



(Illustrated London News of 30 April 1864)

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(Adapted in English by Gerald Hawkins)

ERRATUM

In the first part of this article, an unfortunate mistake appeared on page 19 regarding the average number of violations of the blockade. In the French version of this article, I cited F. Owsley's statistics on the probabilities that the blockade runners had of being captured from 1861 to 1865. In the English version, I modified the sentence relating the successful violations of the blockade, but I forgot to change the statistics that should have been inverted. Many thanks to the hawk eye of Mr. Kevin J. Foster, Chief Historian of the National Park Service, Washington D.C., who detected this error.

In early 1863, Bulloch had suggested to the Secretary of the Navy Mallory that the Government build its own fleet of fast light draft blockade runners to escape the "killing prices on private steamers". In his letter of November 25, 1863, to the same, he recalls his former suggestion and adds: "If the Navy Department would take blockade runner business into its own hands, it might soon have a fleet of formidable swift steamers at work, so constructed as to have their engines and boilers well protected (...) The beams and decks of the steamers could be made of sufficient strength to bear heavy deck loads without exciting suspicion (...) When two or three of the vessels happened to be in harbour at the same time, a few hours would suffice to mount a couple of heavy guns on each, and at night or at early dawn, a successful raid might be upon the unsuspecting blockaders (...) After a raid or cruise, the vessels could be divested of every appliance of war, and (...) could bring out cargoes of cotton to pay the expenses of the cruise, or to increase the funds of the Government abroad".⁵²

⁵² *Secret Services, vol. II - Bulloch, pp. 224-26.*

As it became impossible to build Confederate warships in England after the “Alexandra Case” and the seizure of the Laird rams and Clyde steamers contracted by Commander J.H. North and Lieutenant G.T. Sinclair, it was clear for Bulloch that the next solution would be to build unsuspected merchant vessels in the British yards and to arm and fit them out as gunboats in a Southern port.

◎ **Georgiana**

The *GEORGIANA* was a brig-rigged iron propeller built in 1862-63 by the Lawrie shipyard at Glasgow, perhaps under subcontract from Laird of Birkenhead. Scharf described her as a “*fast and powerful steamer*”. She was not seized by the British Foreign Office because she was an unarmed merchant ship destined to the Chinese seas. She left Liverpool on January 22, 1863 for the Bahamas. Her purpose was to run the blockade of Charleston. She was detained some time at Nassau and later met bad luck off the South Carolinian coast. She ran ashore to avoid capture and her crew ran away while the ship was knocked to pieces by federal shells.⁵³

◎ **Atalanta-Tallahassee**

The twin-screw ferry *ATALANTA*, a very stable and fast steamer, was built on the Thames River in England by J.W. Dudgeon of Milwall to the design of Captain T.E. Symonds. She was purchased by a certain John Wallace in St. George (Bermuda), who used her for running the blockade of Wilmington. Mallory remarked her while she was at moorage in the harbour of Wilmington and he purchased her for \$ 125,000.⁵⁴ Work to fit her out as a cruiser began on July 15, 1864 and nine days later the *ATALANTA* alias *TALLAHASSEE* was placed under Commander J.T. Wood who took her through the blockade on August 6 and made a brilliant nineteen days raid off the Atlantic coast as far as Halifax (Nova Scotia). By want of coal, Commander Wood was forced to return to Wilmington. Renamed *OLUSTEE* but this time under the command of Lieutenant W.H. Ward, she made a short cruise before having to go back for coaling.

Following these two cruises, the ship’s battery was removed and she was renamed *CHAMELEON* with Lieutenant John Wilkinson in command. As a Government owned blockade runner she proceeded to Bermuda late in December 1864 to load supplies for R.E. Lee’s army. In the meantime Wilmington and Charleston had fallen in Union hands and as the *CHAMELEON* had nowhere to go she went to Liverpool where Lieutenant Wilkinson turned her over to Commander J.D. Bulloch.⁵⁵

◎ **Edith - Chickamauga**

The twin-screw ferry *EDITH* was the sister-ship of the *ATALANTA* and was also built for blockade running. Like the *ATALANTA* Mallory purchased her at Wilmington in 1864. On October 28, 1864 after some delays to fit her out as a cruiser she was put to sea under the name of *CHICKAMAUGA* and placed under the command of Lieutenant John Wilkinson.⁵⁶ As the *CHICKAMAUGA* and the *TALLAHASSEE* were sister-ships

⁵³ *Confederate navy, vol. II - Scharf, p. 802; American Fighting Ships, vol. II - p. 529.*

⁵⁴ *American Conflict, vol. II - Greeley, p. 645; American Fighting Ships, p. 573.*

⁵⁵ *ORN I-3 : pp. 713-14 ; II-2 : pp. 268-69, 707, 804-6; Confederate navy, vol. II - Scharf, pp. 806-8; Narrative - Wilkinson, pp. 219-21, 227-51.*

⁵⁶ *Confederate Navy, vol. II - Scharf, pp. 808-9; American Fightin Ships, vol. II - p. 509.*

and as the second was renamed *OLUSTEE*, the Union navy was completely puzzled to such an extent that Gideon Welles, the Navy Secretary, sent a telegram to Rear Admiral Porter, saying “*It is reported that four privateers are out of Wilmington. Three have actually committed depredations, namely TALLAHASSEE, CHICKAMAUGA and OLUSTEE*”.⁵⁷ The *CHICKAMAUGA* was back at Wilmington when Fort Fisher was bombarded on January 15, 1865. The ship was sent up the Cape Fear River and was sunk by her crew.

© **Ajax and Hercules**

Both were sister-ships built as merchant steamers at the shipyard of William Denny & Brothers at Dumbarton for £ 17,500 each. Both were launched but the *AJAX* was the only one who got to Bermuda while the *HERCULES* was detained by the British Customs for further investigations following a protest submitted to Lord Russell by the Union Minister in London, Charles F. Adams. The Glasgow customer declared that the *HERCULES* was a tug and had no warlike characteristics whatsoever but, while the legal pursuit continued the Confederacy had collapsed and neither the *AJAX* neither the *HERCULES* could be brought into action. These two ships are merely cited because like the *ADVENTURE* and the *ENTREPRISE* (both unfinished at the end of the war) they were built like merchant steamers capable of either running the blockade or cruising as a commerce raiders.⁵⁸

In David Lyon’s book “*Denny List*”, the following note was written about the four armed blockade runners built at Dumbarton by Pete Denny. Secretary Mallory’s letter to Bulloch of 16 December 1864 states as follows: “*In order that the outfits usually marked with the vessel’s name, crockery, etc., may be thus marked. You may regard those for the Wilmington waters as the OLUSTEE and the VICKSBURG, and the two larger vessels as the BLACK WARRIOR and the WACCAMAW. You will clear them by any other names*”. (ORN II-2: p. 770) Bulloch already had allocated provisional names for the ships forwarded to Secretary Mallory in a letter of 15 November that had not yet been received when Mallory’s 16 December letter above was issued: “*I have already sent you drawings and general descriptions of them, and have temporarily named the two smaller AJAX and HERCULES, and the two larger ENTREPRISE and ADVENTURE.*” (ORN II-2: p. 767)

David Lyon completes the tale. “In the Denny company’s Particulars of Ship Building Book, vol. 2, names are given as YANGSTE or BRAZIL (for the *ENTREPRISE*), TIENTSIN or AMAZONA (for the *ADVENTURE*). In the Government official Board of Trade Particulars Book, vol. I, they are named as the BRASIL and AMAZONA. it is known that they would have become the BLACK WARRIOR and WACCAMAW when converted to raiders, and the plans show the names *ENTREPRISE* and *ADVENTURE*. It is probable that YANGSTE and TIENTSIN were the original cover names used when ordered. *ENTREPRISE* and *ADVENTURE* were probably the “common names” that Bulloch was told to choose for them to run the blockade under, and BRASIL and AMAZONA were certainly the names they were finally registered with. Lyon’s interpretation is slightly incorrect, in that *ENTREPRISE* and *ADVENTURE* were names selected in advance of receiving the

⁵⁷ ORN I-3 : pp. 309-11.

⁵⁸ ORN II-2 : pp. 695, 767-69, 779, 787-88, 805-6, 808; *Secret Services*, vol. II - Bulloch, pp. 241-43; *Finance and Purchasing - lester*, pp. 111-12; *American Fighting Ships*, vol. II, p. 495.

direction (of 16 Dec. 1864) to choose cover names. It is not clear when Mallory received Bulloch's 15 November letter, but the 1 March 1865 order to dispose of these two ships clarifies their identity to Bulloch by calling them ENTREPRISE and ADVENTURE in parentheses.

