collector or other chief officer of the customs, that she is manned and armed according to her commission; and upon delivery of such certificate, any former certificate of a like nature which shall have been obtained by the commander of such vessel, shall be delivered up.

Sec. 12. That the commanders of vessels having letters of marque and reprisal, as aforesaid, neglecting to keep a journal as aforesaid, or willfully making fraudulent entries therein, or obliterating the record of any material transactions contained therein, where the interest of the Confederate States is concerned, or refusing to produce and deliver such journal, commission or certificate, pursuant to the preceding section of this act, then and in such cases, the commissions or letters of marque and reprisal of such vessels, shall be liable to be revoked; and such commanders, respectively, shall forfeit for every such offense the sum of $1,000 one moiety thereof to the use of the Confederate States, and the other to the informer.

Sec. 13. That the owners or commanders of vessels having letters of marque and reprisal as aforesaid, who shall violate any of the acts of Congress for the collection of the revenue of the Confederate States, and for the prevention of smuggling, shall forfeit the commission or letters of marque and reprisal, and they and the vessels owned or commanded by them shall be liable to all the penalties and forfeitures attaching to merchant vessels in like cases.

Sec. 14. That on all goods, wares and merchandise captured and made good and lawful prize of war, by any private armed ship having commission or letters of marque and reprisal under this act, and brought into the Confederate States, there shall be allowed a deduction of 33 1/3 per cent on the amount of duties imposed by law.
Sec. 15. That five per centum on the net amount (after deducting all charges and expenditures) of the prize money arising from captured vessels and cargoes, and on the net amount of the salvage of vessels and cargoes recaptured by private armed vessels of the Confederate States, shall be secured and paid over to the collector or other chief officer of the customs, at the port or place in the Confederate States at which such captured or recaptured vessels may arrive, or to the consul or other public agent of the Confederate States, residing at the port or place, not within the Confederate States, at which such captured or recaptured vessel may arrive. And the moneys arising therefrom shall be held and are hereby pledged by the Government of the Confederate States as a fund for the support and maintenance of the widows and orphans of such persons as may be slain, and for the support and maintenance of such persons as may be wounded and disabled on board of the private armed vessel commissioned as aforesaid, in any engagement with the enemy, to be assigned and distributed in such manner as shall hereafter be provided by law.

Howell Cobb,
President of the Congress

Approved May 6, 1861

Jefferson Davis

PRESIDENT'S INSTRUCTIONS TO PRIVATE ARMED VESSELS.

1. The tenor of your commission under the act of Congress, entitled "An act, recognizing the existence of war between the United States and the Confederate States; and concerning letters of marque, prizes, and prize goods," a copy of which is hereto annexed, will be kept constantly in your view. The high seas, referred to in your commissions, you will understand generally, to refer to low-water mark; but with the exception of the space within one league, or three miles from the shore of countries at peace both with the United States and the Confederate States. You may nevertheless execute your commission within that distance of the shore of a nation at war with the United States, and even on the waters within the jurisdiction of such nation, if permitted to do so.

2. You are to pay the strictest regard to the rights of neutral powers, and the usages of civilized nations; and in all your proceedings towards neutral vessels, you are to give them as little molestation or interruption as will consist with the right of ascertaining their neutral character, and of detaining and bringing them in for regular adjudication, in the proper cases.

You are particularly to avoid even the appearance of using force or seduction, with a view to deprive such vessels of their crews or of their passengers, other than persons in the military service of the enemy.

3. Towards enemy vessels and their crews, you are to proceed in exercising the rights of war, with all the justice and humanity which characterize this Government and its citizens.
4. The master, and one or more of the principal persons belonging to the captured vessels, are to be sent, as soon after the capture as may be, to the judge or judges of the proper court in the Confederate States, to be examined upon oath touching the interest or property of the captured vessel and her lading; and at the same time, are to be delivered to the judge or judges, all papers, charter parties, bills of lading, letters and other documents, and writings found on board; the said papers to be proved by the affidavit of the commander of the capturing vessel, or some other person present at the capture, to be produced as they were received, without fraud, addition, subduction, or embezzlement.

5. Property, even of the enemy, is exempt from seizure on neutral vessels, unless it be contraband of war.

If goods contraband of war are found on any neutral vessel, and the commander thereof shall offer to deliver them up, the offer shall be accepted, and the vessel left at liberty to pursue its voyage, unless the quantity of contraband goods be greater than can be conveniently received on board your vessel, in which case the neutral vessel may be carried into port for the delivery of the contraband goods.

The following articles are deemed by this Government contraband of war, as well as all others that are so declared by the law of nations, viz:

All arms and implements, serving for the purposes of war by land or sea, such as cannons, mortars, guns, muskets, rifles, pistols, petards, bombs, grenades, ball, shot, shell, fuses, pikes, swords, bayonets, javelins, lances, horse furniture, holsters, belts and generally all other implements of war.

Also, timber for ship building, pitch, tar, rosin, copper in sheets, sails, hemp, cordage, and generally whatever may serve directly to the equipment of vessels, unwrought iron and planks only excepted.

Neutral vessels conveying enemies’ dispatches or military persons in the service of the enemy, forfeit their neutral character, and are liable to capture and condemnation. But this rule does not apply to neutral vessels bearing dispatches from the public ministers or ambassadors of the enemy residing in neutral countries.

By the command of the President of the Confederate States,

Robert Toombs,
Secretary of State.
FORM OF BOND.

Know all men by these presents, that we [Name] are bound to the Confederate States of America in the full sum of [Amount] thousand dollars, to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally by these presents.

The condition of this obligation is such that whereas application has been made to the said Confederate States of America for the grant of a commission or letter of marque, and general reprisals, authorizing the [Vessel Name] or vessel called the [Vessel Name] to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States and the said United States.

Now, if the owners, officers and crew, who shall be employed on board of said vessel when commissioned, shall observe the laws of the Confederate States, and the instructions of which shall be given them according to law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her commission, and shall deliver up said commission, when revoked by the President of the Confederate States, then this obligation shall be void, but otherwise shall remain in full force and effect.

Signed, sealed, and delivered in presence of [Witness Names] on this day of [Date]

A. B. [Seal]

C. D. [Seal]

Witnesses

An act to amend an act entitled "An act recognizing the existence of war between the United States and the Confederate States, and concerning letters of marque, prizes, and prize goods, approved May 6, 1861."

The Congress of the Confederate States of America do enact, That the tenth section of the above entitled act be so amended that, in addition to the bounty therein mentioned, the Government of the Confederate States will pay to the cruiser or cruisers of any private armed vessel commissioned under said act 20 per centum on the value of each and every vessel of war belonging to the enemy that may be sunk or destroyed by such private armed vessel or vessels, the value of the armament to be included in the estimate; the valuation to be made by a board of naval officers appointed and their award...

1 This blank must be filled with the name of the commander for the time being, and the owner or owners, and at least two responsible sureties not interested in the vessel.

2 This blank must be filled with a "five," if the vessel be provided only with 150 men; or a less number; if with more than that number, the blank must be filled with a "ten."

3 This blank must be filled with the character of the vessel, "ship," "brig.," "schooner," "steamer," etc.
to be approved by the President, and the amount found to be due to be payable in 8 per cent bonds of the Confederate States.

Sec. 2. That if any person who may have invented or may hereafter invent any new kind of armed vessel, or floating battery, or defense, shall deposit a plan of the same, accompanied by suitable explanation or specifications, in the Navy Department, together with an affidavit setting forth that he is the inventor thereof, such deposit and affidavit (unless the facts set forth therein shall be disproved) shall entitle such inventor or his assigns to the sole and exclusive enjoyment of the rights and privileges conferred by this act, reserving, however, to the Government, in all cases the right of using such invention.

Approved May 21, 1861
Hon. Robert Toombs  
Secy. of State  
Montgomery AL.

Dear Sir

Having a vessel admirably adapted to the service of privateering and being stimulated by the call of his excellency (our most worthy) President Jefferson Davis, I beg leave herewith to apply for a Letter of Marque, being prepared to give the required bonds or necessary vouchers for a proper and strict adherence to the requirements and regulations thereto attached. The Brig "Hallie Jackson" for which I desire the Letter – is now one year old, is built of the strongest material (White & Live Oak) copper fastened, built under my own direction; would carry two large, or four small deck guns, with a crew of say 30 men all told – and is owned exclusively by me – and is expected to arrive in a few days.

I would prefer selling the vessel as a coast guard, and would take $9000 for her, she would in that capacity do active service. This vessel has the exalted honour of having hoisted the first Confederate flag within the limits of a foreign country, having by my instruction displayed our flag for one week while in the port of Matanzas (Cuba), although not yet recognized, it was respected. I remain Dear Sir

Very Respectfully Yours  
B. S. Sanchez

I beg leave to refer you to
R. R. Cussler Prest. C R R
John P. King " Ca. R R – and am ready to give my bondsmen at any time that may be required
## APPENDIX B

### SAILING VESSEL DATA

**Gallatin** (GPO 1921.329; Library of Congress [LOC] 1967)

<table>
<thead>
<tr>
<th><strong>Fitted out from:</strong></th>
<th>Savannah, Georgia</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Applied for Commission:</strong></td>
<td>April 18, 1861</td>
</tr>
<tr>
<td><strong>Description:</strong></td>
<td>Schooner</td>
</tr>
<tr>
<td><strong>Tonnage:</strong></td>
<td>150</td>
</tr>
<tr>
<td><strong>Length:</strong></td>
<td>73’ 4”</td>
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<tr>
<td><strong>Beam:</strong></td>
<td>20’ 6”</td>
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<tr>
<td><strong>Depth:</strong></td>
<td>7’ 4”</td>
</tr>
<tr>
<td><strong>Battery:</strong></td>
<td>2 12-pounders</td>
</tr>
<tr>
<td><strong>Crew:</strong></td>
<td>40</td>
</tr>
<tr>
<td><strong>Captain:</strong></td>
<td>William Hone</td>
</tr>
<tr>
<td><strong>Owner(s):</strong></td>
<td>F. W. Simms, D. H. Baldwin, J. A. Courvoisie, William Stanch, William Hone</td>
</tr>
</tbody>
</table>

---

Savannah 18 April 1861

The Undersigned asks for a “Letter of Marque” for Schh Gallatin. She is a Topsail Schooner of about One Hundred & fifty tons and was until within the last year in the Service of the United States.

She will be owned by F. W. Simms, D. H. Baldwin, J. A. Courvoisie, Wm. Stanch & Wm. Hone all of the City of Savannah. It is intended to place two twelve pounders on the Main Deck & supply the crew of about forty men with rifles, cutlasses & revolvers. The Undersigned will give a satisfactory bond that the Owners, Officers & crew will observe the Laws of the Confederate States, and the regulations for their conduct.

The undersigned will be master of the vessel.

To the Hon John Boston  
Collector of Customs  
Savannah  
Ga.
Triton (GPO 1921:331-332; LOC 1967)

Fitted out from: Brunswick, Georgia
Applied for Commission: April 22, 1861
Description: Schooner
Tonnage: 31
Battery: 1. 6-pounder
Crew: 20
Captain: Thomas A. Hillier
Owner(s): Thomas A. Hillier, James Houston, James Spier
Sureties: George W. Aymar, R. Cohen

Hon. Robert Toombs
Secretary of State,
C. S. A.

Dear Sir:

The undersigned Thomas A. Hillier, Commander, and James Houston & James Spier all citizens of Brunswick, Geo. owning and interested in the Schooner "Triton" respectfully desire Letters of Marque and Reprisal for the said Schooner "Triton", 31 tons, 1 six lb small gun & small arms, and crew 20 men.

Thos. A. Hillier
James Houston
James Speir

State of Georgia
Glynn County
C. S. A.

Know all men by these presents, that we Thomas A. Hillier, Commander, and James Houston & James Speir, owning and interested in the Schooner "Triton", and Geo. W. Aymar & R. Cohen securities are held and firmly bound to the Confederate States of America in the sum of Five Thousand Dollars, for the true payment of which we bind ourselves, our heirs, executors and administrators jointly and severally firmly by these presents, signed, sealed and dated this the twenty second day of April 1861.

The condition of the above obligation is such, that whereas the said Thomas A. Hillier, James Houston, and James Speir have applied for and received Letters of Marque and Reprisal for the Schooner "Triton", now if the said Thomas A. Hillier,
James Houston, and James Spier, and the officers and crew employed on board the said Schooner "Triton" shall faithfully observe the laws of the Confederate States and the instructions given them for the regulation of their conduct, shall satisfy all damages done contrary to the tenor thereof by the said Schooner "Triton" during the continuance of her commission, and shall deliver up the same when revoked by the President of the Confederate States, then the above obligation to be void, otherwise to remain in full force.

Signed and sealed
in the presence of
Lester A. Greenleaf, J. P.

Thomas A. Hillier [{seal}]
James Houston [{seal}]
James Spier [{seal}]
Geo. W. Aymar [{seal}]
R. Cohen [{seal}]

Brunswick, Geo. April 22nd 1861

Hon. Robert Toombs:

Enclosed please find applications for Letters of Marque and Reprisal for Schooner "Triton", and also Bond for faithful compliance with laws etc.

