

The Virginia Navy

The Virginia State Navy existed briefly from the time the state seceded until it joined the Confederacy and turned over its military on June 8, 1861.

9 July 1861 Office of Ordnance and Hydrography, Virginia Navy, semi-official imprint cover
from Matthew F. Maury at Richmond to Genl. Harding, Nashville

Matthew Fontaine Maury

With the outbreak of the Civil War, Maury, born in Virginia, resigned his commission as a U.S. Navy Commander to serve on the Confederate side as Chief of Sea Coast, River and Harbor Defenses.

Office of Ordnance and Hydrography, Virginia Navy, semi-official imprint cover
Virginia crossed thru changed to "C" (Confederate), used to Leesburg, Va.

The Virginia Navy

Resignation from U.S. Navy

Virginia State Navy

The Virginia State Navy existed briefly from the time the state seceded until it joined the Confederacy and turned over its military on June 8, 1861.

16 May 1861 Washington, D.C.

Navy Dept. imprint cover to
Harrison Cocke, Late Captain
U.S. Navy at Petersburg, Va.

Free frank use by Chief Clerk

docketed as having contained
Cocke's "Resignation in the US
Navy, Apr 22nd 1861"

Harrison H. Cocke

Cocke, who was born in 1794, resigned his Captaincy in U.S. Navy on April 22, 1861 to serve in the Virginia Navy. He then commanded the James River defenses at Petersburg in 1861. There is no record that he ever served in the Confederate Navy.



The Virginia Navy



The Virginia State Navy existed briefly from the time the state seceded until it joined the Confederacy and turned over its military on June 8, 1861.



26 May 1861 letter of Charles Miles Collier signed "Miles" dated from Harper's Ferry

30 May 1861 mailed at Winchester, Va. prepaid 3¢ US rate (two days before CSA postal service began)
addressed to Captain Samuel Barron, "Va Navy, Navy Department, Richmond"

*Harper's Ferry Va.
26th May 1861*

letter of C.M. Collier dated Harper's Ferry, May 26, 1861 includes: *Of the Naval Battery - The 21 pdrs. are mounted ready for service and deficient only in shells. ... The first will act with great effect against an invading force from the Maryland side - the second commands the bridge, valley of the Shenandoah & the road along the same. The spirit of Leonidas seems to animate the every steel heart of our soldiers whose determination to imitate that Spartan band will make Harper's Ferry a second Thermopylae about 12,000 troops here*

CSA General Johnston evacuated Harper's Ferry on May 24, 1861 as indefensible and moved his command to Winchester, Virginia on June 14, 1861.

Charles Miles Collier

Collier had served under Barron on the USS Wabash prior to joining the CS Navy. He served as a Lieutenant under C.M. Fauntleroy and was assigned to Fort Rappahannock in charge of General Joseph Johnston's artillery at Harpers Ferry. Later he oversaw the Arsenal in Augusta.

Samuel Barron

In April 1861, Barron resigned from the U.S. Navy and accepted a commission as Captain in the Virginia Navy. As chief of the Office of Naval Detail and Equipment, he later assisted in organizing the defense of the Virginia and North Carolina coastlines.



The North Carolina Navy



The North Carolina Navy existed briefly from the time that state seceded until it joined the Confederacy on May 22, 1861. The headquarters of the “mosquito fleet” of newly converted gunboats operated in and near the North Carolina Sounds from the start of the war until the battle of Roanoke Island on February 8, 1862 after which the remaining vessels went to Gosport Navy Yard near Norfolk.



21 June 1861 North Carolina Navy Agent's Office imprint cover used from Norfolk, Va. to Raleigh, N.C.
used by Noah Spruill at Norfolk while attached to the CSS *Beaufort*

CSS *Beaufort*

The CSS *Beaufort* served as tender to the CSS *Virginia* in the Battle of Hampton Roads. After participating in the battle of Roanoke Island on February 7-8, 1862, and Elizabeth City two days later, she escaped via the Dismal Swamp canal to Norfolk.

Noah Spruill

Spruill served as Commissary General for the CSS *Beaufort* of the North Carolina mosquito fleet. He was later assigned to the CSS *Chicora*.