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Annexe

STEAMERS OWNED OR CHARTERED IN PART OR IN WHOLE BY THE CONFEDERATE GOVERNMENT, BY GEORGIA AND NORTH CAROLINA AND MERCHANT SHIPS BUILT, PURCHASED OR CHARTERED ABROAD BY THE CONFEDERATE GOVERNMENT OR BY ITS STATES

ADVANCE¹ : 1862 - Caird & Co. Greenock, or J. & G. Thomson, Govan, Glasgow (Scotland).
 236' x 26' x 10' or 149' x 21' x 6' - iron hull - sidewheel - 902 bt - 431 rt - 500t. - 17 knots - row of 2 funnels - 2 masts. Former ferry *LORD CLYDE* purchased for `35,000 or \$ 170.972 in June 1863 by Lt. T.M. Crossan CSN for North Carolina. First arrival off cape fear on June 28, 1863. Back to Liverpool for repairs on July 27, 1863 after 10 successful runs. In December 1863 Governor Vance sold half (or 2/3) of his ship's shares to Power & Low of Wilmington. As a whole 17 successful runs between June 1863 and Sept. 10, 1864, when she was captured by *USS SANTIAGO DE CUBA* while she was sailing to Halifax from Wilmington.

ADVENTURE² : 1865 - Pete Denny, Dumbarton (Scotland)- hull No 109.
 250' x 30' x 16' x 12' - iron hull - twin screws - 972 t or 776 gt, 830 bt, 459 rt, 1,600 dt, 1,110 bm - 18,856 cu ft. cargo - two pairs of horizontal direct acting 235 HP engines - 6 round tubular boilers - coaling cap. 310 tons - 14 knots - 1 funnel - 3 masts bark-rigged - cost £ 19,000 - sister ship of the *ENTREPRISE*. One of the two steamers ordered by J.D. Bulloch through P. Henderson & Co. on 17 October 64. Registered in the names of P. Denny and J. Carlin. Was intended to run the blockade with cargo and to be converted to a

¹ *Lifeline* - Wise, pp. 134, 157-58, 199-200, 234-40, 243-49, 286, 344; *Blockade Running* - Bradlee, pp. 113-114, *Blockade Runners* - Cochran, p.172 ; *Confederate Blockade Running through Bermuda* - Vandiver, pp. 43, 116-19; *American Neptune, plate II; Finance & Purchasing*, Lester, p. 222.

² *Lyon - Denny List*, vol. I, p. 96-7 ; *ORN II-2*: pp. 695, 707-8, 767 ; *Vandiver*, p. 128 ; *Secret Services, vol.II* - Bulloch, pp. 241-42; *Wise*, p. 286; *American Fighting Ships, vol.II*, p. 494, 519.

gunboat in Wilmington. To be delivery in June 65. It is possible that she was originally ordered as sidewheeler as early as July 64. A set of lines is in existence showing paddles. On 1st March 65 Bulloch was told by Mallory to dispose of her. Also known as the *TIENTSIN*, the *AMAZONA*, or the *WACCAMAW*. J.T. Bourne's "Cargo Manifest" mentions a blockade runner of 627 tons named *ADVENTURE* at St. George (Bermuda) on 15 February 1864.

AGNES E. FRY³: 1864 - Caird & Co., Greenock (Scotland).
236.64' x 25.2' x 13.5' - iron hull - sidewheel - 372 t or 559 gt. Owned by Crenshaw Brothers. Reputedly named for the wife of Lt. J. Fry CSN who commanded her. Back to Bermuda on 4 Oct. 64 after four unsuccessful attempts to run the blockade of Wilmington. Four successful runs between Oct. and Dec. 27, 64 when she ran aground off Old Inlet, N.C. on Dec. 27, 1864.

AGRIPPINA⁴: 1834 - Tindall Yard, Scarborough (U.K.)
Brig or bark-rigged steamer - 275 or 285 t. Chartered in 1862 by Bulloch for use as a tender for CSS *ALABAMA*.

AJAX⁵: 1865 - Pete Denny, Dumbarton (Scotland)- hull No 111.
176' x 25' x 12.5' x 8.5' - iron hull - twin screws - 341 gt, 515 bt, 202 rt, 600 dt - 12,500 cu ft. cargo - coal cap. 70 tons - 12 to 13.5 knots - 2 sets of horizontal back 105 HP engines - 2 round tubular boilers - 1 funnel - 2 masts schooner rigged. Sister ship of the *HERCULES*. Both ships were ordered by Bulloch through P. Henderson & Co. on 14 September 64 as large tugs for bypassing the Foreign Enlistment Act. Intended to run the blockade of Wilmington and there to be converted to gunboat carrying one 9" pivot gun. Would have been named *OLUSTEE* in Confederate service. Sailed from Clyde River on 12 January 65, bound to Nassau where she was detained by the British Custom (March 65). It is believed to have returned to Ireland. She never ran the blockade.

ALAR⁶: 1847 - Neath Yard, Glamorganshire (U.K.).
134' x 17' x 9.3' - sidewheel - iron hull (bottom copper plated about 1857) - 86 t or 150 t. Chartered by Bulloch through Fraser & Trenholm in March 62 as a tender for the CSS *GEORGIA*.

ALBATROSS⁷: 1865 - Laird & Sons, Birkenhead (U.K.) - hull n°319.
240' x 30' x 13.2' x 9' or 10' - steel hull - framed and plated from light loadline up with steel, bottoms plated with iron - sidewheel - 659 gt, 1,063 bt - a pair of 260 HP engines - capacity 1,000 cotton bales on 9' draft, 150 tons additional cargo on 10' - sister ship of the *PENGUIN*. Fraser & Trenholm ordered that pair of steamers for C. McRae and Bulloch. Would have been turned to the Confederacy after payment in cotton. Unfinished at the end of the war and sold to the British Royal Navy.

ALEXANDRA⁸: 1862 - W.C. Miller & sons, Liverpool (U.K.).
145' x 20' x 10.6' - wooden hull - one screw - 124 rt - Ordered by Fraser & Trenholm as a gift for the Confederacy. Seized by the British Custom and released in 1864. Converted as a merchantman by Henry Lafone who renamed her *MARY*. Detained in Nassau by the British Customs till the end of the war.

ALLIANCE⁹: 1857 - Tod & McGregor (Scotland).
140' x 30' x 7' - In January 1863, she was listed by the commander of the US North Atlantic Blockading Squadron as being fitted out and purchased by the Confederacy to run the blockade at Wilmington. Captured off Wilmington a short time before May 3, 63.

ANNIE¹⁰: 1863 - J. & W. Dudgeon, London (U.K.).

³ Wise, p. 207, 286; Bradlee, p. 116; Vandiver, p. 140.

⁴ Vandiver, p. 128; Lester, p. 75; *Fighting Ships II*, p. 494.

⁵ 20. *PRO FO 5/1050 - Case of the Ajax*, in Lester, p. 112; Lyon, vol. I, p.98; *ORN II-2*: pp. 695, 767, 805-806, 808; Wise, p. 286.

⁶ *Fighting Ships II*, p. 497.

⁷ Wise, p. 149, 287; Bulloch II, p. 239; *Fifgtn Ships II*, p. 496 + annex V

⁸ Wise, p. 287; navy in Europe-Case & Spencer, pp. 103-104; *Fighting Ships II*, p. 497 + annex V.

⁹ Lester, p. 223 - *Fighting Ships II*, p. 498.

¹⁰ Wise, p. 288; Cochran, p. 173

170' x 23'1" x 13'4" - iron hull - twin screws - 428 gt, 263 rt - A. Collie used her in February 64 for his North Carolina contract. Partnership Collie 3/4 and Zeb. Vance 1/4 - 13 successful runs - Ran aground near New Inlet, N.C. on Nov. 1, 64.

ANTONICA : see *HERALD*

ATALANTA : see *TALLAHASSEE*

AURORA : see *DEE*

BADGER II¹¹ : 1864 - Builder unknown.

218' x 24' x 11' - iron hull - Sidewheel - 405 gt, 253 rt - 2 funnels (fore and aft) - schooner rigged. Sailed from Cork (Ireland) on April 6, 64. Henry Lafone purchased her for his contract with Georgia and with the Importing and Exporting Co. of Georgia of G.B. Lamar. Lester confused her with *BADGER I* built by Jones & Quiggin. 4 successful runs between February 64 and June 65.

BAHAMA¹² : 1862 - Pearse yard, Stockton-on-Tees (U.K.).

215' x 29.2' x 20' (or 226' x 29.2' x 20.8' x 16' to 19') - 888 or 1,250 t or 897 gt, 716 rt, 1,530 dt - iron hull - built in one month - sister ship of the *BERMUDA* - 3 masts bark rigged. She carried freight between England and the West Indies.