You will discover that our vessel is small but small boats should keep near the shore it is said, and we will therefore use her until we can procure a larger and better one. We intend to do the Black Republicans as much harm as possible and from our knowledge of them, the most effectual way of injuring them is to touch their pockets. We have an eye on several vessels, and we wish to secure our Letters of Marque as early as possible, so that we can capture them before they get too far off.

You will indeed confer a lasting obligation by sending us the Commission as early as convenient, as we are anxious to be at work.

Very Respectfully
James Houston

Please send us Laws and instructions
**Lamar** (GPO 1921:334; LOC 1967)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>Savannah, Georgia</th>
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<tbody>
<tr>
<td>Applied for Commission:</td>
<td>April 30, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner</td>
</tr>
<tr>
<td>Battery:</td>
<td>1 12-pounder</td>
</tr>
<tr>
<td>Crew:</td>
<td>35</td>
</tr>
<tr>
<td>Captain:</td>
<td>?</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>E. J. Black</td>
</tr>
</tbody>
</table>

Savannah, Ga. April 30th 1861

Your Excellency:

I have a schooner, called the *Lamar*, mounting one swivel 12 lb. gun, and manned with thirty five (35) men, with all the necessary side arms and equipments.

I can give any security you may require & desire letter of Marque and

Reprisal

My vessel is in this city.

Yours very truly

E. J. Black

Refer to

Hunter & Gammell
Chas. Van Horn) Savannah
M. D. Mordecai
A. W. Black
Chiffer & Knauph
George A. Socke ) Charleston S. C.

P.S. Your earliest attention is requested to the within

E. J. B.
**Savannah** (GPO 1894:818-819, 1921:266, 345-347; LOC 1967)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
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<tbody>
<tr>
<td>Commissioned:</td>
<td>May 18, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>50 or 53</td>
</tr>
<tr>
<td>Length:</td>
<td>56'</td>
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<tr>
<td>Beam:</td>
<td>17'</td>
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<tr>
<td>Depth:</td>
<td>6'</td>
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<tr>
<td>Battery:</td>
<td>1 gun</td>
</tr>
<tr>
<td>Crew:</td>
<td>30</td>
</tr>
<tr>
<td>Captain:</td>
<td>T. Harrison Baker</td>
</tr>
<tr>
<td>Sureties:</td>
<td>Joseph F. Church, James P. Earle</td>
</tr>
<tr>
<td>Prizes:</td>
<td>Joseph</td>
</tr>
<tr>
<td>Other names:</td>
<td>USS Choptank</td>
</tr>
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</table>
### Matilda (GPO 1894:816-819, 1921:259, 359-361; LOC 1967)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>New Orleans, Louisiana</th>
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<tbody>
<tr>
<td>Commissioned:</td>
<td>June 8, 1861</td>
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<tr>
<td>Description:</td>
<td>Bark</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>400</td>
</tr>
<tr>
<td>batteries:</td>
<td>4 to 6 guns</td>
</tr>
<tr>
<td>Crew:</td>
<td>150</td>
</tr>
<tr>
<td>Captain:</td>
<td>Flavel Belcher</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>Flavel Belcher, James L. Bard</td>
</tr>
<tr>
<td>Sureties:</td>
<td>J. H. Sanders, John Knight</td>
</tr>
</tbody>
</table>

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Hon. F. H. Hatch, Collector of the Port of New Orleans, Confederate States of America

The undersigned your petitioners, citizens and residents of New Orleans, State of Louisiana, Confederate States of America, respectfully represent that they desire to obtain a Letter of Marque, under the act of the Congress of the Confederate States of America, approved May 6th, 1861, providing for the fitting out of private armed vessels.

Your petitioners further represent that the name of the vessel they intend to employ is the bark "Matilda", a sailing vessel of about four hundred tons burthen. The armament of said vessel will consist of from four to six cannon, with an appropriate complement of small arms – such as muskets, sabres, boarding pikes, etc. The intended number of the crew of said vessel is to be one hundred and fifty sailors and marines.

New Orleans  
June 7, 1861  

F. Belcher  
Jas. I. Bard  
sole owners of the  
Bark "Matilda" as above described

<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>Baltimore, Maryland</th>
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<tbody>
<tr>
<td>Commissioned:</td>
<td>June 11, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>95</td>
</tr>
<tr>
<td>Battery:</td>
<td>1 gun</td>
</tr>
<tr>
<td>Crew:</td>
<td>25</td>
</tr>
<tr>
<td>Captain:</td>
<td>W. T. Kendall</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>W. T. Kendall</td>
</tr>
<tr>
<td>Sureties:</td>
<td>W. H. Davis, William Cooke</td>
</tr>
</tbody>
</table>

Richmond Va., June 11 1861

I hereby make application for a Letter of Marque and Reprisal for the Schooner *Lorton*, 95 Tons, man'd with twenty five men. I am the sole owner of said vessel & my place of residence is Baltimore. She will carry one pivot gun & her crew will be armed with side arms and boarding pikes.

To

The Collector of Customs

Richmond Va.

W. T. Kendall
**Sealine** (GPO 1894:818-819, 1921:266, 361-363; LOC 1967)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Commissioned:</td>
<td>June 11, 1861</td>
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<tr>
<td>Description:</td>
<td>Brig</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>179</td>
</tr>
<tr>
<td>Battery:</td>
<td>1 gun</td>
</tr>
<tr>
<td>Crew:</td>
<td>35</td>
</tr>
<tr>
<td>Captain:</td>
<td>W. T. Kendall</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>W. T. Kendall</td>
</tr>
<tr>
<td>Sureties:</td>
<td>W. H. Davis, William Cooke</td>
</tr>
</tbody>
</table>

Richmond Va., June 11 1861

I hereby make application for a Letter of Marque and Reprisal for the Brig *Sealine*, 179 Tons, man’d with thirty five men. I am the sole owner of said vessel and my place of residence is Baltimore. She will carry one pivot gun & her crew will be armed with side arms and boarding pikes.

To

Collector of Customs
Richmond Va.

W. T. Kendall
Jefferson Davis

Fitted out from: Charleston, South Carolina
Commissioned: June 18, 1861
Description: Brig
Tonnage: 187
Draft: 10' 6"
Battery: 2 32-pounders, 2 24-pounders, 1 18-pounder
Crew: 75
Captain: Louis M. Coxeetter
Sureties: James R. Bee, Thomas Dawson
Prizes: John Welsh, Enchantress, S. J. Waring, Mary E. Thompson, Mary Goodell, Alvarado, Santa Clara, John Carver
Other names: Putnam, Echo

Charleston So. Ca
April 23 1861

To His Excellency
Jefferson Davis President
of the Confederate States

Your Petitioner Respectfully prays that your Excellency to be
pleased to grant him Letters of Marque & Reprisal under the Seal of the Confederate
States in conformity with your Proclamation of April 17 1861, for the Schooner Putnam
hereafter to be called the Rattlesnake of one hundred & eighty tons burthen, Robert
Hunter of Charleston S. C., sole owner to be manned by one hundred to one hundred &
fifty men (officers included) to carry two long twelve pounder guns with the usual
quantity of other arms for the Crew, good & sufficient Security will be given, as soon as
your Excellency shall request the same:

Hoping this Petition may Receive the favorable consideration of
your Excellency

I am Very Respectfully your
Obdt. Servt.

James Gordon
Charleston S. C.
To the Honble. Secretary
of State Montgomery Ala.

Dear Sir,

On my application of yesterday I mentioned the Schooner Putnam, when it should have been Brig Putnam, which you will please correct in my application of the 23 inst. for Letters of Marque, in every other Respect Correct oblige yours most respectfully
James Gordon

Charleston April 24 1861

To the Hon. Robt. Toombs
Seecty. of State
Montgomery Ala.

Sir,

The undersigned, citizens of Charleston So. Ca., respectfully pray that a Letter of Marque or Reprisal may be issued in their favor, as owners of the Brig Putnam, of this port, for the purpose of arming said Brig, under the invitation expressed in the Proclamation of the President of the Confederate States of America dated 17th April 1861. The tonnage of said vessel is 187 Tons, her armament to consist of one 32 pound swivel & four 12 pound guns, with a crew of 65 to 70 men.

Very respectfully, Your obt. Servts.
David Riker
P. J. Esnard
Zadock Miller
R. Hunter
John F. O'Neill
H. L. P. McCormick
John C. Martin
Louis M. Coxeter

Collectors Office
Charleston S. C.
May 21st 1861

Hon. Robert Toombs
Secretary of State

Sir:
The parties who applied for a Letter of Marque for a vessel called the “Putnam”, and whose application is on file in your Department, now desire to change the name of their vessel to “Jefferson Davis”. They have requested me to apply to you to know if this change can be made. They will not be ready for sea for two or three weeks.

I have the honor to be
Very respectfully
Your obt. servt.
W. F. Colecock
Collector


Fitted out from: Charleston, South Carolina
Commissioned: June 26, 1861
Description: Schooner
Tonnage: 110
Battery: 3 guns
Crew: 35
Captain: Thomas J. Moore
Sureties: James H. Taylor, Zadock Miller
Prizes: *Mary Alice, Glenn, Rowena*
Other names: *H. J. Neild, Kate Hale, Success*
Fitted out from: New Orleans, Louisiana
Commissioned: July 3, 1861
Description: Schooner
Tonnage: 95
Battery: 1 18-pounder, 2 6-pounders
Crew: 40
Captain: John Wilson
Owner(s): George W. Gregor, David Bidwell, John E. McClure, William R. Miles

New Orleans, July 1st, 1861

F. H. Hatch Esq.
Collector Port of N. O.

respectfully request the issuance of a Letter of Marque and general reprisal, by the
Confederate States of America to the private armed Schooner J. O. Nixon – the vessel is
a “Fore and Aft” Schooner of about 96 1/2 tons and is owned by G. W. Gregor, David
Bidwell, John E. McClure and Wm. R. Miles, all residents of the City of New Orleans,
State of Louisiana. The intended number of her crew is forty men – her armament will
be one 18 lbr. Cannon on a pivot, and two 6 lbr. Caronades.

The undersigned furnish herewith the bond required by the Act of the
Confederate States Congress, approved 6th of May, 1861, And are prepared to comply
with all the conditions of that Act and the instructions from the Dept. of State.

Very Respectfully,
Geo. W. Gregor
Wm. R. Miles
per pro. Geo. W. Gregor

David Bidwell
J. E. McClure
Fitted out from: Norfolk, Virginia
Commissioned: July 9, 1861
Description: Schooner
Tonnage: 75 or 68
Battery: 1 6-pounder
Crew: 30
Captain: John Geoffrey
Sureties: John R. Langley, Stephen Bonsal
Prizes: B. T. Martin, George G. Baker

Hon. Jefferson Davis                 Norfolk Va.
President of the                   July 4, 1861
Confederate States of
America

The undersigned begs leave to make known to your Excellency, that John B. Hardy, Thomas Bottimore, David W. Phelps, J. W. Whitehurst, Wm. W. Hall, Henry F. Harding, Cicero Burruss, E. Burruss, Hez. Williams, W. S. Pepper, C. C. Herrington, Geo. W. Battlely, L. Robbins, Nathl. Nash & Solomon Cherry all residents of the City of Norfolk & the State of Virginia, have formed a company under the name & style of the “P. C.” Company for privateering purposes. For the accomplishment of their purpose they have purchased the Schooner York of about seventy five tons burthen, heretofore used as a Pilot Boat, & have armed & fitted her out. Besides the necessary small arms, such as pistols, shot guns, cutlasses etc., she has on board one six pound bore rifle cannon. They have chosen for her Commander John Geoffrey & the number of her crew all told will be thirty. Having entered into Bond in accordance with the law made & provided for such purposes, we respectfully ask of your Excellency the favor of granting to us letters of Marque & reprisal.

Very respectfully
Your obt. servt.
Solomon Cherry agt.

Fitted out from: Charleston, South Carolina
Commissioned: July 10, 1861
Description: Schooner
Tonnage: 82
Battery: 2 guns
Crew: 35
Captain: William Perry
Owner(s): William Whaley, George A. Locke, Q. B. Oakes, Thomas J. Legare, A. J. Salinas, William M Martin, Henry Buist, George W. King, Maier Triest, Daniel Haas
Sureties: Zadock Miller, Nathaniel Jacobi
Other names: Eclipse, William Aiken
Sir,
The undersigned beg leave to file the following application for a commission or letter of Marque for the Schooner to be called the "F. S. Bartow" and herewith furnish the description and specifications according to the statute in such cases made and provided to which they have severally subscribed their names as owners:

Fitted out from: Apalachicola, Florida
Applied for Commission: August 20, 1861
Description: Schooner
Tonnage: 74
Battery: 1 24-pounder, 1 6-pounder
Crew: 30
Captain: Joseph L. Dunham
Owner(s): Joseph L. Dunham, Thomas Stokes
Other names: William P. Benson

Apalachicola Fla. August 20th 1861

Name of Schooner: F. S. Bartow
Registered at: Apalachicola at present as the "Wm. P. Benson"
Tonnage: Seventy four 35/95
Force and Armament: One 24 lb pivot gun & one brass six pounder
Owners: Joseph L. Dunham & Thos. Stokes both citizens & residents of Apalachicola, Fla.
Commander: Joseph L. Dunham of Apalachicola
Intended Number of Crew: Thirty with small & side arms. — Jos. L. Dunham

Hon. R. M. T. Hunter
Department of State
Richmond
Va.
Onward (GPO 1921:379; LOC 1967)

Fitted out from: Apalachicola, Florida
Applied for Commission: August 20, 1861
Description: Schooner
Tonnage: 70
Battery: 1 32-pounder
Crew: 30
Captain: ?
Owner(s): George Robinson

Apalachicola Fla. August 20th 1861

Sir

The undersigned beg leave to file the following application for a commission or letter of Marque for the Schooner called the Onward and herewith furnish the description and specifications according to the statute in such cases made and provided to which he has subscribed his name as owner.