After North Carolina joined the Confederacy on May 22, 1861 its small Navy (the "mosquito fleet") of newly converted gunboats operated in and near the North Carolina Sounds. After the battle of Roanoke Island on February 8, 1862 the remaining vessels went to Gosport Navy Yard near Norfolk.

Companate State S. "Edwards"
August 19th 1861. Portsmouth N.C.



20 August 1861 Washington, N.C. to Samuel Barron at Richmond (nine days before Barron taken prisoner)
 letters of J.W. Cooke, CSS *Edwards* forwarded by Commandant of Navy Yard French Forrest with signature
 official letter requests coal supplies and private letter requesting a rifled artillery piece

Samuel Barron, Sr.

After resigning from the US Navy in April, 1861 he was appointed as Captain in Virginia Navy and continued that rank in CS Navy. He was in command of the Defenses of Virginia and North Carolina in August 1861. He was taken prisoner at Fort Hatteras on August 29, 1861 and paroled.

J. W. Cooke

After a US Navy career Cooke joined the Virginia Navy in May 1861. On July 11, 1861 he was made Lt. Commander of the CSS *W.N. Edwards* and sent to Cape Hatteras. Later he commanded the CSS *Albemarle* sinking the USS *Southfield* in 1864.

CSS *Weldon N. Edwards*

The *Weldon N. Edwards* was assigned to Barron's command for the naval defense of Virginia and North Carolina. In August 1861 she was pronounced unfit for service.

French Forrest

After a long US Navy career dating from the war of 1812, Forrest served as flag officer for the Virginia Navy after secession. He was then appointed Captain and commanded the naval yard at Norfolk.



The Louisiana Navy



The short-lived Louisiana Navy consisted of several converted river steamboats called the Confederate River Defense Fleet.



CSS General Quitman

The *CSS General Quitman* was a cotton-clad steamer owned by the Louisiana Navy. In April 1862 she was ordered to Fort Jackson to help defend New Orleans. She was burned on June 24, 1862 to avoid capture when New Orleans fell.

Alexander Grant, Jr.

Grant was appointed as a Captain to the Louisiana Navy. After serving on the cotton-clad river steamer, *CSS General Quitman*, which he burned to avoid capture in 1862, he served as a Lieutenant on the *CSS Missouri*.

ca. May 1862 Jackson, Miss, overpaid local
use cover to Capt. A. Grant, Louisiana Navy
(on *CSS Genl Quitman*)
prepaid with 5¢ and cancelled with Jackson's
"Drop 2 Cents" cancel





Map showing Head of Passes

On October 12, 1861 the Confederate River defense fleet, also known as the "mosquito fleet" made a naval raid on the Union blockading squadron anchored at the Head of Passes below New Orleans. CSA Commodore Hollins attacked with 6 gunboats and one ironclad ram (the CSS *Manassas*). The large US force of three sloops of war was routed and fled in disorder with the USS *Richmond* damaged. After the attack, Hollins and the CSA forces retreated to the protection of the two forts which were the last line of defense for New Orleans.



20 November 1861 New Orleans to Fort Jackson, prepaid with 5¢ New Orleans Provisional addressed to Dr. Charles Morfit, CSS *Ivy*

25 November 1861 remailed to care Com. Hollins back to New Orleans with "P^D 5^{CTS} N.O.P.O." handstamp provisional

CSS *Ivy*

The CSS *Ivy* was a sidewheel steamer purchased for service as a privateer, Commodore Hollins. At the Battle of the Head of Passes she had notable success with her long range gun and for her maneuverability.

Charles M. Morfit

After his appointment from Maryland in 1861 as an Assistant Surgeon, Morfit served on several vessels including: CSS *Ivy*, CSS *Arkansas*, CSS *Stono*, and CSS *Oconee*. He was captured on August 20, 1863 and after being exchanged in November 1863 he served on CSS *Raleigh*, CSS *Albemarle* and CSS *Chickamauga*.



The Battle of Lucas Bend took place on January 11, 1862 at a bend in the Mississippi River four miles above Columbus, Kentucky. Two US ironclad gunboats (the USS *Essex* and *St. Louis*) that were transporting troops engaged three Confederate cotton-clad gunboats (CSS *General Polk*, *Jackson* and *Ivy*) as well as one floating battery (CSS *Columbus*). After a one hour running battle the Confederates fell back to a protected position at Columbus. The battle marked the first time that timber-clad warships were convincingly outclassed by the new ironclad warships.