BANSHEE II¹³ : 1864 - Aitken & Mansell, Glasgow (Scotland) or Jones & Quiggin, Liverpool.

252' x 31' x 11' (or 215' x 20' x 11.4') - steel hull - sidewheel - 380 t or 431 t or 627 gt, 439 rt - 15.5 knots - 2 masts - 2 funnels (fore and aft). Purchased by Tom Taylor's Anglo-Confederate Trading Co. of Liverpool in partnership with Power & Low for their contract with T. Bayne. First sail from Cork on August 27, 64. Eight successful runs between Sept. 64 and April 65.

BAT¹⁴ : 1864 - Jones & Quiggin, Liverpool - hull nr. 168.

230' x 26' x 9.5' (or 10.9') x 7.6' - steel hull - sidewheel - 325, 330 t or 466 gt, 770 bt - one pair of 180 HP oscillating engines - 16 knots - 2 funnels (fore and aft) - 2 masts schooner rigged - capacity 800 to 850 bales. First sail from Cork on 8 August, 64. Second to be launched of the four steamers of the *OWL* class purchased by Fraser & Trenholm for the Confederacy upon payment in cotton. Captured by *USS MONTGOMERY* Oct. 8, 1864, on her maiden voyage off Old Inlet, N.C.

BERMUDA¹⁵ : 1861 - Pearse & Lockwood, Stockton-on-Tees (U.K.).

211' x 21.4' x 21.2" (or 226' x 29' to 30' x 20' x 16' to 19') - built as the *CZAR* in 7 months - sister ship of the *BAHAMAS* - iron hull - one screw - 1,003 t or 888 to 897 gt, 716 rt, 1,238 bt - fitted with low pressure vertical direct acting engines having 44 inch cylinders - equipped with five watertight bulkheads. Chartered by Fraser & Trenholm from E. Haigh, the owner. She was the first blockade runner to leave for the South. First arrival at Savannah on Sept. 28, 61. Two successful runs between August 61 and April 62. Captured by *USS MERCEDITA* while she was plying between Nassau and Bermuda, April 27, 1862.

CASTOR¹⁶ : Maltese bark rigged ship of 252 tons built on the island in 1851 and bought in Liverpool by Confederate agents about 1863. She acted as a tender of the *CSS GEORGIA*. On May 16, 1863 she was coaling the raider at Fernando de Noronha Island (Brazil) and was compelled by Brazilian authorities, under diplomatic pressure from the U.S.A., to cease operations.

CHAMELEON : see *TALLAHASSEE*

CERES¹⁷ : 1863 - J. & W. Dudgeon, London.

¹¹ Wise, p. 155, 225-26, 289 ; Bradlee, pp. 137-39; Am. Neptune, plate IV; Lester, appendix X, p. 222.

¹² Wise, p. 65, 289; Bradlee, pp. 85-6 ; Cochran, p. 34; Lester, appendix X, p. 223.

¹³ Wise, p. 290; Lester, p. 223; Cochran, p. 87; Am. Neptune pl. XVI.

¹⁴ Wise, pp.148, 290; Lester, appendix X, p. 223; Bradlee, p. 114; Am. Neptune, pl. XV; Bulloch, II, p. 239.

¹⁵ Wise, pp. 50-52, 290; Vandiver, p. 9, 109; Cochran, p. 44; Bradlee, pp. 21-24, 85; Fighting Ships II, p. 506; Purchasing Operations Abroad - Thompson, p. 19.

¹⁶ Fighting Ships II, p. 507.

¹⁷ Wise, p. 102, 137, 292.

173' x 22.10' x 12.5' - iron hull - twin screws - 271 rt, 479 bt. Ordered by Crenshaw & A. Collie for their contract with the War Department. At her maiden voyage she ran aground off Old Inlet, N.C. Dec. 6, 1863.

CHARLOTTE¹⁸ : 1864 - Archibald Denny & Brothers, Dumbarton (Scotland).
226.3' x 28.2' x 13' - iron hull - sidewheel - 632 gt, 403 rt, 1,165 dt - 2 masts - 2 funnels (fore and aft). Purchased for £ 12,000 by Stringer & Pembroke of the Mercantile Trading Co. in partnership with Peet, McDonald & Harris for their contract with T. Bayne. Two successful runs between November 64 and Jan. 20, 1865, when she was captured by *USS MALVERN* off Old Inlet, N.C. after the fall of Ft. Fisher.

CITY OF PETERSBURG¹⁹ : 1863 - Caird & Co., Greenock (Scotland) or Laird, Birkenhead.
223' x 25' x 13.5' - iron hull - sidewheel - 750 t or 426 rt - 250 HP engines. Purchased by the Virginia Importing and Exporting Co. 16 successful runs between 24 December 63 and February 65.

CITY OF RICHMOND²⁰ : 1864 - J. & W. Dudgeon, London.
230' x 27' x 14.6' - iron hull - sidewheel - 426 t or 459 t or 289 gt. Owners, Crenshaw & Co. Under request from Bulloch was used as a tender for the *CSS STONEWALL* in January 1863. Never ran the blockade, used as a cargo plying between England and the West Indies.

COLONEL LAMB²¹ : 1864 - Jones & Quiggin, Liverpool.
279' x 36' x 15.5' (or 281' x 36'14") - steel hull - sidewheel - 688 t or 1,132 gt, 800 rt, 1,788 t bt - two 350 HP oscillating engines built by John Laird - 16 to 17 knots - 2 funnels (fore and aft) - 2 masts. First sail from Cork (Ireland) on Sept. 25, 1864. Purchased by Fraser & Trenholm at the cost of £ 50,000 for the Confederate government. Two successful runs between Sept. 64 and Jan. 65.

CONDOR²² : 1864 - Randolph, Elder & Co., Govan (Scotland).
270' x 24' x 12' x 7' - iron hull - sidewheel - 300 t or 283 rt - row of 3 funnels - 1 or 2 masts - cap. 1,000 cotton bales - The largest type of blockade runner operated by the Confederate government. First of the four steamers purchased by A. Collie for his contract with McRae. On her maiden voyage, with the Southern female spy Rose O'Neal Greenhow aboard, the ship ran aground off Ft. Fisher on Oct. 1, 1864 and Rose Greenhow drowned while trying to escape to the coast in a small boat.

COQUETTE²³ : 1863 - Henderson & Coulborn for the engines and subcontracted to Hoby & Son, Renfrew, Scotland, for the building of the hull.
228' x 25' x 12.2' (or 220' x 25' x 12.2' x 10") - iron hull - twin screws - 300 t or 500t or 390 rt - 200 HP engines - 13.5 knots - 1 funnel - 3 masts schooner rigged - cap. about 1,260 cotton bales. Purchased by Bulloch in Sept. 63. Sailed from Cork (Ireland) on 7 November 63. Resold to J.R. Anderson who operated her till December 1865. Her boiler tubes becoming clogged with scale from inadequate maintenance, her speed decreased and Mallory, fearing she would be captured, ordered Bulloch, on 10 August 1864, to resell her. As she broke down she had to return to Bermuda where she waited three months for new machinery. At this juncture W.W. Finney, B.F. Ficklin and J.R. Anderson (of Tredegar Iron Works) took her over for £ 6,000. She ran 13 times successfully the blockade between November 63 and February 65.

CORCOVADO²⁴ : Steamer built by J. & G. Thomson, Govan (Scotland), for the Confederate Government. Unfinished at the end of the war. No dimensions nor tonnage available.

CORNUBIA²⁵ : 1862 - Pete Denny, Dumbarton (Scotland)

¹⁸ Wise, p. 293 ; Vandiver, p. 145; Am. Neptune pl. X ; Cochran, p. 332.

¹⁹ Wise, p. 293 - Vandiver, p. 125; Lester, annexe X, p. 224.

²⁰ Wise, p. 294 ; Bradlee, p. 120; Vandiver, p. 125, 147.

²¹ Wise, p. 294; Bradlee, p. 116-17; Am. Neptune, pl. III; Lester, appendix 10, p. 224.

²² Wise, pp. 150, 196-98, 294; Fighting Ships, II, p. 511 + Annex V; Cochran, pp. 129, 137-41.

²³ Wise, pp. 153-54, 294; Bradlee, p. 97; Vandiver, pp. xxvii 122; Fighting Ships, p. 512. Secret Services, vol. II - Bulloch, pp. 224-37; Am. Neptune, pl. VII.

²⁴ Lester, appendix X, p. 224.