Name of Schooner Onward
Registered at Apalachicola Fla.
Tonnage Seventy 36/95
Force and Armament one 32 lb Dahlgren
Owner George Robinson citizen and resident of Apalachicola
Commander a good name will be put in –
Intended Number of Crew Thirty with small & side arms

George Robinson

To

Hon. R. M. T. Hunter
Department of State
Richmond
Va.
### Judah (Naval History Division [NHD] 1971)

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<th>Fitted out from</th>
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<tr>
<td>Commissioned</td>
<td>shortly before September 14, 1861</td>
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<tr>
<td>Description</td>
<td>Schooner</td>
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<tr>
<td>Tonnage</td>
<td>250</td>
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<tr>
<td>Battery</td>
<td>5 guns</td>
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<tr>
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<td>September 28, 1861</td>
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<tr>
<td>Description</td>
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<tr>
<td>Tonnage</td>
<td>170</td>
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<td>Battery</td>
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<tr>
<td>Crew</td>
<td>46</td>
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<tr>
<td>Captain</td>
<td>Henry S. Lebby</td>
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<tr>
<td>Sureties</td>
<td>J. H. Taylor, Zadock Miller</td>
</tr>
<tr>
<td>Prizes</td>
<td>Granada, Betsey Ames, B. K. Eaton</td>
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</table>
Fitted out from: Gloucester Point, Virginia
Commissioned: on or about October 1, 1861
Description: Schooner
Tonnage: 75
Length: 75'
Beam: 21'
Depth: 5' 10"
Battery: 2 guns
Crew: 42
Captain: O. Tennyson Weems
Owner(s): William S. Dansey, O. Tennyson Weems, George E. Tabb, Jr., Alexander Bagby, John T. Bray
Sureties: H. A. Howard, R. Newcomb

To the Hon. R. M. T. Hunter, Sey. state

Dear Sir

Enclosed please find the Bond and description of the vessel, name of owners etc. all of which I hope may be found in conformity to the Law and meeting your approbation. We have all that is necessary to the fitting out of the expedition except armament. We want 2 Rifle 6 or 12 prs and side arms for the crew. Can we get them from the Government and to whom and by whom am I to make application. We cannot go without the cannon tho' the vessel is now fitting up. If you send my commission per Capt J. A. Ganett please also send a 1st Lieuts. Com for Geo. E. Tabb, Jr., a second Lieuts. Commission for Alexander Bagby and a third Lieuts or second Lieuts Jr. Commission also for John T. Bray. The above parties are owners in the vessel and we wish to organize her as a war vessel. If this cannot be done we will have to come up in person.

Please answer in full giving me all the requisite information on the subject and oblige With much Respect

- Lieuts Com -
Geo. E. Tabb Jr. 1st
Alex Bagby 2nd
John T. Bray 3rd

O. Tennyson Weems

Know all men by these presents, That we O. T. Weems, Wm. S. Dansey, George E. Tabb, Jr., Alexander Bagby, John T. Bray, H. A. Howard and R. Newcomb are bound to the Confederate States of America in the full sum of five thousand dollars, to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors and administrators jointly and severally by these presents.
The Condition of the above obligation is such that whereas application has been made to the said, Confederate States of America for the grant of a Commission or letter of Marque, and general reprisals authorising the Schooner *Josephine* to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States and the said United States.

Now if the owners, officers and crew, who shall be employed on board of said vessel when commissioned shall observe the laws of the Confederate States, and the instructions which shall be given them according to law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her commission, and shall deliver up said commission when revoked by the President of the Confederate States then this obligation shall be void, but otherwise shall remain in full force and effect.

Signed, sealed, and delivered in the presence of us on this 26th day of September 1861.

George S. Miller
D. P. Barnett  ) witnesses
O. T. Weems  (Seal)
Wm. S. Dansey  (Seal)
Geo. E. Tabb Jr.  (Seal)
Alex. Bagby  (Seal)
John T. Bray  (Seal)
H. A. Howard  (Seal)
R. Newcomb  (Seal)
Owners
Sureties

State of Virginia
Gloucester County

To wit

I, P. H. Fitzhugh a Justice of the peace within and for the county aforesaid do hereby certify that I know the following named persons O. T. Weems, W. S. Dansey, Geo. E. Tabb, Jr., Alexander Bagby, John T. Bray, H. A. Howard and Robert Newcomb Parties to the forgoing Bond executed to the Confederate States of America are fully responsible for the sum of Five Thousand Dollars that being the amount of the Bond aforesaid.

Given under my hand this Twenty Seventh day of September 1861

P. H. Fitzhugh J. P.

Gloucester Point
November 14th 1861

To the Honorable R. M. T. Hunter Secretary of State of the Confederate States
The undersigned respectfully represent unto your honor that they became sureties of one O. T. Weems, in a bond in penalty of $5,000 executed by said Weems on or about the day of Sept. 1861 as is required by law before the issue of Letters of Marque to him as Captain of the private armed Schooner called the Josephine. Your petitioners represent that they entered as surety of said Weems under the express understanding that Weems would procure the signatures of sundry other responsible sureties before said bond was delivered. This your petitioners charge has never been done, but on the contrary said Weems has filed said bond with your petitioners as the only sureties thereon and is now about to proceed on this business of privateering.

Your petitioners state that their signatures to said bond were procured by false if not fraudulent representations by said Weems: in this that he has entirely failed to procure such other sureties as he assured your petitioners he would procure to unite with him and them in the execution of the said bond.

Your petitioners now state their entire unwillingness to be bound under said bond with said Weems and they pray that your honor will take such action in the premises as shall afford to them adequate relief in the premises.

Very Respectfully Your Obt. Servants

H. A. Howard
R. Newcomb

To the Hon. Secretary of the Navy C. S.
Sir

I hereby tender the resignation of my commission as captain of the Privateer Sch Josephine, having ascertained that I can do nothing in that capacity.

Very Respectfully
Your Most Ob. St.
O. T. Weems

Hon. J. P. Benjamin
Sec. of State
Richmond Va.

Sir

I most respectfully request that you will give me a certificate to the following effect, that on or about the 1st Oct 1861 I was commissioned by the president as "Commander of the Privateer Josephine" & owing to the scarcity of able seamen & the difficulty of procuring armament for the vessel on or about last of Nov. 1861 I resigned my commission which was filed in your Dept., I am Sir with great respect your obt. servant

O. T. Weems

Richmond Dec. 5th 1861

January 26th 1864
**Beauregard** (GPO 1894:818-819, 1921:249, 391; LOC 1967)

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<thead>
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<td>October 14, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner, capable of 7 knots</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>101</td>
</tr>
<tr>
<td>Battery:</td>
<td>1 24-pounder</td>
</tr>
<tr>
<td>Crew:</td>
<td>40</td>
</tr>
<tr>
<td>Captain:</td>
<td>Gilbert Hay</td>
</tr>
<tr>
<td>Sureties:</td>
<td>James M. Taylor, William H. Chafee</td>
</tr>
<tr>
<td>Other names:</td>
<td><em>Priscilla</em></td>
</tr>
</tbody>
</table>
### Santiago (NHD 1971:329)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>Brownsville, Texas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioned:</td>
<td>1863</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner</td>
</tr>
</tbody>
</table>

### J. M. Chapman (NHD 1971:328)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>New London, Connecticut</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioned:</td>
<td>shortly before March 15, 1863</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>90</td>
</tr>
</tbody>
</table>
Chesapeake (GPO 1921:416-418; LOC 1967)

Fitted out from: Baltimore, Maryland
Applied for Commission: March 24, 1863
Description: Schooner
Tonnage: 60
Battery: 4 guns
Crew: 50
Captain: Thomas Smith
Owner(s): Thomas Smith
Sureties: John H. Knowles, William A. Wright

Richmond Mch, 24th 1863

Sir,

I have the honor to apply to you for a Letter of Marque and in compliance with Sec. 3 of act regulating same, will make the following statement. My vessel called "Chesapeake", now lying in the Port of Balt., is (60) Sixty Tons burden, and will mount (4) Four Guns, and carry a Crew of (50) Fifty Men, is owned by me Thomas Smith, a resident of the City of Baltimore.

You will find the necessary bond, enclosed with this statement.

I am Sir,

Very Respectfully
Your obt. Servt.
Thomas Smith

To the
Hon. James P. Benjamin
Sec. of C. S.

Know all men by these presents, that we Thomas Smith owner & captain of the Schooner Chesapeake and John H. Knowles and William A. Wright are bound to the Confederate States of America in the sum of Five Thousand dollars, to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors and administrators, jointly and severally by these present.

The condition of this obligation is such, that, whereas application has been made to the said Confederate States of America, for the grant of a Commission or Letter of Marque, and general reprisals, authorizing the "Schooner", called the "Chesapeake", to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its Ships and Vessels, and those of its Citizens, during the pendency of the war now existing between the said Confederate States, and the said United States.

Now, if the owners, officers and crew, who shall be employed on board of said vessel when Commissioned, shall observe the Laws of the Confederate States, and the
instructions which shall be given them according to law for the regulation of their
Conduct; and shall satisfy all damages and injuries which shall be done or committed
contrary to the Tenor thereof by such vessel during her commission, and shall deliver up
said commission, when revoked by the President of the Confederate States, then this
obligation shall be void, but otherwise shall remain in full force and effect.
Signed, sealed, and delivered in presence of
J. P. Matthews          this 27th day March 1863
Geo. M. Drewry} witnesses

Thomas Smith            (seal)
John H. Knowles         (seal)
Wm. A. Wright           (seal)

State of Virginia
City of Richmond to wit

I, Wm. H. Lyons Judge of the Hustings court of the City of
Richmond, do certify that John H. Knowles and William A. Wright whose names are
signed to the foregoing bond personally appeared before me in the said city and
acknowledged the same, and they severally made oath that each of them was worth the
sum of five thousand dollars above their respective liabilities and debts, and I do further
certify that the said Knowles and Wright are personally known to me and that they are
citizens of Virginia and residents of the city of Richmond.

Given under my hand this 27th day of March 1863.

Wm. H. Lyons, Judge etc
Col. T. Sanford
Collector of Customs

Mobile Ala. - , Please issue Commission for the following Privateer — the name of the Vessel is "Gibraltar" Sixty Tons burthen carrying two guns. Wm. G. Ford owner, residence Mobile, Alabama, Number of crew thirty men with the necessary arms suitable for the Privateering business.

Respectfully,
Witness
A. T. Shaperd
Henry V. McCall

Know all men by these presents that we Wm. G. Ford Commander & owner, & Saml. S. Webb & Henry V. McCall sureties, are bound to the Confederate States of America in the full sum of Five Thousand Dollars to the payment whereof well & truly to be made, we bind ourselves, our heirs, executors & administrators, jointly & severally by these presents.

The condition of this obligation is such that, whereas application has been made to the said Confederate States of America, for the grant of a Commission or Letter of Marque & general reprisals authorizing the Schooner or vessel called Gibraltar (60) Sixty Tons to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships & vessels & those of its citizens during the pendency of the war now existing between the said Confederate States & the said United States.

Now if the owners, officers & crew who shall be employed on board said vessel when commissioned, shall observe the laws of the Confederate States, & the instructions which shall be given them according to law for the regulation of their conduct; & shall satisfy all damages & injuries which shall be done or committed contrary to the tenor of thereof by such vessel during her Commission, & shall deliver up said Commission, when revoked by the President of the Confederate States, then this obligation shall be void, otherwise shall remain in full force & effect.
Signed, sealed & delivered in presence of
Witnesses
L. D. McKisick
E. S. Cheatham

this 12th day of January 1864
W. G. Ford (seal)
S. S. Webb (seal)
Henry V. McCall (seal)
<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>New Orleans, Louisiana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applied for Commission:</td>
<td>February 12, 1864</td>
</tr>
<tr>
<td>Description:</td>
<td>Schooner</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>150</td>
</tr>
<tr>
<td>Battery:</td>
<td>3 guns</td>
</tr>
<tr>
<td>Crew:</td>
<td>60</td>
</tr>
<tr>
<td>Captain:</td>
<td>Manuel W. de Bollé</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>Archibald Forsyth, Mauel W. de Bollé</td>
</tr>
<tr>
<td>Sureties:</td>
<td>James F. McGee, George V. Case</td>
</tr>
</tbody>
</table>

Richmond Va.
Feb 12th 1864

Sir,

I respectfully ask for a letter of marque and reprimar for the Schooner Stonewall Jackson, one hundred and fifty tons, three guns, sixty men, the above vessel being owned by Archibald Forsyth and M. W. de Bollé, both of the City of New Orleans, Parish of Orleans, State of Louisiana of which schooner M. W. de Bollé is commander.

Very Respectfully
Your Obt Svt
M. W. de Bollé

To the Hon. J. P. Benjamin
Sect. of State
Richmond Va.