11 January 1862 New Orleans prepaid with 5¢ New Orleans Provisional in combination with 5¢ green addressed to Capt. J.H. Carter, CSS *Genl. Polk* at Columbus, Kentucky the battle of Lucas Bend took place the same date this cover was mailed

CSS *General Polk*

Originally a side-wheel River steamer named the *Ed Howard*, she was purchased by the CSA in 1861 and outfitted as a timber-clad river gunboat. She fought in the battle of Lucas Bend (January 11, 1862) four miles north of Columbus, Kentucky. She also served at New Madrid before returning to New Orleans. She was burned near Yazoo City on June 26, 1862.

Jonathan H. Carter

After Carter resigned as a Lieutenant in US Navy, he entered the CSA Navy as a First Lieutenant. He served on the CSS *General Polk* at the New Orleans station (1861-1862). He later served at the Jackson station (1862) before commanding the CSS *Missouri* as part of the Red River defenses (1863-1865).



birdseye view looking south

This cover followed the addressee, Assistant Surgeon Morfitt aboard the CSS *Ivy*, from New Orleans to Columbus, Kentucky. The CSA lines in Kentucky were broken on February 16th and the cover was delivered by courier (John Potts) to Morfitt at the new CSA position at New Madrid, Missouri.

Four days after it was received at Confederate-held New Madrid, Union Genl. Pope occupied the town (March 3, 1862). A major Confederate defeat followed in April when Union forces cut off the retreating Confederates taking 7,000 prisoners.



10 February 1862 Macon, Georgia to New Orleans and on to Columbus, Kentucky, prepaid with 10¢ Blue addressed to Assistant Surgeon Charles Morfit, C.S.N., C.S. steamer *Ivy* carried privately to Confederate held New Madrid, Missouri by John Potts endorsed by Potts on reverse "New Madrid, Mo, J. Potts" and docketed by Morfitt "rec'd Feby 27th 1862"
few covers are known that show evidence of Confederate mail service in Missouri



John Potts

Potts, the courier who took this cover from Columbus, Kentucky to New Madrid, Missouri was a private in the 17th Louisiana Infantry. The Regiment was one of the last to leave Columbus when it was evacuated. Potts followed his regiment to New Madrid, Island No. 10 and Fort Pillow before being captured and paroled at Vicksburg in 1863.



birdseye view looking south toward Memphis

After the fall of New Madrid, Missouri on March 3, 1862, flag officer Hollins took his squadron further south in order to protect New Orleans. Against specific orders from Secretary of Navy Mallory, Hollins steamed down from Memphis to New Orleans on the CSS *Ivy* on April 11, 1862 (three days after cover below was mailed).



8 April 1862 Memphis to Richmond, endorsed "Geo. N. Hollins, Flag Officer," treated as a soldier due with "DUE 10" handstamp contrary to regulations as Navy personnel not authorized **two reported uses of Navy mail allowed to be sent as postage due**

George N. Hollins

Hollins, formerly a US Navy Captain, was one of the few Flag Officers in the Confederate Navy. He served as the commandant naval station New Orleans, commanding defenses afloat, Mississippi River and coast of Louisiana, in 1861 and 1862. He later served at Richmond station and in North Carolina.



Battle of Hampton Roads

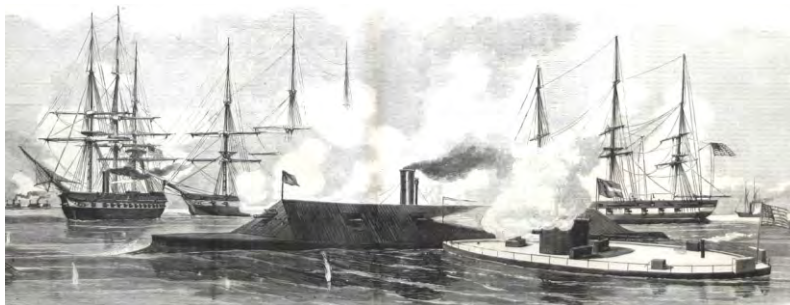
March 8 - 9, 1862



Hampton Roads was a peaceful waterway cross-roads prior to the start of the Civil War. The importance of the area, where the James, Nansemond and Elizabeth Rivers flow into the Chesapeake Bay, was instantly realized by both warring parties. The James River provided a direct water route between Richmond and the Chesapeake Bay. The large US naval base at Norfolk was abandoned by the Federals on April 20, 1861 and immediately taken over by the Confederates. This gave them the potential to build an effective navy provided they could control the Hampton Roads outlet. Meanwhile, the United States knew that if they could control the area, they could lead a combined land and water attack on Richmond and put a quick end to the war.