²⁵ Wilbraham, p. 25 ; Dumbarton Herald, 3 Dec. 1863 : Wise, pp. 97-99, 139-40, 294-95; Vandiver, pp. 110, 116, 118; Fighting Ships II, p. 512-13; Lester, appendix X, p. 224.

190' x 24.5' (or 24.6') x 12.5' x 9' - iron hull - sidewheel - 359 t or 411 gt, 259 rt, 588 bt - simple 230 HP oscillating engines - 18 knots - 2 funnels. Purchased for \$10,000 by Gorgas' Ordnance Bureau. Also known as the *LADY DAVIS*. 18 or 23 successful runs between December 62 and Nov. 8, 1863, when *USS NIPHON* and *JAMES ADGER* captured her while she was running to Wilmington. Do not confuse this ship with the Confederate privateer *LADY DAVIS*.

CRESCENT²⁶ : Builder not known.

146' x 22.3' x 7' - wooden hull - sidewheel. Leased by Confederate Quartermaster Bureau (War Dept.). Two successful runs between April and August 17, 1863, when she was captured near Apalachicola Bay by the *USS DESOTO*.

CURLEW²⁷ : 1864 or 1865 - Jones, Quiggin & Co., Liverpool - hull nr. 177.

225' x 24' x 11' x 6' - steel hull - side-wheeler - 410 gt, 645 bt - 180 HP engines - cap. 700 to 800 cotton bales on 6' draft. First of the four steamers of the same class purchased by J.K. Gilliat & Co. for their contract with McRae. They would have been turned to the Confederates after payment in cotton. The four were launched together the same day but they were unfinished at the end of the war.

CZAR: see *BERMUDA*

DARE²⁸ : 1863 - A. Stephen & Sons, Glasgow (Scotland).

211.7' x 23.1' x 9.4' - iron hull - sidewheel - 552 t or 311 gt, 179 rt. Purchased or chartered by the Richmond Importing & Exporting Co. Would have been used by the Confederate Government - At her maiden voyage was destroyed by the *USS ARIES* and *MONTGOMERY*, on Jan. 7, 64, off Wilmington.

DEE²⁹ : 1863 - J. & W. Dudgeon, London, U.K.

165' x 23' x 13' - iron hull - twin screws - 215 rt - 1 funnel - 2 masts. Probably built under the name of *AURORA*. Purchased by Crenshaw & Collie for their contract with the War Department. Six successful runs between Sept. 63 and Feb. 5, 1864, when the *USS CAMBRIDGE* destroyed her near Masonboro Inlet, N.C.

DEER³⁰ : 1864 - W.H. Potter & Co., Liverpool (subcontractor of Jones & Quiggin, Liverpool) - hull nr. 170 - 230' x 26.2' x 11' (or 238' x 26.2' x 17.10' x 7.6') - steel hull - sidewheel - 215 t or 300 t or 771 t or 855 t or 465 gt, 330 rt, 857 bt - 2 funnels (fore and aft) - 2 masts - capacity 800 to 850 cotton bales. The last to be launched of the 4 steamers of the *OWL* class. Purchased by Fraser & Trenholm for Bulloch and McRae. Would have been turned to the Confederacy upon payment in cotton. At her maiden run, in November 64, she carried almost exclusively goods for submarine defence for Commander H. Davidson CSA and "ebonite machine" for Commander M.F. Maury. On her second trip she ran aground before Charleston on 18 February 1865 and was captured by boats from the monitors *CANONICUS*, *CATSKILL* and *MONADNOCK*.

DENBIGH³¹ : 1860 - Laird & Sons, Birkenhead.

182' x 22' x 8.7' - iron hull - sidewheel - 250 gt, 162 rt - 1 mast - 1 funnel. Purchased by the European Trading Co. for £10,512. 26 successful runs between December 63 and May 23, 65, when she was trying to get inside Galveston harbour (Tx).

DON³² : 1863 - J. & W. Dudgeon, London.

162' (or 180') x 23' (or 22') x 12.3' - iron hull - twin screws - 400 t or 244 rt, 390 bt, 425 dt - 250 HP engines - 10 to 14 knots - 2 short masts - 1 telescopic funnel. Probably built as the *DIANA*. Purchased for \$ 115,000 by A. Collie for his North Carolina contract and partly owned by this State. Ten successful runs between August 63 and March 4, 1864 when she was captured off Beaufort, N.C. by the *USS PEQUOT*.

²⁶ Wise, p. 295.

²⁷ Wise, p. 295; *Fighting Ships II*, p. 513; Lester, appendix X, p. 224; *Bulloch, II*, p. 240.

²⁸ Wise, p. 323; Lester, appendix X, p. 224.

²⁹ Wise, pp. 102, 137, 295; Vandiver, pp. 119, 121.

³⁰ Wise, pp. 148-49, 295; *Bulloch II*, p. 239; Vandiver, p. 146; *Fighting Ships II*, p. 515; Lester, p. 224 (appendix X).

³¹ Wise, pp. 176-77, 179, 296; Lester, p. 224 (appendix X)

³² Wise, p. 296; *Fighting Ships, II*, p. 517; *Never Caught - Capt. Roberts (Hobard-Hampden)*, pp. 2-3; Cochran, p. 123-29, 173-75, 179; Bradlee, p. 133, 137, 142.

EMMA HENRY³³ : 1864 - J. & G. Thomson, Govan (Scotland).

211' x 25.2' x 9.9' - 242 rt - iron hull - sidewheel. Purchased by H. Lafone for the Importing and Exporting Co. of Georgia for their contract with the State of Georgia. £ 27,250. One successful run between October and December 7, 1864, when she was captured off the Cape Fear River by *USS CHEROKEE*.

ENTREPRISE³⁴ : 1865 - Pete Denny, Dumbarton (Scotland) - hull nr. 108.

Sister ship of the *ADVENTURE*. Same description and story. To be delivered on 6 April 65. Also known as *YANGTSEE* or *BRASIL*. Would have been called *BLACK WARRIOR* in Confederate service.

EUGENIE³⁵ : 1862 - M. Samuelson & Co., Hull, U.K.

235' x 24.2' x 11.9' - iron hull - sidewheel - 428 gt, 239 rt. Purchased by Gorgas' Ordnance Bureau. Ten successful runs between May 63 and January 64. Engines damaged in Sept. 63. Repaired at Nassau and returned to Liverpool where she was sold.

EVELYN: see *PTARMIGAN*

EVERGLADE: see *SAVANNAH*³⁶

FALCON³⁷ : 1864 - Randolph, Elder & Co., Govan, Scotland.

270' x 24' x 12' x 7' - iron hull - sidewheel - 285 rt - pair of oscillating engines - 14 to 18 knots - 3 red funnels - two or single mast sloop rigged - cap. 1,000 cotton bales - The largest type of blockade runners used for the Confederate government. One of the four steamers of the *CONDOR* class ordered by A. Collie for his contract with C. McRae. Four successful runs between July 64 and April 65.

FERGUS: see *PRESTO*

FINGAL³⁸ : 1861 - J. & G. Thomson, Govan.

178' x 25' x 18' (or 186' x 25') - iron hull - one screw - 500 t - 13 knots - schooner rigged with 2 masts. Purchased by Bulloch for £ 17,500 as a blockade runner for his government. She carried a freight of arms, ammunition and tools of war valued at \$ 250,000. She arrived at Savannah (Ga.) on 12 November 1861. Trapped by the US blockading squadron, the ship was converted into the ironclad *CSS ATLANTA* who fell into enemy's hands at her first operation on 17 June 1863.

FLAMINGO³⁹ : 1864 - Randolph, Elder & Co., Govan.

270' x 24' x 12' x 7' - iron hull - sidewheel - 230, 280 or 284 t - 285 rt - one pair of oscillating engines - 14 to 18 knots - row of 3 red funnels - 2 masts sloop rigged - cap. 1,000 cotton bales - the largest type of blockade runners operated by the Confederate government. One of the four steamers of the *CONDOR* class ordered by A. Collie for his contract with C. McRae. First sail from Cork (Ireland) on 8 July 1864. Two successful runs between July 64 and April 65. Foundered off Battery Rutledge (Charleston, S.C.) before the end of the war, according to a contemporary Coast Survey chart.

FLORA I⁴⁰ : 1862 - J. & W. Dudgeon, London.

161.3' x 22.5' x 12.4 - iron hull - twin screws - 140t or 434 bt - 2 funnels (fore and aft) - 2 masts. Owner A. Collie sold to the Consolidated Steamship Co. and resold in October 1863 to the Confederate government for \$ 500,000 in cotton. Under the name of *CAPE FEAR* she served as a transport of troops in North Carolina and never ran the blockade for the government. She was scuttled by her crew off Smithville (N.C.) on 16 January 1865. The *FLORA* cited in Lester's appendix is the *FLORA II* of 359 t that was never operated by the Confederate authorities.