Know all men by these presents, That we M. W. de Bollé, Archibald Forsyth, James F. McGee, and George V. Case, are bound to the Confederate States of America in the full sum of Five Thousand ($5000) Dollars, to the payment whereof we bind ourselves, our heirs, executors, and administrators, jointly and severally by these presents.

The condition of this obligation is such that whereas, application has been made to the said Confederate States of America, for the grant of a Commission or Letter of Marque, and general reprimarls, authorizing the schooner or vessel called the Stonewall Jackson, to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States, and the said United States.

Now, if the owner, officers, and crew, who shall be employed on board of said vessel when commissioned, shall observe the laws of the Confederate States, and the
instructions which shall be given them according to law for the regulation of their
conduct, and shall satisfy all damages and injuries which shall be done or committed
contrary to the tenor thereof by such vessel during her commission, and shall deliver up
said commission, when revoked by the President of the Confederate States, then this
obligation shall be void, but otherwise shall remain in full force and effect.
Signed, sealed, and delivered in presence of Henry Florance, Witness on this day the 13th
Feb. 1864 at Richmond

Manuel W. de Bollé
Archibald Forsyth
James F. McGee
Geo. V. Case

Witnesses
F. M. Waldrop
Thos. Ruskell
Rescue (GPO 1921:264, 428-429; LOC 1967)

Fitted out from: Mobile, Alabama  
Applied for Commission: March 11, 1864  
Description: Schooner, capable of 12 knots  
Tonnage: 120  
Length: 150'  
Beam: 25' 6"  
Depth: 7'  
Crew: 30  
Captain: ?  
Owner(s): W. G. Hartsfield  
Sureties: Joseph E. Smith, Charles S. Picton

Hon. J. P. Benjamin  
Sec. of State

Sir,  
I have the honor herewith to make application for the grant to me of letters of marque and general reprisal for the schooner "Rescue"—One hundred and twenty tons, One hundred & fifty feet in length, twenty five & half feet beam, seven feet hold, sailing capacity twelve knots an hour. Owner of said vessel is the present applicant W. G. Hartsfield of the city of Mobile, state of Alabama; number of crew to be employed, exclusive of officers, thirty (30).

Herewith enclose bond with proper sureties as required by law, for proper fulfillment of commission. Residence of the sureties is city of Mobile, Ala.

I have the honor to be
Very Respectfully  
Yr. obt. svl.  
W. G. Hartsfield

Know all men by these presents that we W. G. Hartsfield, Jos. E. Smith and Charles S. Picton are bound to the Confederate States of America in the full sum of Five thousand to the payment whereof well & truly to be made we bind ourselves, our heirs, executors and administrators jointly and severally by these presents. The condition of this obligation is such that whereas application has been made to the said Confederate States for the grant of a commission or Letter of Marque and general reprisal authorizing the Schooner or vessel called the "Rescue", one hundred & twenty tons, to act as a private armed vessel in the service of the Confederate States on the high seas, against the United States of America, its ships and vessels and those of its citizens during the pendency of the war now existing between the said Confederate States of America and the United States of America.
Now if the owners, officers and crew who shall be employed on board of said vessel when commissioned shall observe the laws of the Confederate States and the instructions which shall be given them according to the law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such and during her Commission, and shall deliver up said commission when revoked by the President of the Confederate States then this obligation shall be void but otherwise shall remain in full force and effect.

Signed & sealed on this 11th day of March 1864 in the presence of

William Brooks
And. D. Danecourt) witnesses

W. G. Hartsfield (seal)
Jos. E. Smith (seal)
Charles S. Picton (seal)
Sir: The undersigned, a native and citizen of the State of South Carolina, most respectfully petition that a letter of marque as commander of a privateer to be employed in the service of the Confederate States of America for the destruction of the commerce of the United States may be granted him.

Your petitioner respectfully represents that he has been at sea for the past 17 years in the different grades of seaman, third, second, and first officer, and master of vessels from schooner up to full-rigged ship, principally sailing out of the port of Charleston, S. C., and considers himself fully competent to assume command of the under-mentioned vessel.

The officers and seamen are to be selected from citizens of the Confederate States, and none but such as are competent in the line of their profession shall be appointed or enlisted.

The present name of the vessel is the Don José, which you petitioner would respectfully ask the Congress of the Confederate States or other competent authority to change to that of Stephen R. Mallory. She is of schooner rig, of 74 tons (American) burthen, and draws 6 feet of water when heavily laden. She was built at Baltimore, Md., in May, 1859, but for the last two years has been sailing under a British register. She is a staunch vessel and well furnished in everything pertaining to the duty for which your petitioner intends her, as the certificate which will be forwarded to the department from an officer of the C. S. Navy, who has made a careful survey of her, will fully show.

Her armament will consist of one 20-pounder rifled pivot gun and two brass 6-pounders with the necessary number of small arms.

Her officers will consist of a captain, two lieutenants, a surgeon, a boatswain, a gunner and a carpenter, and the crew of 20 petty officers and seamen.

In the fitting out of the vessel, receiving her armament and mounting the same and in all other matters, nothing shall be done to violate the neutrality of this or any other foreign port.

I have the honor to be, sir, very respectfully, your obedient servant,

Hon. S. R. Mallory
Secretary of Navy, C. S. A., Richmond, Va.

J. Samuel Jones
Paul Jones (NHD 1971:329)

Fitted out from: Wilmington, North Carolina
Commissioned: 1864
Description: Schooner
Tonnage: 160
Battery: 2 guns
Crew: 30 to 40

St. Mary’s (NHD 1971:329)

Fitted out from: St. Mary’s, Maryland
Commissioned: 1865
Description: Schooner
Tonnage: 115
### APPENDIX C

#### STEAMSHIP DATA

**Joseph Landis** (GPO 1921:330-331; LOC 1967)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>New Orleans, Louisiana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applied for Commission:</td>
<td>April 22, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Steamer</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>400</td>
</tr>
<tr>
<td>Length:</td>
<td>190'</td>
</tr>
<tr>
<td>Beam:</td>
<td>30'</td>
</tr>
<tr>
<td>Depth:</td>
<td>9'</td>
</tr>
<tr>
<td>Battery:</td>
<td>2 guns</td>
</tr>
<tr>
<td>Crew:</td>
<td>100</td>
</tr>
<tr>
<td>Captain:</td>
<td>M. Davis</td>
</tr>
<tr>
<td>Sureties:</td>
<td>J. E. Thomas, Louis W. Perkins</td>
</tr>
</tbody>
</table>

The Undersigned representing the Captain and the Owners of the Steamer "Joseph Landis" apply for Letters of marque and reprisal, in obedience to the request of the President of the Confederate States of America as per his Proclamation dated Montgomery 17th day of April, 1861.

The said Steamer "Landis", is 190 feet in length, 30 feet breadth & 9 ft depth of hold and a very fast running boat, two Engines, five boilers, and everything in Complete order. She will be Commanded by Capt. M. Davis, and will be armed with a Crew not to exceed a hundred men all told with side arms, pistols etc. and two large Guns, one forward and one aft. She is owned by Peter Marcy, Stanley Eager, Jas. D. Denegre, Warneken, Kirckhoff & Co., Bernard Avegno, Amos Tonne, Chas. A. Eager, Martin Dans, Joseph Leach, Thos. Gilmore, Wm. Knox, R. W. Estlin, Eugene Rousseau, and Richard Salter, all of whom are Citizens of this State.

(about 400 tons Burthen)

New Orleans April 22nd 1861

Peter Marcy

Know all Men by these presents that we Peter Marcy in behalf of himself as part Owner and representing by Authority, Capt. Davis Master, Stanley Eager, Jas. D. Denegre, Warneken Kirckhoff & Co., Bernard Avegno, Amos Tonne, Chas. H. Eger, Joseph...
Leach, Thomas Gilmore, Wm. Knox, R. W. Estlin, Eugene Rousseau and Richard Salter, (all of whom are Citizens of this State) the other part owners of said vessel as principals, and
as sureties are held & firmly bound unto the Confederate States of America in the penal sum of Five thousand dollars, for the payment of which well & truly to be made, we bind ourselves, our heirs, administrators, executors and representatives firmly by these presents.

The Condition of the above obligation is such that whereas the Owners of the said Steamer "Landis" have applied to the Government of the Confederate States of America for Letters of Marque & reprisal for said vessel, now should the owners, officers and crew employed on board said vessel observe the laws of these Confederate States and the instructions to them for the regulation of their conduct and shall satisfy all damages done contrary to the tenor thereof by such vessel during her commission & deliver up the same when revoked by the President of the Confederate States then the above obligation is to be null & void, otherwise to remain in full force and effect, this done & signed at New Orleans this the 22nd day of April 1861

Peter Marcy
"Signed in Presence of"

W. J. Crawford
W. H. Hewitt

J. E. Thomas
Louis W. Perkins

Fitted out from: New Orleans, Louisiana
Commissioned: May 15, 1861
Description: Side-wheel Steamer
Tonnage: 500
Battery: 1 18-pounder, 2 12-pounders, 2 6-pounders
Crew: 85
Captain: John Wilson
Owner(s): W. R. Miles, J. O. Nixon, George W. Gregor, John S. Minor,
David Bidwell, Seward Porter, H. Bidwell, John E. McClure,
Thomas R. Smith
Sureties: J. E. Thomas, R. Pitkins
Prizes: John Adams, Mermaid, Panama
Other names: Cuba

New Orleans
May 13th, 1861

We propose to fit out the steamship Calhoun as a private armed vessel and put her in the service of the Confederate States. She is a ship of five hundred tons burthen, Custom House Measure; she will carry a crew of less than one hundred and fifty men, and will be armed with one eighteen, two twelve, and two six pound cannon. She is owned by W. R. Miles, J. O. Nixon, George W. Gregor, Thomas R. Smith, John E. McClure,
David Bidwell, S. Porter, & H. Bidwell of the Parish of Orleans, State of Louisiana, and John S. Minor of the Parish of Ascension, State of Louisiana and will be commanded for the present by Capt. John Wilson

W. R. Miles
J. O. Nixon
Geo. W. Gregor
John S. Minor
by J. O. Nixon)
David Bidwell
Seward Porter
H. Bidwell
John E. McClure
by D. Bidwell]
Thos. R. Smith

Fitted out from: New Orleans, Louisiana
Commissioned: May 15, 1861
Description: Side-wheel Steamer
Tonnage: 273
Length: 172'
Beam: 29'
Depth: 6'
Battery: 2 6-pounders
Crew: 50
Captain: Thomas McLellan
Owner(s): Thomas McLellan
Sureties: Thomas B. Lee, George A. Fosdick

The Undersigned Owner of the Steamer "Music" of New Orleans Applies for Letters of Marque and Reprisal in obedience to the request of the President of the Confederate States of America as per his proclamation approved May 6th 1861.

The said Boat is 172 feet long, 29 feet beam and Six (6) feet depth of hold. Measures 273 tons, propelled by two horizontal non Condensing Engines with Cylinder 20 in diam, 8 feet stroke, and will be armed with a crew of not to exceed one hundred men, with small arms, and to carry 2 Six pound guns, one forward and one aft. She is owned by Thos. McLellan a citizen of this State.

New Orleans
Thos. McLellan
May 14th 1861
<table>
<thead>
<tr>
<th>Fitted out from:</th>
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</thead>
<tbody>
<tr>
<td>Commissioned:</td>
<td>May 16, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Side-wheel Steamer</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>454</td>
</tr>
<tr>
<td>Length:</td>
<td>191'</td>
</tr>
<tr>
<td>Beam:</td>
<td>28'</td>
</tr>
<tr>
<td>Depth:</td>
<td>9'</td>
</tr>
<tr>
<td>Battery:</td>
<td>1 15-pounder</td>
</tr>
<tr>
<td>Crew:</td>
<td>60</td>
</tr>
<tr>
<td>Captain:</td>
<td>Napoleon B. Baker</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>Napoleon B. Baker, William H. McLellan</td>
</tr>
<tr>
<td>Sureties:</td>
<td>Thomas McLellan, George A. Fosdick</td>
</tr>
<tr>
<td>Other names:</td>
<td>El Paraguay</td>
</tr>
</tbody>
</table>

The undersigned representing the Owners of the Steamer “V. H. Ivy” apply for Letters of Marque and Reprisal in obedience to the request of the President of the Confederate States of America as per his proclamation dated 6th May 1861.

The said Steamer is One hundred and Ninety One (191) feet long, twenty eight (28) feet beam and nine (9) feet depth of hold, measuring four hundred & fifty four (454) Tons. Good sea boat and of great speed. Propelled by one vertical condensing beam Engine, Cylinder forty four inches diameter and eleven feet stroke and will be armed with a crew not exceeding one hundred men all told each man armed with small arms and to mount one fifteen pound Gun. She is owned by Napoleon B. Baker and Wm. H. McLellan both of whom are citizens of this State

N. B. Baker

New Orleans May 16th, 1861

Fitted out from: New Orleans, Louisiana
Commissioned: May 18, 1861
Description: Side-wheel Steamer, capable of 22 knots, two vertical beam engines, cylinder 44" diameter, 10' stroke
Tonsage: 655
Length: 206'
Beam: 32'
Depth: 13'
Draft: 9' 6"
Battery: 4 12-pounders
Crew: 100
Captain: Joseph Leach
Owner(s): Peter Marcy, Charles A. Eager, Joseph Leach
Sureties: Thomas McLellan, Napoleon B. Baker

The Undersigned Owners of the Steamer "Wm. H. Webb" Joseph Leach, Master, apply for Letters of Marque and reprisal, in obedience to the request of the President of the Confederate States of America, per his proclamation dated Seventeenth day of April, Eighteen hundred Sixty One.
The said Steamer is owned by Peter Marcy & Chas. A. Eager of New Orleans and is Two hundred & six (206) feet long, Thirty two (32) feet beam and Thirteen (13) feet depth of hold and measures Six Hundred and fifty six tons burthen. Coppered & Copper fastened. Double Engines and two new Low pressure Boilers, very fast and built expressily for Sea Service. She will be armed with Four large Twelve pound Guns and a Crew of Seventy five to one hundred men with small arms.
New Orleans May 17th 1861

Witnesses

Louis W. Perkins
W. O. Ball

Peter Marcy  C. A. Eager
Joseph Leach
**Phenix (GPO 1921:344-345; LOC 1967)**

<table>
<thead>
<tr>
<th>Fitted out from:</th>
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<tr>
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<td>May 18, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Steamer</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>1,644</td>
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<tr>
<td>Length:</td>
<td>245'</td>
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<td>Beam:</td>
<td>34'</td>
</tr>
<tr>
<td>Depth:</td>
<td>19' 9&quot;</td>
</tr>
<tr>
<td>Draught:</td>
<td>14' 4&quot;</td>
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<tr>
<td>Battery:</td>
<td>7 guns</td>
</tr>
<tr>
<td>Crew:</td>
<td>243</td>
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<tr>
<td>Captain:</td>
<td>Eugene Delany</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>Eugene Delany</td>
</tr>
</tbody>
</table>

---

**Wilmington Delaware**

**May 18th 1861**

*Hon. Jefferson Davis*

*of the Confederate States of America*

*Montgomery, Alabama*

Honored Sir

It is with extreme pleasure that I announce the fact, that I have now about ready for sea the fine steamship *Phenix*, and I solicit a Letter of Marque, and will you forward the same if the following description of the ship is satisfactory to you and your cabinet, it is understood by the people here that the ship is for the Spanish government.

- **Length of ship**: 245 ft
- **Breadth of beam**: 34 "
- **Depth of hold**: 19 " 9 in
- **Measures**: 1643 75/95 tons

She is Brig rigged and scroll head, and sets well by the stern, she draws with her coal (643 tons), provisions & armament on board 14 ft. 4 inch afloat and 11 feet 9 in. forward, she has six 1 Riffle cannon with a superior 32 pound Pivot, 276 Burnside Rifles, 320 boarding pikes, 210 cutlasses, 176 boarding knives, (Summers make) also 6 grappling irons which are of the latest improved style, and with an abundant supply of powder and shot, I have had the fortune of obtaining twenty four southern officers and two hundred and nineteen picked men. I shall leave here in about ten days for Havana, please forward my commission to Appalachicola Fla. where I will call for it, and if possible will proceed to Montgomery at once if my commission is not ready at Apalachicola, if I find the latter place Blockaded and cannot cope with them, you may then expect me at Caiiou River La. You will please inform the Cabinet that I [am] prepared to whip any one ship of the line. I have drawn the wool over the eyes of the Black hearted Republicans, they think I am Union entire, do not fail to have my Letter of Marque
ready, for I wish to overhaul some of the homeward bound California Steamers, for money is required. Any instructions you may give will be carried out to the letter.

I have the honor to be
Your obedient Svt
Eugene Dellany
Commander Steamship Phenix

P. S.
I was in Mexico with
Genl. Beauregard and he
Knows my courage

E. D.

Fitted out from: Mobile, Alabama
Commissioned: May 25, 1861
Description: Steam Tug
Tonnage: 54
Length: 70'
Beam: 15'
Depth: 7'
Battery: 2 6-pounders
Crew: 15
Captain: Peter G. Cook
Owner(s): John M. Hollingsworth, R. A. Hiern, P. O. Foster, James M. Brainard, L. Merchant & G. W. Boyd
Sureties: Charles P. Gage, Thomas M. LeBaron

To the Hon. T. Sanford
Collector of Port of Mobile

The undersigned proposes to fit the Steam Tug A. C. Gunnison as a privateersman. She is about 70 feet long, 15 feet Beam, 7 foot hold, has two 16 inch Cylinders, working up to about 75 or 80 horse power, her registered Tonnage is 54 Tons. She is owned as follows, J. M. Hollingsworth 1/3, J. M. Brainard 1/6, P. O. Foster 1/6, R. A. Hiern 1/6, & Boyd & Merchant 1/6, we propose to carry when cruising 10 to 15 Men armed with Muskets & Revolvers and 1 or two ps of Cannon, say 6 or 8 pounds. I therefore solicit letters of Marque, all residents of the City & County of Mobile Respectfully Yr. Obt. Servant,
Mobile May 25th 1861.
J. M. Hollingsworth

Know all men by these present, the we P. G. Cook, Capt., John M. Hollingsworth, R. A. Hiern, P. O. Foster, J. M. Brainard, L. Merchant & G. W. Boyd owners & Chas. P. Gage & Thos. M. LeBaron are bound to the Confederate States of America in the full sum of Five thousand dollars to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors, and administrators jointly and severally by these presents.

The condition of this obligation is such that whereas application has been made to the said Confederate States of America for the grant of a Commission or Letter of Marque and general reprisals, authorizing the Steam Tug called the A. C. Gunnison to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States and the United States.
Now if the owners, officers and crew who shall be employed on board said vessel when commissioned, shall observe the laws of the Confederate States, and the instructions which shall be given them according to law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her commission, and shall deliver up said commission when revoked by the President of the Confederate States, then this obligation shall be void, but otherwise shall remain in full force and effect.

Signed, sealed, and delivered this 25th day of May 1861 in presence of

Witness

M. Frobos

Geo. W. Thayer

P. G. Cook  [seal]
P. O. Foster  [seal]
James M. Brainard  [seal]
J. M. Hollingsworth  [seal]
L. Merchant  [seal]
R. A. Hierne  [seal]
Geo. W. Boyd  [seal]
Thos. M. LeBaron  [seal]
Chas. P. Gage  [seal]
<table>
<thead>
<tr>
<th><strong>Isabella</strong> (GPO 1894:818-819, 1921:256, 356-357; LOC 1967)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fitted out from:</strong> New Orleans, Louisiana</td>
</tr>
<tr>
<td><strong>Commissioned:</strong> June 4, 1861</td>
</tr>
<tr>
<td><strong>Description:</strong> Screw Steamer</td>
</tr>
<tr>
<td><strong>Tonnage:</strong> 800</td>
</tr>
<tr>
<td><strong>Battery:</strong> 10 guns</td>
</tr>
<tr>
<td><strong>Crew:</strong> 225</td>
</tr>
<tr>
<td><strong>Captain:</strong> James Isaac Bard</td>
</tr>
<tr>
<td><strong>Owner(s):</strong> James Isaac Bard, W. R. Adams</td>
</tr>
<tr>
<td><strong>Surties:</strong> F. Belcher, William M. Semple</td>
</tr>
</tbody>
</table>

Hon. F. H. Hatch,  
Collector of the Port of New Orleans, Confederate States of America  
The undersigned, your petitioners, citizens and residents of the City of New Orleans, State of Louisiana, Confederate States of America, respectfully represent, that they desire to obtain a Letter of Marque, under the act of the Congress of the Confederate States of America, approved May 6, 1861, providing for the fitting out of private armed vessels.  
Your petitioners further represent that the name of the vessel they intend to employ is the "Isabella", a steam propeller of about eight hundred tons burthen. Her force will consist of ten guns, one hundred and seventy-five muskets, one hundred and seventy-five pistols, one hundred and seventy-five sabres, and fifty boarding pikes, as the case may require. The intended number of the crew of said vessel is one hundred and seventy-five sailors, and fifty marines, or thenceabout.  
New Orleans  
June 1st, 1861  
Jas. I Bard  
W. R. Adams  
Sole owners of the steam.  
Propeller "Isabella", above described.
<table>
<thead>
<tr>
<th>Fitted out from:</th>
<th>New Orleans, Louisiana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioned:</td>
<td>June 10, 1861</td>
</tr>
<tr>
<td>Description:</td>
<td>Steamer</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>125</td>
</tr>
<tr>
<td>Battery:</td>
<td>1 9-pounder, 1 6-pounder</td>
</tr>
<tr>
<td>Crew:</td>
<td>25</td>
</tr>
<tr>
<td>Captain:</td>
<td>Samuel E. Parker</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>Samuel E. Parker</td>
</tr>
<tr>
<td>Sureties:</td>
<td>John S. Simonds, W. M. Surls</td>
</tr>
</tbody>
</table>

To the Honorable F. H. Hatch  
Collector of Port of New Orleans

The petition of Saml. E. Parker, sole owner of the Steamboat *Gov. A. Mouton* and a resident of the Parish of St. Mary, State of Louisiana respectfully represents that he is desirous of obtaining letters of Marque and Reprisals, that his vessel is the *Gov. A. Mouton*, a Steamboat, that she measures about one hundred and twenty-five tons and that the intended number of her crew will be about twenty-five men, that she will carry two cannon, one nine and one six pounder and be commanded by petitioner.  
Respectfully submitted

S. E. Parker

<table>
<thead>
<tr>
<th>Fitted out from</th>
<th>Wilmington, North Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioned</td>
<td>July 14, 1861</td>
</tr>
<tr>
<td>Description</td>
<td>Screw Steamer, 100 horse power, one mast, low pressure engine</td>
</tr>
<tr>
<td>Tonnage</td>
<td>135</td>
</tr>
<tr>
<td>Battery</td>
<td>2 12-pounders, 1 6-pounder</td>
</tr>
<tr>
<td>Crew</td>
<td>30</td>
</tr>
<tr>
<td>Captain</td>
<td>B. W. Berry</td>
</tr>
<tr>
<td>Owner(s)</td>
<td>Joseph H. Flanner</td>
</tr>
<tr>
<td>Sureties</td>
<td>B. Flanner, F. D. Poison</td>
</tr>
<tr>
<td>Prizes</td>
<td>Nathaniel Chase</td>
</tr>
</tbody>
</table>

### Gordon (GPO 1894:818-819, 1921:269, 360-361; LOC 1967)

<table>
<thead>
<tr>
<th>Fitted out from</th>
<th>Charleston, South Carolina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioned</td>
<td>July 15, 1861</td>
</tr>
<tr>
<td>Description</td>
<td>Side-wheel Steamer, capable of 16 knots</td>
</tr>
<tr>
<td>Tonnage</td>
<td>518</td>
</tr>
<tr>
<td>Length</td>
<td>175'</td>
</tr>
<tr>
<td>Draft</td>
<td>7'</td>
</tr>
<tr>
<td>Battery</td>
<td>3 guns</td>
</tr>
<tr>
<td>Crew</td>
<td>50</td>
</tr>
<tr>
<td>Captain</td>
<td>Thomas J. Lockwood</td>
</tr>
<tr>
<td>Owner(s)</td>
<td>F. J. Purcher, R. Wainwright Bacol, Hugh E. Vincent, Thomas R. Egleston, A. F. Ravenel</td>
</tr>
<tr>
<td>Sureties</td>
<td>James L. Lindsay, John G. Crane</td>
</tr>
<tr>
<td>Prizes</td>
<td>William McGilvery, Protector</td>
</tr>
<tr>
<td>Other names</td>
<td>Carolina, Theodora, Nassau</td>
</tr>
</tbody>
</table>

Fitted out from: New Orleans, Louisiana
Commissioned: September 12, 1861
Description: Steam Ram, ironclad, inclined engines, 2 cylinders 36" diameter, 2’ 6” stroke
Tonnage: 387
Length: 143’
Beam: 33’
Depth: 17’
Draft: 11’
Battery: 1 64-pounder
Crew: 36
Captain: John A. Stevenson
Owners(s): John A. Stevenson
Sureties: John Finney, H. H. Hyams
Other names: Enoch Train

To the Hon. R. M. T. Hunter
Secretary of State, Richmond

Sir: Conformably to the proclamation of His Excellency Jefferson Davis, Provisional President of the Confederate States of America, bearing date the 17th day of April, A. D., 1861, application is hereby made for a Commission or Letter of Marque or Reprisal, in the name and by the authority of the Government of said States, to issue to the undersigned, a resident of New Orleans Louisiana, as Commander of the Propeller called the Manassas of New Orleans La; with authority to cruise the high seas in the name of and aid said Government of the Confederate States, by the capture of any and all vessels opposed to, and at war with said Confederate Government and in any way to repel the foes thereof.

Said vessel is called the Manassas, and is commanded by John A. Stevenson who is a citizen of Louisiana, in said Confederate States. Said vessel was built at Algiers Louisiana, in the year 1861; has one deck and no mast, her length is 143 feet no inches; her breadth is 33 feet no inches; her depth is 17 feet no inches. She measures 387 tons; she is a propeller and has no figure head, and is not painted, and is owned by said John A. Stevenson, of New Orleans in the Confederate States. She will carry one gun and thirty small arms; will be manned by thirty six men, as her crew; hereby promising and agreeing to be vigilant and zealous in employing said vessel for the purpose aforesaid, and abide by all laws and instructions, and at all times acknowledge the authority of the Government of said States and its lawful agents and officers.