³³ Wise, p. 298; Lester, appendix X, p. 225 ; Thompson, p. 64 ; Vandiver, p. 141.

³⁴ Lyon, vol. I, pp. 96-97 ; ORN II-2: pp. 687, 707-8, 767.; Wise, p. 298.

³⁵ Wise, p. 96-7, 138, 298; Vandiver, p. 43-44, 113; Thompson, p. 24; Bradlee, p. 115.

³⁶ Not to be confused with another *SAVANNAH*, the *HOPE*. Wise p. 305.

³⁷ Wisto e, p. 150, 299; *Fighting Ships*, II, p.520 + annex V.

³⁸ Wise, p. 299; Lester, p. 107-8; *Secret Service*, vol. I - Bulloch, p. 110; ORN I-6 ; pp. 355-56.

³⁹ Wise, p. 61-2, 299; *Fighting Ships*, II, p. 520 + annex V; *Am. Neptune*, pl. XVIII; Vandiver, p. 137

⁴⁰ Wise, p. 299 ; Lester, appendice X, p. 225 ; *Am. Neptune*, pl. X.

FLORA III⁴¹ : 1864 - Clyde builder and dimensions unknown.

140 t - sidewheel - 2 funnels (fore and aft) - 2 masts schooner-rigged. Purchased by H. Lafone for G.B. Lamar's Importing & Exporting Co. of Georgia for their contract with the State of Georgia. Bound to Bermuda from Glasgow, she sailed from Cork (Ireland) on Jan. 28, 1864. Ran aground Oct. 22, 64, off Charleston and destroyed by Union batteries on Morris Island, S.C.

FLORIE⁴² : 1863 - Wingate & Co. or J. & G. Thomson, both at Glasgow (Scotland).

222' x 23.5' x 9.6' - iron hull - sidewheel - 349 gt, 215 rt - 3 funnels - almost no rigging. Purchased by H. Lafone for G.B. Lamar's Importing & Exporting Co. for their contract with the State of Georgia. Six successful runs between February and Oct. 64. Used by Confederate navy for an expedition in August 64. Ran aground inside Cape Fear River in Oct. 64.

FOX I⁴³ : 1862 or 1864 - Caird & Co., Greenock (Scotland).

228.6' x 14.2' x 13.5' - sidewheel? - Row of 2 funnels - 2 masts. Some confusion between *FOX I* and *FOX II*. The *FOX I* would have been operated or chartered by the Confederate Government in 1863 but would have been destroyed the same year.

GIRAFFE : see *R.E. LEE*

GREYHOUND⁴⁴ : 1863 - Kirpatrick, McIntyre and Co., Greenock.

201.4' x 22.7' x 13' - iron hull - one screw - 400 t or 372 gt, 290 rt - 3 masts - capacity 820 cotton bales. Purchased by H. Lafone of Liverpool. Eventually she would have been owned or chartered in part by the Confederate Government. Anyway, she ran one time the blockade with government stores but was captured on 10 May, 1864, at sea by the *USS CONNECTICUT*. Aboard the ship was the famous rebel female spy Belle Boyd and her servant. Later, Acting Ensign S. Harding, USN, was seduced by Belle Boyd and he deserted the navy to leave for England where he married her.

HANSA⁴⁵ : 1858 - Builder unknown, at Glasgow, Scotland.

177' x 22.2' x ? - Hull not determined - sidewheel - 250 t or 257 rt - 12 knots - 2 funnels. Purchased by A. Collie and operated in partnership with North Carolina (owning 1/4 of the ship's shares). By February 1864 she was retired from blockade running because her boilers were fouled by bad coal or wood. She ran from 18 to 20 times successfully the blockade of Wilmington between July 63 and March 65.

HARRIET PINCKNEY⁴⁶ : 1862 - Richardson's, Middlesborough, Yorkshire (U.K.).

191.3' x 28.9' x 17.6' (or 190' x 28.5' x 17.5') - wooden hull on an iron frame with coppered bottom - 682 t or 714 gt, 571 rt - one screw - 90 HP auxiliary steam engine - 18 knots - 2 masts brig rigged. Purchased by Fraser & Trenholm for the Confederate Government to carry supplies from England to Bermuda or the Bahamas. She was completed on 23 July 1862 but from August till December 62 was lying in the harbour of St. George (Bermuda) with a substantial freight for the army but without orders from Richmond. She was probably never used as a blockade runner and was sold by the Confederates in August 1864.

HAWK⁴⁷ : 1864 - Henderson & Coulborn, Renfrew.

254' x 28' x 12.5' x 14' draft - 900 bt or 1,000 rt - wooden hull - iron plates 1/4" thick - one screw - 150 or 800 HP engines - 1 funnel. Completed at Renfrew, on the Clyde River, in December 1863. Ostensibly purchased by a London merchant, John S. Begbie, agent of the Albion Trading Co., for Commander E.C. Stiles of the Virginia Volunteer navy to be a commerce raider. While on the docks she was inspected by J.D. Bulloch. After the transfer of ownership, the deck of the ship was overlaid with another course of

⁴¹ Wise, p. 300; *Am. Neptune*, pl. X.

⁴² Wise, p. 300; Vandiver, pp. 127, 133, 136; Cochran, pp. 266-68.

⁴³ Lester is the only one to cite the *FOX I* chartered by the Confederacy, appendix X, p. 226. Wise mentions only another *FOX* built by Jones & Quigg in 1864 and the same *FOX* is described in the *American Neptune*, plate XI, as a side-wheeler with 2 masts and 2 funnels arriving at Nassau on 23 May, 1865.

⁴⁴ Wise, p. 303; *Fighting Ships II*, p. 532 ;

⁴⁵ Wise, p. 138, 146, 156, 303; Bradlee, p. 133, 137; Vandiver, pp. 118, 126.

⁴⁶ Wise, p. 303; Vandiver, p. 29; *Fighting Ships II*,

⁴⁷ Wise, p. 304; Lester, pp. 105-6; *ORN II-2* : p. 671; *II-3* : pp. 918-19, 1221; *Confederate Privateers - Morrison*, pp. 335-39.

3.5' plank necessary to withstand the recoil of the guns. She left the Clyde on April 64 for the Thames. As the ship was not entirely paid to Begbie, Commander Stiles had to give guarantees for borrowing the balance (£ 15,000). On June 13 she cleared for Bermuda. U.S. Minister C.F. Adams tried to seize or detain the ship, Lord Russell refused to take any action because his officers saw nothing whatever to arouse any suspicion. First arrival at Bermuda in June 64 where she was lying idle for six months because the yellow fever was raging on the Island. As the Virginia Volunteer Co. had run out of funds, Commander Stiles was ordered to resell his ship at Liverpool. She was sold about the middle of January 1865.

HEBE⁴⁸ : 1863 - J. & W. Dudgeon, London.

165' x 23' x 13.5' - iron hull - ? t. - twin screws - 14 knots - Purchased by A. Collie and W. Crenshaw for their contract with the War Department. Two successful runs between June 63 and Aug. 18, 1863 when she was destroyed by *USS SHOKOKON* off New Inlet, N.C.

HELEN: see *JUNO I*

HERCULES: 1865 - Denny & Co., Dumbarton.

Sister ship of the *AJAX* - unfinished at the end of the war.

HEROINE⁴⁹ : 1862 - Builder unknown at Glasgow, Scotland.

179' x 19.2' x 7' - iron hull - sidewheel - 204 bt, 108 rt. Owner Fraser & Trenholm. She could not run the blockade at Mobile and was used by the Confederate Army as a transport. Fell into the hands of the Federal Army when the city was evacuated.

HOPE⁵⁰ : 1864 - Jones & Quiggin, Liverpool (hull nr 169).

281' x 35' x 15' (or 11') - steel hull - sidewheel - 1,000, 1,200, 1,800t or 1,698 gt - 2 fore and aft 350 HP engines supplied by 4 boilers gave her power to outrun the US blockaders - 5 watertight compartments, unusual at the time - 2 funnels (fore and aft) - 2 masts - capacity of 1,800 cotton bales - sister ship of *COLONEL LAMB*, except for an unusual turtleback forward - Purchased by Fraser & Trenholm for the Confederate Government. Cost £ 38,000. Two successful runs between August 64 and Oct. 22, 64 when she was captured by *USS EOLUS* off Wilmington. Known also as *SAVANNAH* but only after her capture, when she was sold by the US prize court. An excellent model of her is on permanent display at the Mariners Museum, Newport News, VA.