Considering the annexed bond, the undersigned prays for the issuance of said Commission or Letter.

Jno. A. Stevenson
BE IT REMEMBERED THAT on this twelfth day of the month of September in the year One Thousand Eight Hundred and Sixty One, before me, Hugh Madden Notary Public, in and for this City and Parish duly commissioned and qualified.

Personally came and appeared the above named John A. Stevenson, applicant for the issuance of a Letter of Marque, or Commission to him as Commander or Captain of the Propeller called the Manassas which appearer being known to me, and being by me duly sworn, says that he has accurately described the said vessel, her armament, number of crew, and the object and purpose in which said vessel is to be engaged, and that he will support the Laws and Constitution of said Confederate States, and obey all lawful commands of said Government and its officers, SO HELP HIM GOD.

Sworn to and subscribed before me, at New Orleans, the day and date aforesaid.

Jno. A. Stevenson
Hugh Madden
Not. Pub.

This is the turtle shaped Ram, which has been for sometime, in the course of construction at this Port, designed to destroy the vessels of the enemy, by striking them amidships.

F. H. H.
Monticello (GPO 1921:333, 380-382, 392; LOC 1967)

Fitted out from: St. Marks, Florida
Commissioned: September 30, 1861
Description: Steamer, Ironclad
Tonnage: 460
Battery: 2 32-pounders, 2 15-pounders, 4 6-pounders
Crew: 125
Captain: John Brass
Owner(s): John Brass
Sareties: Joshua Taylor, David W. Can.

Monticello Florida April 24th 1861.

To His Excellency
The Attorney General of the Confederate States of N. A.

Sir,

In view of the present crisis of our country, our most prominent Citizens are exceedingly anxious to do service to the Country by the fitting out of a privateer, the command of which they are desirous of placing in the Writers hands, and to request that you will forward the necessary instructions, and give a Commission to the same, the necessary bonds and requirements will be fully entered into and his efficiency and integrity guaranteed, for reference I shall refer you to a separate Letter which will be forwarded to you as soon as the Signature can be obtained as several are from home on political business.

I have the honor to be
Sir,
Your very Obedt. Servant
John Brass

Monticello Florida
August 14th 1861

To the Hon’ble. The
Secretary of State,

Sir,

The Citizens of Jefferson County in this State are desirous for me to proceed direct to England to engage and fit out a privateer and to take command of the same for the annoyance and destruction of the enemy’s commerce etc., four most influential citizens including the Governor of this State have signed this approbation of my plans and recommend me to your favorable consideration to enable me to carry them out, my object being to procure a vessel of sufficient strength, speed and power of armament to force the blockades and enable me to bring my prizes safely into our ports. My Sureties are unexceptionable, and available to any amount that may
be deemed required, but I am aware Sir of the difficulty which I am under in not being able strictly and specifically to comply with the law in all its minutiae from the fact that I have the vessel to select at a distant port. This much I can state – Owner will be self, Residence Monticello, propelling power steam, Name “Monticello of Florida”. Tonnage not to exceed 600 Tons, Crew not to exceed 150 Men including Officers. Armament intended 2 - 34 pounder Rifle Cannon, 2 fifteen pounder Rifle Cannon, and 4 Smaller Guns smooth bore – This Sir is the nearest description that I can at present give as neither the precise Tonnage nor exact number of hands are given, save they are not to exceed the above numbers, but I am ready and willing to conform to any requisition you may deem strictly necessary through my sureties after my departure, as my desire is to protect and not to tarnish the honor of the Confederate flag.

If your Excellency can point out the way, (if there is objection to the above) by which my services may be made available in this respect to my country, or if you think proper to forward a blank Commission with instructions to E. E. Blackburn Esq., Confederate States Marshall of this place, I have no doubt he would see them faithfully executed.

I have the honor to be Sir,
Your very Obedient Servant
John Brass

To the Hon’ble,
The Secretary of the Navy
Confed. States of N. A.
Sir,

I have written to the Secretary of State informing him that it is the desire of the Citizens of Jefferson County in this State, that I proceed direct to England, for the purpose of engaging and fitting out a privateer, and to take command of the same for the annoyance and destruction of the enemy’s commerce etc., my object being to procure a vessel of sufficient strength, speed and power of armament to force the blockades and enable me to bring my prizes safely into port, four most influential citizens including the Governor of this State have signed their approbation of my plans, and recommendation to the favorable consideration of the Secretary of State for my commission. The only difficulty that I can see in the way is (if difficulty under the circumstances it may be termed) my inability to state the precise Tonnage of and number of men – from the fact that I have to select my vessel from a distant and neutral port. This much I did state, that my craft was not to exceed 600 Tons nor the crew 150 men – including officers. Surely Sir a point so trivial in a case so important, will not act to frustrate an enterprise in which so many of our citizens and even our country is equally interested, as my sureties are unexceptionable, being Gentlemen of known wealth and probity, and I have expressed myself ready and willing to conform to any requisitions the Secretary of State may deem strictly necessary through my sureties after
my departure, for as a Gentleman and a patriot my desire is to protect and not to tarnish the honor of the Confederate flag.

I further requested the Secretary of State if compatible with his views to forward a blank Commission with instructions to E. E. Blackburn Esq., Confederate States. Marshall of this place who I doubt not would see them faithfully executed.

Subjoined are the names of those Gentlemen who have signed their approval of my design and the request for my Commission

Gen. Wm. Bailey
Majr. Joshua Taylor
Danl. Bird, Sen., late Senator
W. S. Dillworth, late Mem. Of Convention
Joseph Finnegan
do
do
John W. Eppes

E. E. Blackburn Esq., Confed. S. Marsh.
Danl. B. Bird, Brig. Genl.
M. S. Perry, Governor
G. W. Parkhill, Mem. Of Convention
Col. W. J. Bailey

Most of these Gentlemen I presume are personally known to you, at least sufficiently so to guarantee the honor of my intentions therefore if you can interest yourself with the Secretary of State in forwarding our views, you will not only be conferring a favor upon me, but upon the citizens generally, in fact it is from the request of two or three gentlemen above named that I take the liberty of writing to you, and subscribing myself.

Sir,
Your very Obedient Servant
John Brass

Monticello Fla.
August 28th 1861

To the Hon'ble.
The Secretary of State
Sir,

I had the honor to address you on the 13th Inst. requesting a commission prior to my departure for England for the purpose of procuring and fitting out a vessel for the purpose of privateering upon the enemy's commerce. The high recommendations which I have to your Excellency, together with the means placed at my disposal I hope are a sufficient guaranty for my honor and integrity. My sureties are gentlemen of known wealth and probity and have every confidence in my nautical skill and ability to carry out my designs. I believe Sir, I am fully able to carry out the requisitions of the Law, though the exact Tonnage and precise number of hands I cannot now state from the fact of procuring my vessel in a distant Port. The former is not to exceed 600 Tons, nor the latter 150 men, points which, I hope may be considered trivial in a case so important, and which may not serve to frustrate an enterprise that is of so much interest to our country as well as our Citizens.

I beg to subjoin a list of the names of those Gentlemen, who recommend me to your favorable consideration, the whole of whom I believe are well known to the Hon'ble. S. R. Mallory.
Major Joshua Taylor  
Danl. Bird, Sen., late Senator  
W. S. Dillworth, Member of Convention  
Col. Joseph Finnegan do  
Dr. Ino W. Eppes  

Besides these are other Gentlemen who have not signed but whose names I am at liberty to use, deeming the above sufficient for the purpose, I omit them here, and trusting to your favorable and speedy consideration,  

I have the honor to be, Sir,  
Your most Obedient Servant  

John Brass

Monticello Fla.  
September 2, 1861

To Hon'ble. The Scry. of State  

Sir,  

My motive for proceeding to England is the inefficiency of our vessels to withstand an attack or engagement with the enemy at Sea, and it is very probable that in the future that for the successful bringing is of prizes into our ports that the privateer will not only have to engage the attention but also bring the blockading vessel to action to insure the safety of her prizes, again my sureties are well known Citizens here whose services could not be made available to me abroad, thus my desire and the desire of my friends that I should receive my commission through our Authorities here. Neither of the Sureties have any interest in the vessel whatever and they as well as myself are ready to subscribe to the bond embracing the following details  

- Name of Vessel "Monticello of St. Marks Fla."  
- "Class" Iron Clad Steam Propeller 460 Tons with auxiliary sails, viz. Gib, fore topsail, fore top gallant sail, fore and aft foresail, fore and aft Main Sail and Main topsail, Mizen, Spanker, "Owner" John Brass,  
- "Residence" Monticello Fla.  
- "Commander" Ino. Brass,  
- "Armament" 2 - 32 pounder Rifle Cannon, 2 - 15 pounder Rifle Cannon, and 4 nine pounders smooth bore, Crew 125 Men. If the above is satisfactory and a form of bond is sent to the Collector of Customs at St. Marks, it will be immediately attended to.

I have the honor to Remain, Sir,  
Your very Obedient Servant  

John Brass

Know all men by these presents that we John Brass, Joshua Taylor and David W. Carn are held and firmly bound unto the Confederate States of America in the penal sum of Five Thousand Dollars, lawful money of said Confederate States, the payment whereof well and truly to be made we bind ourselves and each of us our heirs, executors, and administrators jointly and severally, firmly by these presents. Sealed with our seals and dated this Seventh day of September in the year of our Lord One Thousand Eight hundred and Sixty One.
The conditions of the above obligation is such that whereas the said John Brass has made application to the President of the said Confederate States of America for a commission of letters of Marque and Reprisal to be used and employed in the cause of the Confederate States in the war now existing between said Confederate States and the United States of America on board of the Steam propeller Monticello of St. Marks which vessel is an iron clad propeller whose tonnage is four hundred and sixty tons with auxiliary sails to wit: Gib, Fore topsail and Top gallant sail, fore and aft foresail, fore and aft mainsail and main topsail, Mizzen, Spanker, owned by John Brass Residence Monticello Florida, Commander John Brass, Armament Two thirty two pounder Rifle Cannon, Two fifteen pounder Rifle Cannon and four nine pounder smooth bore, Crew One hundred and twenty five men.

Now if the said John Brass and his officers and crew to be employed on board of said vessel shall and will observe the Laws of the Confederate States and instructions which shall be given them according to Law for the regulation of their conduct, and will satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by said vessel, her officers and crew during her commission and deliver up the same when revoked by the President of the Confederate States then this obligation and everything herein contained shall become and be from there forth absolutely null and void otherwise shall remain in full force and effect.

In witness whereof we have hereunto set our hands and seals this day and date above written

Signed, Sealed and

John Brass

Entered in presence

Joshua Taylor

Of W. Dalling

David W. Carn

C. G. Fife

(seal)

(seal)

Department of State

Richmond, September 9, 1861

Sir: Mr. John Brass, of Monticello, Fl., has applied to this department for a letter of marque and reprisal for a vessel described as the Monticello, of St. Marks, Fl., an ironclad steam propeller of 460 tons burthen, owned and commanded by him and armed and equipped. The department would have no difficulty in issuing a commission to Mr. Brass if the vessel, more circumstantially described in his letter of the 2d instant, a copy of which I enclose, had a positive existence.

The fact, however, that Mr. Brass merely designs becoming the owner and commander at some future day of a vessel answering that description is not concealed by him. As it is a regulation of the department, and one in conformity with the law, to issue commissions for privateers only when their existence is a matter of reality, and not as in this case one of hypothesis merely, you will be good enough to express to Mr. Brass the regret of this department that it can not comply with his request. It may be proper to repeat here what has already been communicated to Mr. Brass, that if he shall purchase a vessel abroad, in Europe or elsewhere, and arm and equip it, he can, after complying
with the provisions of the law on the subject, obtain a letter of marque from our commissioners at London.

I am, etc.,

Wm. M. Browne,
Acting Secretary of State.

Collector of Customs,
St. Marks, Fla.

Monticello Sept. 20th 1861

Dear Sir,

I acknowledge the receipt of your kind favor of the 18th Inst.
Immediately upon the receipt of your former favor, I procured the services of Mr. Fife (attorney) to draw up the bond this was done that every thing should be strictly legal and in conformity with a previous letter from the Secretary of State, it was duly signed and attested by the Clerk of the Circuit Court not only all the signatures but also the responsibility of the sureties. This certainly must certify to the Secretary of State my own responsibility and that it is bona fide, my intention to become as speedily as possible owner and Commander of the vessel so minutely described. I consider that I am bound by my own honor, as well as by my sureties that the vessel shall be strictly in accordance with the bond (in which a full description the proper unnecessary is also given), and none other therefore if Hon. Secretary of State cannot with propriety to himself or, in Justice to his office grant me the commission, (surely if I am worthy any consideration at all) he can forward me a certificate that the bond is satisfactory, and filed in his office, at the same time, requesting our Commissioners abroad to furnish me with a commission immediately upon procuring the vessel. Much valuable time it appears to me (I may be in error) has been unnecessarily lost in this matter, my whole soul has been devoted to the enterprise, and my best energies would be put forth for the annoyance of the enemy and destruction of his commerce but should further correspondence be necessary on this subject I shall flatter myself that our cause is progressing more favorably and rapidly than is generally anticipated, and the risks I am willing and desirous to undergo are not requisite. Regretting that I have given you so much trouble to so little effect, and thanking you for your kind consideration and courtesy,

Yours, most respectfully,

John Brass

(To A. B. Noyes Esq.)

Department of State
Richmond, November 11, 1861

Sir: Information has been received at this department that Mr. John Brass is now “in Charleston with a commission to equip a privateersman.” It is presumed that the commission referred to is the one issued by you on the 30th September for the propeller
Monticello. In a communication from this department addressed to you on the 9th September you were informed that pursuant to the regulations of this department and in conformity with law, commissions could be issued for privateers only when their existence was a matter of reality and not one of hypothesis merely. And in a subsequent communication with reference to Mr. Brass’s application for a letter of marque you were requested to deliver to him the commission if in your opinion upon an examination of all the circumstances the transaction was a bona fide one. I have now to request that you will ascertain and report to the department whether or not the propeller Monticello, as described in the register transmitted herewith, is owned at this time and commanded by Mr. Brass, or whether he is merely using the commission issued as a means of procuring a vessel and equipping her as a privateer. In the latter case you will promptly revoke the letter of marque delivered to him.

I am, sir, etc.,

Wm. M. Browne
Assistant Secretary.

A. B. Noyes, Esq.,
Collector of Customs, St. Marks, Fla.

Collectors Office St. Marks Fla.
5th December 1861

Sir,

Your communication of 11th Nov. has only now been received, in relation to Mr. John Brass being in Charleston with commission to equip a vessel as Privateer etc.

Upon receipt of your letter enclosing his commission which you instructed me to deliver, if upon examination I had reason to believe the transaction a Bona Fide one etc., I at once addressed letters to several Merchants of high respectability, making enquiry as to Mr. Brass, his position, character and means, as well as to the responsibility of his Sureties. To all these enquiry’s I received satisfactory replies, and assurances that Mr. Brass was to leave on the "Bermuda", then loading in Savannah for Europe, that he had ample means to equip the vessel he described as then under process of construction etc. Some of these Letters I forwarded your Department, with his Bond etc., under these circumstances, and with these assurances I did not feel authorized to withhold his commission, but took his promises under oath, in case anything should occur to prevent his fitting out and equipping the vessel described, he would return the commission to some officer of the Customs, or State Department, or in case of probable capture by the enemy, that he would destroy the commission.

I am fully satisfied that Mr. Brass is not in command, nor owner of any vessel of the description of the Monticello. In this case you direct me to revoke his commission etc. I am at a loss how to do it, will you please instruct me, or would it not be well to have Mr. Brass arrested if in Charleston and compel him to surrender his commission up to the collector there.

To
Wm. M. Brown Esq.

Very Respectfully
Your Obt. Serv't.
General N. S. Reneau (GPO 1921:396, 404-406; LOC 1967)

Fitted out from: Memphis, Tennessee
Commissioned: October 10, 1861
Description: Steamer
Tonnage: 600
Battery: 2 64-pounders, 2 32-pounders
Crew: 150
Captain: Joseph Barbiere
Owner(s): Edward Reneau
Sureties: N. S. Reneau, L. G. Taylor, R. V. Richardson

The privateer Steamer Genl. Reneau is to be armed with two side Guns of 64 pound calibre, one pivot Gun of 32 lb. on the Bow, and one pivot Gun of 32 pound calibre Midships, with a mortar for shell, and furnace for heating shot attached, the tonnage will be 600 Register with the necessary quota of seamen, and a competent corps of one hundred and fifty men, and will be commanded
by Jos. Barbiere
and owned whole
by Edward Reneau
of Memphis Tennessee

R. V. Richardson
by N. S. Reneau
Agt. & attorney

Know all men by these presents: That we, N. S. Reneau, Ed. Reneau, L. G. Taylor, R. V. Richardson, and Joseph Barbiere, Capt. are bound to the Confederate States of America in the full sum of Ten Thousand Dollars, to the payment whereof, well and truly to be made, we bind ourselves, our heirs, executors and administrators, jointly and severally, by these presents.

The condition of this obligation is such, that, whereas, application has been made to the said Confederate States of America, for the grant of a commission or letter of marque, and general reprisals, authorizing the Steamer called the Genl. Reneau to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States, and the said United States.

Now if the owners, officers and crew, who shall be employed on board of said vessel when commissioned, shall observe the laws of the Confederate States, and the instructions which shall be given them according to law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her commission, and shall deliver up said commission, when revoked by the President of the Confederate States, then this obligation shall be void, but otherwise shall remain in full force and effect.

Signed, sealed, and delivered in presence of
, on this day of August, 1861

Witnesses
Wm. P. Vaden
James F. Smithwick

Joseph Barbier [seal]
Ed. Reneau [seal]
R. V. Richardson [seal]
N. S. Reneau [seal]

State of Tennessee,
Shelby County
Personally appeared before me, Josiah Horne a notary public for the county of Shelby and State of Tennessee, at my office in the city of Memphis, R. V. Richardson and N. S. Reneau citizens of said county and State, who after being duly sworn say that after the payment of all their debts they are worth ten thousand dollars in personal and real estate. Said Richardson and Reneau are personally known to me to be the persons whose signatures are affixed to the foregoing bond.

Witness my hand and seal at office, this 19th day of August, 1861

J. Horne
Notary Public

Richmond Va.
September 6th 1862

To the Hon. Secretary of State of C. S.,

Sir,

On the 10th day of October 1861, there was issued from your Department, a commission or Letter of marque and reprisal to Capt. Joseph Barbier; and placed in my hands to put the vessel in service.

On the 3rd day of December 1861, I was captured by the Yankee fleet off the Coast of Mexico; and to avoid detection, I sank the Commission or Letter of Marque & Reprisal in the Gulf of Mexico. It is therefore utterly destroyed. I therefore ask the release of the securities to the Bond on which said Commission, or Letter of Marque & Reprisal was issued.

Very respectfully,

N. S. Reneau.
Sworn to before me at Richmond Va. this 6th day of September 1862

A. D. Williams, N.P.

Fort Pillow
January 3 1862

R. M. T. Hunter
Sec. State
Sir

My Commission as Capt. Privateer N. S. Reneau not being accessible you will oblige by sending (Duplicate).
Your Obt. Svt.
Joseph Barbiere
Capt. Company (A)
Bakers Reg.

Fitted out from: New Orleans, Louisiana
Commissioned: March 31, 1862
Description: Submarine, Propeller
Tonnage: 4
Length: 34' or 20'
Beam: 4' or 3' 2"
Depth: 4' or 6'
Battery: torpedo
Crew: 3
Captain: John K. Scott
Owner(s): John K. Scott, Robin R. Barrow, Baxter Watson, James R. McClintock
Sureties: H. L. Hunley, H. J. Leovy

To the Hon. Secretary of of the Confederate States of America
Sir, application is hereby made for a commission or authority in the name of the
Government of these States, to issue to the undersigned as commander of the Submarine
Boat called the Pioneer for authority to cruise the High seas, Bays, Rivers, Estuaries etc
in the name of the government, aid said Government by the destruction or capture of any
and all vessels opposed to or at war with said Confederate States, and to aid in repelling
its enemies.

Said vessel is commanded by John K. Scott, who is a Citizen of New Orleans of
this Confederacy, said vessel was built at New Orleans in the year 1862, is a propeller, is
thirty four feet in length, is four feet breadth, is four feet deep, she measures about four
tons, has round conical ends and is painted black, she is owned by Robert R. Barrow,
Baxter Watson and James R. McClintock all of this City of New Orleans, she will carry
a magazine of explosive matter & will be manned by two men or more.

And I hereby promise to be diligent and zealous in employing said vessel for the
purpose aforesaid & abide by all laws and instructions and at all times acknowledge the
authority of the government of said States & its lawful agent & officers.

Considering his Bond the undersigned prays for the issuance of a commission or
Letter of Marque.

John K. Scott

Confederate States of America
State of Louisiana
City of New Orleans
Be it remembered that on this Twenty ninth day of the month of March in the year one thousand eight hundred and sixty two before me, Walter Hicks Peters, notary public, in and for this city and Parish duly commissioned and qualified,

Personally came and appeared the above named John K. Scott applicant for the issuance of a letter of marque, or commission to him as commander or captain of the vessel called the Pioneer which appeareth being known to me, and being by me duly sworn, says that he has accurately described the said vessel, her armament, number of crew, and the object and purpose in which said vessel is to be engaged, and that he will support the laws and constitution of said Confederate States, and obey all lawful commands of said Government and its officers,

Sworn to & subscribed before me this 29th March
AD 1862

So Help him God.

John K. Scott
Walter H. Peters

Figure 12: Submarine Pioneer (Naval History Division 1971).
Fitted out from: New Orleans, Louisiana
Applied for Commission: October 20, 1862.
Description: Steamer
Tonnage: 1,479
Battery: 10 guns
Crew: 150
Captain: Amos Pierce Chamberlain
Owner(s): Amos Pierce Chamberlain
Sureties: John D. Freeman, Andrew W. McKee

To the Hon. J. P. Benjamin
Secy. of State C. S. A.

The undersigned hereby respectfully asks the issuance of Letters of Marque and Reprisal according to the statute in such cases.
The commander is A. P. Chamberlain, the name of the vessel, the "Pelican" she is a steamer, her Measurement fourteen hundred & seventy nine tons, her force ten guns & her crew one hundred and fifty, the undersigned is the owner of the vessel and he resides in New Orleans La.

Richmond Va.
October 20, 1862

Know all men by these Presents, That we Amos Pierce Chamberlain, of New Orleans, L.a., owner and Commander, as principal, and John D. Freeman, of Jackson, Miss., and Andrew W. McKee, of the State of Texas, as sureties are bound to the Confederate States of America, in the full sum of Five Thousand dollars, to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally by these presents.

The Condition of this obligation is such, that, whereas, application has been made to the said Confederate States of America, for the grant of a Commission or Letter of Marque, and general reprisals, authorizing the Steamer or vessel called the "Pelican" to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States, and the said United States.

Now, if the owners, officers and crew who shall be employed on board of said vessel when Commissioned, shall observe the laws of the Confederate States, and the instructions which shall be given them according to law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed
contrary to the tenor thereof by such vessel during her Commission, and shall deliver up
said Commission, when revoked by the President of the Confederate States, then this
obligation shall be void, but otherwise shall remain in full force and effect.
Signed, sealed, and delivered in presence
of    L. Quintus Washington
   Wm. J. Bromwell

Witnesses on this 20th
day of October in the year
of our Lord eighteen hundred
sixty two.
   A. P. Chamberlain (seal)
   John D. Freeman (seal)
   Andrew W. McKee (seal)
Mockingbird (GPO 1921:409-410; LOC 1967)

Fitted out from: New Orleans, Louisiana
Applied for Commission: October 25, 1862
Description: Steamer
Tonnage: 1,290
Battery: 8 guns
Crew: 150
Captain: Samuel Smith
Owner(s): Amos Pierce Chamberlain
Sureties: John D. Freeman, Thomas B. Power

To the Hon. J. P. Benjamin
Secy. of State

Your petitioner, A. P. Chamberlain, respectfully shows that he is the owner of the steamship, Mocking Bird, a vessel of about twelve hundred & ninety tons, a force of eight guns, and her crew is intended to be one hundred and fifty. The Captains name is Saml. Smith, but the undersigned owner is in temporary command. His residence is in New Orleans La. Your petitioner therefore asks the issuance of letters of marque & reprisal for said vessel and crew.

Respectfully yr. obt. servt.
A. P. Chamberlain

Richmond Oct. 25 1862

Know all men by these Presents, That we Amos Pierce Chamberlain of the City of New Orleans La. as principal and John D. Freeman of Jackson Miss. & Thos. B. Power of Texas as sureties are bound to the Confederate States of America in the full sum of Five Thousand dollars, to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally by these presents.

The condition of this obligation is such that, whereas, application has been made to the said Confederate States of America for the grant of a Commission or Letter of Marque, and general reprisal, authorizing the steam ship or vessel called the Mocking Bird to act as a private armed vessel in the service of the Confederate States, on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States, and the said United States.

Now, if the owner, officers and crew, who shall be employed on board of said vessel when Commissioned, shall observe the laws of the Confederate States, and the instructions which shall be given them according to law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her commission, and shall deliver up
said Commission, when revoked by the President of the Confederate States, then this
obligation shall be void, but otherwise shall remain in full force and effect.
Signed, sealed and delivered
in presence of Wm. Bronnwell
Witnesses on L. Q. Washington
this 25th day Of October in the
year 1862
A. P. Chamberlain
John D. Freeman
Thos. B. Power
Fitted out from: New Orleans, Louisiana
Applied for Commission: October 29, 1862
Description: Steamer
Tonnage: 1,170
Battery: 8 guns
Crew: 160
Captain: Amos Pierce Chamberlain
Owner(s): Amos Pierce Chamberlain
Sureties: John D. Freeman, Thomas B. Power

To the Hon. J. P. Benjamin
Secy. of State of Confederate States
The petition of A. P. Chamberlain respectfully shows that he is the owner and Commander for the time being of the Steamship Dove, her tonnage is eleven hundred and seventy tons, her force eight guns, her crew intended to be one hundred and fifty and your petitioner is a resident of New Orleans. He therefore prays that letters of Marque and Reprisal may issue to him according to law.
Richmond 29 October 1862
A. P. Chamberlain

Know all men by these presents, that we Amos Pierce Chamberlain, John D. Freeman & Thomas B. Power, are bound to the Confederate States of America in the full sum of five thousand dollars to the payment whereof well and truly to be made, we bind ourselves, our heirs, executors and administrators jointly and severally by these presents.