HORNE⁵¹ : 1865 - Jones & Quiggin, Liverpool.

250' x 28' x 11' - steel hull - sidewheel - 972 t or 573 gt, 770 bt, 290 rt - 220 HP engines. She was ordered by Fraser & Trenholm and unfinished at the end of the war. R.I. Lester confuses this ship with another, a steam launch armed with one spar torpedo that saw service on the James River and sunk by collision with the steamer *ALLISON* in 1864.

JUNO I⁵² : 1860 - Tod & Mac Gregor, Glasgow, Scotland.

Measures unknown - 185 rt - 2 masts and 1 funnel. Purchased by the Confederates in May 1863 for £ 21,000 while she was at Charleston. In July 63 she was armed with one spar torpedo and one light howitzer for local defence and in August 1863 she rammed a launch of the *USS WABASH*. Reconverted as a blockade runner in the fall of 63 but was captured by the *USS CONNECTICUT* on 22 September 1863 off Wilmington. Other sources say she foundered on March 10, 1864 after she left Charleston.

LADY DAVIS: see *CORNUBIA*

LARK⁵³ : 1864 - Laird & Sons, Birkenhead - hull nr. 317.

210' x 23' x 10.4' x 5 to 9' - steel hull - sidewheel having frames and shell plating of puddle steel - 388 gt, 267 rt, 800 bt - 120 HP oscillating engines - 2 funnels - sister ship of the *WREN* - cap. 350 bales of cotton

⁴⁸ Wise, p. 102, 136, 304; Bradlee, p. 61, 118; Cochran, p. 279-80.

⁴⁹ Wise, p. 305.

⁵⁰ Wise, p. 165, 204-5, 305; *Fighting Ships II*, p. 536; Bradlee, pp. 96-117; *Am. Neptune*, pl. XII.

⁵¹ Wise, p. 305; Lester, appendix X, p. 227.

⁵² Wise, p. 152-53, 306; *Fighting Ships II*, p. 541; Bradlee, p. 97; *ORN II-2* : pp. 564-65, 575-78; photo of the ship at Glasgow, Mariners Museum collection.

⁵³ Wise, pp. 149, 213-14, 219, 221,308 ; Bradlee, pp. 117-18, 131-32; *Fighting Ships*, annex V; Bulloch, II, p. 239.

and three days fuel on 5' or 650 to 750 bales on 9' draft for Texas and Florida shoal waters. Purchased by Fraser & Trenholm for Bulloch and McRae. Would have been turned to the Confederacy after payment in cotton. She was the last blockade runner to leave a Confederate port. Eight successful runs between January and May 1865.

LAUREL⁵⁴ : A. & J. Ingliss, Glasgow, Scotland.

207' x 27' x 10' - iron hull - one screw - 386 dw or 296 rt - 140 HP engines - 13 knots. Purchased at Liverpool on 4 October 1864 by Bulloch through H. Lafone to be used as a tender for the *CSS SHENANDOAH*. At Charleston she was renamed *CONFEDERATE STATES* and transferred to the Treasury Department. Ran twice the blockade between October 64 and January 65.

LILLIAN⁵⁵ : 1864 - J. & G. Thomson, Govan, Scotland.

225' x 26' x 11' - iron hull - sidewheel - 500 t or 246 rt, 630 bt - row of 3 funnels - 2 masts schooner rigged. Purchased by H. Lafone of Liverpool for the Importing & Exporting Co. of G.B. Lamar for their contract with the State of Georgia. Cost, £ 14,896. After spending time to recover his health in Scandinavian, Lt. J.N. Maffitt, CSN returned to the South in command of the ship. Five successful runs between May 64 and Aug. 24, 64 when she was captured by the *USS KEYSTONE STATE*, off Wilmington, N.C.

LITTLE ADA⁵⁶ : No mention of the builder.

112' x 18.5' x 10' - iron hull - one screw - 94 rt, 208 bt. Purchased by H. Lafone of Liverpool for the Importing & Exporting Co. of G.B. Lamar for their contract with the State of Georgia. Two successful runs between February and July 9, 64 when she was captured by *USS GETTYSBURG* off Cape Romain, S.C.

LITTLE HATTIE⁵⁷ : 1864 - J. & G. Thomson, Govan, Scotland.

226' x 26' x 10' - iron hull - sidewheel - 439 gt, 247 rt - 2 funnels (fore and aft) - 2 masts. Purchased by H. Lafone of Liverpool for the Importing & Exporting Co. of Georgia for their contract with the State of Georgia. £ 9,877. Ten successful runs between June 64 and February 65.

LOUISA ANN FANNY⁵⁸ : 1865 - J. & W. Dudgeon, London.

250' x 15.5' x 10' - iron hull - twin screws - 425 t or 972 gt. - sister ship of the *MARY AUGUSTA*. Two were ordered by J.D. Bulloch for use as gunboats and blockade runners. The ship delivered the French Captain Tessier and technicians at the harbour of La Coruna (Spain) for repairing the *CSS STONEWALL*. She never ran the blockade.

MARY ANN(E)⁵⁹ : 1863 - C. Connel & Co., Glasgow.

203.4' x 20.6' x 12.3' - iron hull - sidewheel - 235 gt, 426 bt. At one time would have been chartered by the Confederate Government (R.I. Lester). Five or nine successful trips between July 63 and 6 March 1864 when she was captured by *USS GRAND GULF*, off Cape Fear River.

MARY AUGUSTA⁶⁰ : 1865 - sister ship of the *LOUISA ANN FANNY*.

Same builder and same measurements but 829 gt. - unfinished at the end of the war.

MERRIMAC⁶¹ : No mention of the builder.

230' x 30' x 11' (or 8.6') - iron hull - sidewheel - 634 gt, 536 rt - 2 funnels - a pair of 9 ft stroke oscillating engines and 4 boilers 16 to 18 knots - 1 short foremast bark rigged. Owners were Z.C. Pearson & Co. until they were bankrupt while she was at Bermuda. Then, she was purchased for £ 7,000 in January or February 1863 by C. Huse for Gorgas's Ordnance Bureau with her freight. One successful run between

⁵⁴ Wise, pp. 199, 308; *Fighting Ships, II*, p. 543; *Bulloch II*, p. 129.

⁵⁵ Wise, pp. 159-61, 202, 309; Lester, appendix X, p. 229; Vandiver, pp. 132, 135; Bradlee, pp. 71 (drawing), 107-8; Cochran, pp. 266-68.

⁵⁶ Wise, pp. 158-9, 309.

⁵⁷ Wise, pp. 207, 309; photo collect. Maritime Museum Halifax.

⁵⁸ Wise, pp. 218, 310; Vandiver, p. 148.

⁵⁹ Wise, p. 311; Lester, appendix X, p. 228; *King Cooton - Owsley*, p. 250.

⁶⁰ Wise, p. 311.

⁶¹ Wise, pp. 96-7, 312; *Fighting Ships*, p. 550; *Bermuda* - Vandiver, pp. xxxii, 38-40, 111; *Ploughsare into swords* - Vandiver, pp. 91, 99-101; *Thompson*, pp. 24-5. *Cochran*, p. 49.

Dec. 62 and July 63. When her flues became clogged by burning bad combustible she was resold for £ 7,000 to J.R. Anderson of the Tredegar Iron Works. Captured by the *USS MAGNOLIA* July, 24, 63 off New Inlet, N.C.

NEPTUNE⁶²: 1861 - R. Napier, Glasgow.

166.6' x 27.4' x 9.5' or 201.7' x 18.7' x 8.2' - iron hull - sidewheel. Purchased in 1862 or 63 by Fraser & Trenholm and would have been chartered one time by the Confederate Government (R.I. Lester). As a whole, four successful trips between April 1863 and 14 June 1863 when she was captured by *USS LACKAWANNA* off Mobile. No connection with the *NEPTUNE* in service in the Texas Marine Department.

NIGHT HAWK⁶³: 1864 - Mc Andrews & Preston, Liverpool.

220' x 21.5' x 11' - iron hull - sidewheel - 600 gt - 2 funnels - 2 masts schooner rigged. Purchased by M.J. Wilson for the Anglo-Confederate Trading Co. Two successful runs between Sept. 64 and April 65.

OLUSTEE: see *TALLAHASSEE*

OWL⁶⁴: 1864 - Jones & Quiggin, Liverpool - hull nr. 167.

230' x 26' x 10.9' (or 9.6') - steel hull - sidewheel - 450 t or 771 t or 466 gt, 330 rt - twin 180 HP vertical double oscillating engines - 14 to 16 knots - 2 funnels (fore and aft) - 2 masts schooner rigged - cap. 800 to 850 cotton bales on 6' draft. Purchased by Fraser & Trenholm for McRae. Delivered to Lt. J.N. Maffitt, CSN on 19 September 64 although the ship was not yet paid in cotton and while she was still under British register. Commander by J.N. Maffitt, CSN, the notorious captain of the commerce raider *CSS FLORIDA*. Four successful runs between August 64 and July 65.

PEARL⁶⁵: 1859 - J. Henderson & Colbourne, Renfrew (Scotland).

182.2' x 190.5' x 7.6' - wooden hull on a iron frame - sidewheel. Owner, G. Wiff of the Navigation Co. At one time she would have been chartered by the Confederate government (R.I. Lester). Captured on 20 January 1863 during her maiden voyage off the Bahamas Islands by *USS TIOGA* (Wise). However other sources cite the *PEARL* in the list of the steamers which ran in or out of Charleston.

PENGUIN⁶⁶: 1865 - Laird, Birkenhead - hull nr. 320.

240' (or 246) x 30' x 13.2' x 9' (or 10') - steel hull - framed and plated from light loadline up with steel, bottoms plated with iron - sidewheel - 659 gt, 1,063 bt - a pair of 260 HP oscillating engines - capacity 1,000 cotton bales on 9' draft, 150 tons additional cargo on 10' - sister ship of the *ALBATROSS*, both were ordered by Fraser & Trenholm for C. McRae and Bulloch. Would have been turned to the Confederacy after payment in cotton. Unfinished at the end of the war.

PHANTOM⁶⁷: 1863 - G. Hillman or W.C. Miller & Sons, Liverpool - hull nr. 167.

193' (or 190') x 22 x 12.4 (or 14.4') x 8.6' - steel hull - one screw - 266 or 500t or 322 gt, 266 rt - 170 HP engines built by Fawcetts, Preston & Co. - 17 or 18 knots. Purchased by Fraser & Trenholm for Gorgas' Ordnance Bureau. Left Liverpool early in April 1863 bound for Bermuda. Sold to the Confederates at Wilmington in July 63. Four successful runs between this time and Sept. 63. Chased ashore by *USS CONNECTICUT* off Rich or New Topsail Inlet, N.C. on 23 Sept. 63, she was fired by her crew who made good their escape in lifeboats.

PLOVER⁶⁸: 1865 - Jones & Quiggin, Liverpool - hull nr. 178.

224' (or 225') x 24' x 11.4' x 6' - steel hull - sidewheel - 409 gt, 645 bt - 160 or 180 HP engines - cap. 700 to 800 cotton bales on 6' draft. Second of the four steamers of the *CURLEW* class ordered by J.K.

⁶² Wise, pp. 313-14; Lester, annex V, p. 229; *Fighting Ships, II*, p.553.

⁶³ Wise, pp. 193-4, 197-8, 206, 208, 314; *Cochran*, p. 91.

⁶⁴ Wise, pp. 148, 198-99, 209, 215, 315; *Fighting Ships*, p. 555 + annex V; Lester, annex X, p. 229; *Bradlee*, p. 125; *Vandiver*, pp. 140, 144, 146; *Bulloch, II*, p. 239.

⁶⁵ Wise, p. 315; Lester, annex X, p. 229; *Year Book of the City of Charleston for 1883*, pp. 558-59.

⁶⁶ Wise, pp. 315-6; *Bulloch II*, p. 239; *Fighting Ships II*, p. 496 + annex V; *Bradlee*, p. 118.

⁶⁷ Wise, pp. 99, 138, 316; *Fighting Ships, II*, p. 557 + annex v; Lester, appendix X, p. 229; *Vandiver*, p. 117.

⁶⁸ Wise, pp. 149, 316; *Fighting Ships, II*, p. 558; Lester appendix X, p. 229; *Bulloch, II*, p. 239.

Gilliatt & Co. of London for his contract with C. McRae. Would have been turned to the Confederate Government after payment in cotton. Unfinished at the end of the war.

PRESTO⁶⁹ : 1863 - A. Stephen & Sons, Glasgow.

210' x 23' x 9.5' - iron hull - sidewheel - 552 gt, 164 rt - 2 funnels (fore and after) - 2 masts. Built as the *FERGUS*. Would have been chartered at one time by the Confederate Government (R.I. Lester). Two successful runs between December 1863 and 2 Feb. 1864 when she was destroyed by Union land batteries from Morris Island (S.C.).

PTARMIGAN⁷⁰ : 1864 - Randolph, Elder & Co., Scotland.

270' x 24' x 12' x 7' - iron hull - sidewheel - 444 t or 283 rt - 15 to 18 knots - row of 3 funnels - 2 masts sloop-rigged - cap. 1,000 cotton bales on 7' draft - the largest type of blockade runners operated by the Confederate government. Built as the *EVELYN* the last of the four steamers purchased by A. Collie for his contract with McRae. Would have been turned to the confederates upon payment in cotton. Sailed from Cork (Ireland) on 23 July 64. Would have been delivered to the Confederates in the fall of 1864. Two successful runs between August 64 and February 65.

ROBERT E. LEE⁷¹ : 1860 - J. & G. Thomson, Govan, Scotland.

268' x 26' x 12' (or 283' x 20' x 13' x 10') or (270.2' x 26.1' x 13') - iron hull - sidewheel - 900 bt, 360 rt - oscillating engines - 9 to 13.5 knots - 2 funnels (fore and aft) - 2 masts schooner-rigged. Built on the Clyde during the autumn of 62 as the fast Glasgow-Belfast packet *GIRAFFE*. Acquired by A. Collie for their blockade running flotilla but were persuaded by Lt. J. Wilkinson, CSN, to sell her for £ 32,000 to Gorgas' Ordnance Bureau. Her first trip was to Wilmington in January 1863 with military stores and 26 Scot lithographers hired by Major Ben Ficklin for the Government for engraving and printing of stamps and banknotes. 14 successful runs between December 62 and Nov. 9, 63 when she was captured by *USS JAMES ADGER* while she sailed to Wilmington.

ROSINE⁷² : 1865 - Jones & Quiggin, Liverpool - hull nr. 174.

270' x 33' x 15' - steel hull - sidewheel - 900 gt, 500 rt, 1,391 bt - 300 HP engines - 14 knots - 4 funnels (2 fore and aft) - 2 masts schooner-rigged - cap. 1,500 bales of cotton on 9' draft. First of the largest pair of side-wheelers ordered by J.K. Gilliat and Co. for their contract with McRae. Would have been turned to the Confederates upon payment in cotton. Never completed before the end of the war.

RUBY III⁷³ : 1865 - Henderson & Coulborne, Renfrew.

261.1' x 33' x 15.6' (or 16) - steel hull - sidewheel - 900 gt, 500 rt, 1,391 bt - oscillating 300 HP engines powered by 2 haystack-type boilers - 17 knots - 4 funnels (2 fore and aft) - 2 masts schooner-rigged - cap. 1,500 bales of cotton on 9' draft. Second of the largest pair of side-wheelers ordered by J.K. Gilliat and Co. for their contract with McRae. Would have been turned to the Confederates upon payment in cotton. Never completed before the end of the war.

SNIPE⁷⁴ : 1865 - Jones & Quiggin, Liverpool - hull nr. 180.

224' x 24' x 11.4' (or 225' x 24' x 11' x 6') - steel hull - sidewheel - 409 gt, 645 bt - 160 or 180 HP engines. Last of the four side-wheelers of the *CURLEW* class ordered by J.K. Gilliat of London for his contract with McRae and all launched the same day. Would have been turned to the Confederacy upon payment in cotton. Unfinished at the end of the war.

STAG⁷⁵ : 1864 - Jones & Quiggin who subcontracted construction to Bowdler, Chaffer & Co., Seacombe, U.K - hull nr. 169.

⁶⁹ Wise, p. 317; Lester appendix X, p. 225; Vandiver, p. 124; Am. Neptune, pl. I.

⁷⁰ Wise, pp. 150, 215, 317; Fighting Ships, II, p. 559; Am. Neptune, pl. XI.

⁷¹ Lobban, p. 35 : Wise, pp. 99-100, 139-40, 318; Vandiver, p. 112; Bradlee, pp. 72, 133; Cochran, p. 49; Fighting Ships, II, p. 563; Lester appendix X, p. 226.

⁷² Wise, pp. 149, 318; Lester annex X, p. 230; Fighting Ships, II, p. 563.

⁷³ Lobban, p. 33 (builder's name and engines) : Wise, pp. 149, 319; Lester appendix X, p. 230 Fighting Ships, II, p. 564 + annex v; Bradlee, p. 96.