The condition of this obligation is such, that, whereas application has been made to the said Confederate States of America for the grant of a commission of Letter of Marque and general reprisal authorizing the Steamer or vessel called the "Dove" to act as a private armed vessel in the service of the Confederate States of America on the high seas, against the United States of America, its ships and vessels, and those of its citizens, during the pendency of the war now existing between the said Confederate States and the said United States.

Now, if the owners, officers and crew who shall be employed on board of said vessel when commissioned shall observe the laws of the Confederate States and the instructions which shall be given them according to law for the regulation of their conduct; and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her commission and shall deliver up said commission when revoked by the President of the Confederate States of America then this obligation shall be void, but otherwise shall remain in full force and effect.

Signed, sealed, and delivered on this 30th Oct. 1862
in presence of
L. Q. Washington
Jno. Tyler

A. P. Chamberlain {seal}
John D. Freeman {seal}
Thomas B. Power {seal}
Bonita (GPO 1921:410-411; LOC 1967)

Fitted out from: Galveston, Texas
Applied for Commission: October 29, 1862
Description: Steamer
Tonnage: 1,110
Battery: 8 guns
Captain: Thomas B. Power
Owner(s): Thomas B. Power
Sureties: Amos Pierce Chamberlain, John D. Freeman

To the Hon. J. P. Benjamin
Secy. of State etc.

The petition of Thomas B. Power respectfully represents that he is the owner and Commander for the time being of the Steamer Bonita, her tonnage 1110 tons, her force eight guns, her crew intended to be one hundred and fifty men. Your petitioner a resident of Galveston, Texas. He therefore prays that letters of Marque and Reprisal may issue to him according to law.
Richmond 29 October 1862

Thos. B. Power

Know all men by these presents, that we Thos. B Power of Galveston Texas, as principal, A. P. Chamberlain of the City of New Orleans Louisiana; and John D. Freeman of Jackson Miss are bound to the Confederate States of America in the full sum of Five Thousand dollars to the payment whereof well & truly to be made, we bind ourselves, our heirs, executors and administrators jointly and severally by these presents. The condition of this obligation is such that whereas application has been made to the said Confederate States of America, for the grant of a Commission or letter of marque and general reprisals, authorizing the Str. or vessel called the “Bonita” to act as a private armed vessel in the service of the Confederate States on the high seas against the United States of America, its ships and vessels and those of its citizens during the pendency of the war now existing between the said Confederate States and the said United States. Now if the owners, officers & crew who shall be employed on board of said vessel when commissioned shall observe the laws of the Confederate States, and the instructions which shall be given them according to Law for the regulation of their conduct, and shall satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof by such vessel during her Commission and shall deliver up said Commission when revoked by the President of the Confederate States, then this obligation shall be void but otherwise shall remain in full force and effect.

Signed, sealed and delivered in the presence of on this 30 day of Oct 1862,
L. Q. Washington
Jno. Tyler [Witnesses]

Thos. B. Power (Seal)
A. P. Chamberlain (Seal)
John D. Freeman (Seal)

Fitted out from: Charleston, South Carolina
Commissioned: November 5, 1862
Description: Side-wheel Steamer
Tonnage: 1,204 or 1,220
Length: 215' 6"
Beam: 34' 6"
Depth: 21' 9"
Battery: 6 guns
Crew: 130
Captain: T. Harrison Baker
Owner(s): T. Harrison Baker
Sureties: J. L. Yates, T. H. Dawson
Other names: CSS Nashville, Thomas L. Wragg

Hon. J. P. Benjamin
Secy. of State

Charleston: 30th October 1862

I respectfully ask the Government of the Confederate States to grant me letter of marque and reprisal for Steamship "Rattlesnake" (1204) Tons, (6) Six guns, One hundred and thirty men, Owned and Commanded by T. Harrison Baker.

T. Harrison Baker

Collectors Office
Charleston S. C.
November 1st 1861

Hon. J. P. Benjamin
Secretary of State

Sir,

I herewith transmit the application of Capt. T. Harrison Baker for a Commission or Letter of Marque & Repraisal, for the Steamship "Rattlesnake" formerly called "Nashville", & recommend that it be granted. You will please furnish this office with six blank commissions

I have the honor to be

Very respectfully

W. F. Colcock
Collector
Texas (GPO 1921:414-416; LOC 1967)

Castroville, Texas

Applied for Commission: January 8, 1863
Description: Side-wheel Steamer
Tonnage: 800
Battery: 8 guns
Crew: 125 to 150
Captain: Charles de Montel
Owner(s): Charles de Montel
Sureties: E. D. Lane, James R. Sweet

Castroville Medina County Texas
January 8th 1863

To His Excellency,
Jefferson Davis
President of the Confederate States
of America:

Sir,

The undersigned, Charles de Montel a resident citizen of the
County of Medina in the State of Texas respectfully asks the issuing, under the laws of
the Confederate States, Letters of Marque and Reprisal for an armed vessel owned by
him, named Texas, of a force of eight (8) guns, of eight hundred tons tonnage, and of a
crew of from 125 to 150 men.

Very Respectfully Yours,
Charles de Montel

Confederate States of America

Know all men by these presents: That we Charles de Montel of the State of Texas
as principal and E. D. Lane & Jas. R. Sweet also of said State of Texas as sureties are
held and firmly bound unto the Confederate States of America in the penal sum of Five
Thousand Dollars, which sum well and truly to be paid we hereby bind ourselves, our
heirs and legal representatives.

Whereas the above bounden Charles de Montel has made application to the President of
the Confederate States for Letters of Marque and Reprisal for a certain armed vessel
named Texas, of a force of eight (8) guns, of eight hundred tons tonnage, of a crew from
125 to 150 men, owned by him, now if the owner, officers and crew shall be
employed on board such vessel, shall and will observe the laws of the Confederate
States, and the instructions which shall be given them according to law for the regulation
of their conduct, and will satisfy all damages and injuries which shall be done or
committed contrary to the tenor thereof, by such vessel during her commission, and to
deliver up the same when revoked by the President of the Confederate States, then this obligation to be void otherwise to remain in full force and effect. 
In testimony whereof we have herewith set our hands at San Antonio Texas this 8th day of January A.D. 1863.

Attest
Ed. P. Cunningham
Ewen Cameron

Charles de Montel
E. D. Lane
Jas. R. Sweet

I certify that I am personally acquainted with the above bondsmen, E. D. Lane and Jas. R. Sweet, and that they are good and sufficient bondsmen.

Jno. A. Wilcox

To
Hon. John A. Wilcox

San Antonio
9th January 1863

Dear Sir

Charles de Montel who you very well know has sent to you an application for Letters of Marque etc. to enable him to fit out a Privateer, I need not tell you that he is an old sailor who has seen service & is besides a very brave & energetic man. none more so. I will only add that he has assurances of any aid required in his native country to get a first class Steamer & I have no doubt will be of great benefit in crippling the Marine of our unscrupulous & infamous Enemy and that too in its most vital part. I know you will aid him, and he desires speedy action, he is now in a Frontier Company as Captain & soon to be mustered out, his object in sending for a Commission instead of applying in person is that by waiting until mustered out he will lose time as he could not leave until that takes place, while by adopting this course he can leave when out of service direct from here to France.

All Well
Yours Truly
Jas. R. Sweet
Charlotte Clark (GPO 1921:420-421; LOC 1967)

<table>
<thead>
<tr>
<th>Fitted out from:</th>
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<tr>
<td>Applied for Commission:</td>
<td>August 5, 1863</td>
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<tr>
<td>Description:</td>
<td>Steamer</td>
</tr>
<tr>
<td>Tonnage:</td>
<td>1,100</td>
</tr>
<tr>
<td>Draft:</td>
<td>12'</td>
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<tr>
<td>Battery:</td>
<td>3 guns</td>
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<tr>
<td>Crew:</td>
<td>125</td>
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<tr>
<td>Captain:</td>
<td>J. H. Edmondson</td>
</tr>
<tr>
<td>Owner(s):</td>
<td>J. H. Edmondson, R. A. Moore, W. R. Hunt, S. C. Eveleth</td>
</tr>
<tr>
<td>Sureties:</td>
<td>William T. Avery, Robert F. Looney</td>
</tr>
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Honl. J. P. Benjamin
Secty. Of State C. S. A.

Sir,

I have the honor to make application for letters of Marque and reprisal to be used against the commerce of the United States in the existing war with the Confederate States. The vessel for which I desire the commission is the Steamer "Charlotte Clark". Eleven hundred tons burden drawing twelve feet water, capable of carrying three guns on pivot carriages, one in bow, one at stern and one amidships. Weighing from eight to ten thousand pounds each. Her owners are R. A. Moore, W. R. Hunt, S. C. Eveleth & myself all residents of Memphis, Tennessee. Her crew will consist of one hundred & twenty five officers and men. I am prepared to execute the requisite bonds when and where you may direct.

Very Respectfully
Your Obdt. Svt.
J. H. Edmondson

Richmond Va. August 6th 1863

Know all men by these presents, That we J. H. Edmondson, Commander and owner, and Wm. T. Avery and Robt. F. Looney as sureties are bound to the Confederate States of America in the full sum of Five thousand dollars to the payment whereof well and truly to be made we bind ourselves, our heirs, our executors and our administrators jointly and severally by these presents.

The condition of this obligation is such that whereas application has been made to the said Confederate States of America for the grant of a commission or letter of marque and general reprisals authorizing the Steamer or vessel called the Charlotte Clark to act as a private armed vessel in the service of the Confederate States on the high seas against the United States of America, its ships and vessels and those of its citizens.
during the pendency of the war now existing between the said Confederate States and
the said United States.
Now if the owners, officers and crew who shall be employed on board of said vessel
when commissioned shall observe the laws of the Confederate States and the instructions
which shall be given them according to law for the regulation of their conduct, and shall
satisfy all damages and injuries which shall be done or committed contrary to the tenor
thereof by such vessel during her commission, and shall deliver up said commission
when revoked by the President of the Confederate States then their obligation shall be
void, but otherwise shall remain in full force and effect.

J. H. Edmondson Commander & owner (seal)
Wm. T. Avery    Surety (seal)
R. F. Looney    Surety (seal)

Signed, sealed & delivered
In presence of
B. B. Hutchison
Decatur J. Doyle  ) witnesses

City of Richmond
State of Virginia} to wit
We, William T. Avery and R. F. Looney, severally make oath that each of us is worth
the sum of five thousand dollars over & above all just debts and liabilities.
Sworn & subscribed
Before me the Confederate States Judge for the
Eastern District of
Virginia this 6th day
of August 1863
James D. Halyburton, Judge

State of Virginia
City of Richmond} to wit
I, James D. Halyburton, Judge of the District Court of the Confederate States of America
for the Eastern District of Virginia hereby certify that the within bond was executed in
my presence & that the sureties thereto are, in my opinion, sufficient for the penalty
thereof.

James D. Halyburton, Judge
### "Fioner II" (NHD 1971:286, 329)

- **Fitted out from:** Mobile, Alabama
- **Commissioned:** early 1863
- **Description:** Submarine, Propeller
- **Length:** 36'
- **Beam:** 3'
- **Depth:** 4'
- **Battery:** torpedo
- **Crew:** 5
- **Captain:** ?
- **Owner(s):** H. L. Hunley

### Boston (NHD 1971:206, 328)

- **Fitted out from:** Mobile, Alabama
- **Commissioned:** late 1863
- **Description:** Steam Tug
- **Draft:** 6' or 9'
- **Battery:** 2 to 5 guns
- **Crew:** 56
- **Captain:** James Duke
- **Owner(s):** James Duke
### APPENDIX D

**PRIVATEER CAPTAINS**

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<td>Manuel W. de Bollé</td>
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PRIVATEER STEAMSHIPS

Joseph Landis
J. C. Calhoun
Music
V. H. Ivy
William H. Webb
Phenix
A. C. Gunnison
Isabella
Governor A. Mouton
Mariner
Gordon
Manassas
Monticello
General N. S. Reneau
Pioneer
Pelican
Mockingbird
Dove
Bontia
Rattlesnake
Texas
Charlotte Clark

CAPTAIN
M. Davis
John Wilson
Thomas McLellan
Napoleon B. Baker
Joseph Leach
Eugene Delany
Peter G. Cook
James Isaac Bard
Samuel E. Parker
B. W. Berry
Thomas J. Lockwood
John A. Stevenson
John Brass
Joseph Barbierc
John K. Scott
Amos Pierce Chamberlain
Samuel Smith
Amos Pierce Chamberlain
Thomas B. Power
T. Harrison Baker
Charles de Montel
J. H. Edmondson
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VITA

Valerie Samantha Buford received her Bachelor of Arts in May 1997, from the University of Texas at Austin. She graduated magna cum laude with a double major in Archaeological Studies and Anthropology. Ms. Buford is interested in Historical Archaeology and was an intern at the Smithsonian’s National Museum of American History. She will receive her Master of Arts in Anthropology from Texas A&M University in August 2000. Ms. Buford may be reached at 4628 Sherman Blvd., Galveston, Texas, 77551.