⁷⁴ Wise, pp. 149, 321; Fighting Ships, II, p. 568 + annex v; Lester, appendix X, p. 230; Bulloch, II, p. 239.

⁷⁵ Wise, pp. 148, 207, 209, 321; Fighting Ships, II, p. 569 + annex v; Vandiver, pp. 142, 145; Bradlee, pp. 84, 93 (drawing), 97, 117; Lester, appendix X, p. 230.

230' x 26' x 12' (or 9.6') x 7.6' - steel hull - sidewheel - 417 or 600 or 771 t or 465 gt, 299 rt - 16 knots - 2 funnels (fore and aft) - 2 masts -cap. 800 to 850 cotton bales on 7.6' draft. Third of the four sidewheelers of the OWL class purchased by Fraser & Trenholm for Bulloch and McRae. To be paid in cotton. Two successful runs between November 64 and 19 January 1865 when she was captured by the *USS MALVERN* in the Cape Fear River after the fall of Fort Fisher. R.I. Lester confuses her with another and older *STAG* built in 1854.

SWAN II⁷⁶ : 1865 - Contract with Jones & Quiggin who subcontracted with Bowdler, Chaffer & Co., Seacombe (U.K.).

216' x 26' x 10.9' - steel hull - sidewheel - 470 gt, 296 rt - unfinished at the end of the war. Total discrepancy about the ship between R.S. Wise and the Dict. of American Fighting Ship on one hand and R.I. Lester on the other. It seems that the *SWAN I* was a Confederate cargo river boat built in U.S.A. in 1854 that was captured off Key West, Fa. on 24 May 1862. The *SWAN II* was built in U.K. but was not completed before the end of the war.

TALLAHASSEE⁷⁷ : 1863 - J. & W. Dudgeon, Cubitt Town, Milwall.

220'(or 230') x 24'(or 20') x 14' - iron hull - twin screws - 253 rt, 500 dw - two separate 100 HP engines - 14 to 17 knots - row of 2 funnels - 2 short masts schooner-rigged - no bowsprit - square stern. Registered on 30 March 1864 under the name of *ATALANTA* by George Sutherland who transferred her, in April 64, to Jefferson Wallace, a Bermuda merchant with the authority to dispose of her for not less than £ 20,000. Mallory saw her in Wilmington in July 64 and purchased her for £ 25,000. First cruise under Commander J.T. Wood, CSN, under name of *TALLAHASSEE*. Second cruise under Lt. W.H. Ward, CSN, under name of *OLUSTEE* in October 64. Reconverted as the blockade runner *CHAMELEON* in December 1864 under Lt. J. Wilkinson, CSN. She could not enter a Southern after the fall of Fort Fisher and Charleston. On her arrival at Liverpool on 9 April 1865 she was seized by the British Customs and was about to enter the merchant service under the name of *AMELIA* when the United States entered suit for her possession. Eight successful runs as a blockade runners and four as a gunboat.

VENUS⁷⁸ : 1862 - J. & G. Thomson, Govan.

159.2' (or 180') x 17.1' (or 22') x 8.7' - iron hull - sidewheel or twin screws - 365 t or 400 bt - 250 HP engines. Purchased by W. Crenshaw and A. Collie for their contract with the War Department. Six successful runs between June 63 and Oct. 21, 1863 when she ran aground off Cape Fear River while trying to reach the shore. The next day was torn apart by gunfire from the *USS NANSEMOND*.

VESTA⁷⁹ : 1863 or 1864 - J. & W. Dudgeon, London or Blackwood & Gordon, Paisley (Scotland) or Barclay Corle (or Curle) & Co., Glasgow (Scotland).

165' x 23' x 13' (Dudgeon) or 173.8' x 16.6' x 7.7' (Curle) - iron hull - twin screws - 262 rt. Purchased by W. Crenshaw and A. Collie for their contract with the War Department. Ran aground and destroyed during her maiden voyage by *USS KEYSTONE STATE*, *QUAKER CITY* and *TUSCARORA* at Little River Inlet, S.C., on Jan. 11, 1864. Probable confusion about the ship: Lester cites two steamers named *VESTA*, Wise only one.

WASP⁸⁰ : Much confusion about this and the following ships.

- Either a steamer of 973 t, 220 HP, 250' x 28' x 10.9', built by Jones & Quiggin (U.K.) in 1865 and converted to torpedo boat the same year. (*Lester*)

- Either a torpedo boat built and fitted out at Rockett's, Richmond Navy Yard, late in 1864. Of the SQUIB class (46' x 6.3' x 6.9') - condensing engines comprising two oscillating cylinders and driving a 4 bladed propeller - one tubular boiler. Would have been used at Trent's Reach (Va) on 23-24 Jan., 65. (*Fighting Ships*).

- Either an iron hull side-wheeler - 250' x 28' x 10.9' - built in 1864 by Jones & Quiggin (U.K.) - 800 bt, 280 rt. - uncompleted at the end of the war. (*Wise*).

⁷⁶ Wise, p. 322; Lester, appendix X, p.231; *Fighting Ships*, II, p. 571.

⁷⁷ Wise, pp. 155, 199, 289; *Blockade Runners - Cochran*, p.117-21; *Fighting Ships*, II, p. 572; Lester, pp. 103-4; *Confederate navy - Scharf*, vol. II, pp. 806-808; *Sea Ghost - Shingleton*, pp. 118-21; *Illustrated London News* 29 Nov. 1862; *ORN I-2* : pp. 137-38, 148-49; II-2 : p. 707.

⁷⁸ Wise, pp. 102, 110-11, 136, 325; Bradlee, pp. 61, 118, 143; Cochran, pp. 278-79; Vandiver, p. 116; *Chronology of the US Navy - Cooney*, p. 131.

⁷⁹ Wise, pp. 102, 137, 325; Lester, appendix X, p. 231; Vandiver, p. 123; Bradlee, p. 118; Cooney, p. 134.

⁸⁰ Wise, p. 326; Lester, appendix X, p. 231; *Fighting Ships*, II, p. 582.

WIDGEON⁸¹ : 1865 - Jones & Quiggin, Liverpool - hull nr. 179.

224' x 24' x 11.4' x 6' - steel hull - side-wheeler - 409 gt, 645 bt - 160 or 180 HP engines - cap. 700 to 800 cotton bales on 6' draft. Third of the four steamers of the *CURLEW* class purchased by J.K. Gilliat & Co. for their contract with McRae. They would have been turned to the Confederates after payment in cotton. The four were launched together the same day but they were unfinished at the end of the war.

WILL OF THE WISP⁸² : 1863 - W. Simons & Co., Renfrew (Scotland).

210' x 23' x 10' - iron hull - sidewheel - 117 rt, 511 bt - 17,5 knots - 2 funnels (fore and aft) - 2 masts. Used by Tom Taylor's Anglo-Confederate Trading Co. from November 63 until October 64 and sold to Power & Low for their contract with Lt.-Col. T. Bayne. 12 successful runs between November 63 and Feb. 9, 1865 when she was destroyed while sailing for Galveston.

WILD ROVER⁸³ : 1864 - J. & G. Thomson, Govan.

hull non precise - side-wheeler - 280 tons - Purchased by Tom Taylor's Anglo-Confederate Trading Co. and sold to Power & Low for their contract with Lt.-Col. T. Bayne. Bound to Bermuda, she sailed from Cork (Ireland) on August 3, 1864. Eight successful runs between September 64 and January 1865.

WREN⁸⁴ : 1864 - Laird & Sons, Birkenhead - hull nr. 318.

211.1' x 23.2' x 10.4' (or 13') x 9' (or 5') - steel hull - sidewheel having frames and shell plating of puddle steel - 389 gt, 296 rt, 800 bt - 120 HP oscillating engines - 2 funnels - sister ship of the *LARK* - cap. 350 bales of cotton and three days' fuel on 5' or 650 to 750 bales on 9' draft for Texas and Florida shoal waters. Purchased by Fraser & Trenholm for Bulloch and McRae. Would have been turned to the Confederacy after payment in cotton. Her crew mutinied and refused to return to Liverpool in June 65.



⁸¹ Wise, pp. 149, 326; Lester, appendix X, p.231; *Fighting Ships*, II, p. 582; *Bulloch*, II, p. 240.

⁸² Wise, pp. 162-63, 193, 203, 216-17, 327; Lester, appendix X, p. 232; *Vandiver*, p. 117; *Cochran*, p. 92.

⁸³ Wise, pp. 193, 203, 208, 222, 326; Lester, appendix X, p. 232; *Am. Neptune*, pl. XIX.

⁸⁴ Wise, pp. 213-16, 327; Lester, appendix X, p. 232; *Bradlee*, p. 118, 131; *Fighting Ships*, annex V.