The United States Navy retained control of Chesapeake Bay and Hampton Roads until March 8, 1862, the day the Confederate ironclad *CSS Virginia*, previously the US frigate *Merrimack*, attacked the Federal fleet. In three hours the *Virginia* destroyed two of the Union's most powerful vessels. She planned a return trip the following day to attack the Union flagship USS *Minnesota* which had grounded the first day. To counter this, the newly-completed ironclad USS *Monitor* was hastily dispatched to Hampton Roads during the night of March 8 arriving in position to protect the *Minnesota* on March 9th at 2:00 AM. The *CSS Virginia* resumed the attack at 8:45 AM and after a four hour engagement, both ironclads withdrew.

Both sides claimed victory. The USS *Monitor* had protected the *Minnesota* and the *CSS Virginia* won a strategic victory as it denied the Union naval use of Hampton Roads and the James River. The Battle of Hampton Roads is considered by many to be the most important naval engagement of the Civil War. Afterwards, the Federals feared to engage the Confederate ironclads without protection from their own ironclads and the Confederates were fearful of losing the *Virginia* which proved to be an effective deterrent against Federal naval aggression up the James River towards Richmond. During the rest of the war the US Navy was overly conservative when approaching areas controlled by Confederate ironclads.





Battle of Hampton Roads

March 8 - 9, 1862

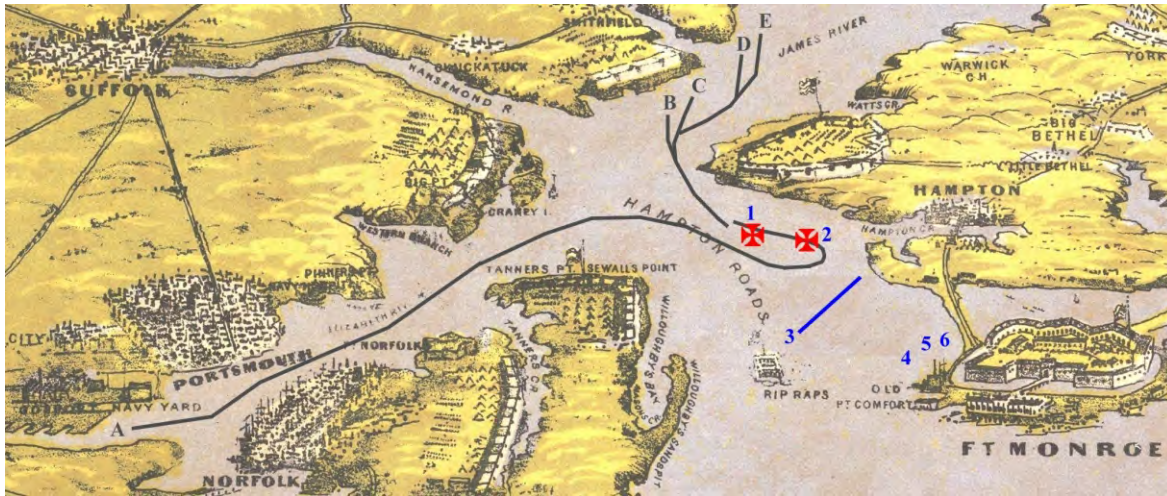


diagram of the first day of the battle, March 8, 1862

- | | |
|-----------------------|----------------------|
| A - CSS Virginia | 1 - USS Congress |
| B - CSS Beaufort | 2 - USS Cumberland |
| C - CSS Raleigh | 3 - USS Minnesota |
| D - CSS James | 4 - USS Roanoke |
| E - CSS Patrick Henry | 5 - USS St. Lawrence |
| | 6 - USS Vanderbilt |

Day 1 - The CSS Virginia (A) departs naval yard and enters Hampton Roads. Passing the USS Congress (1), she engages the USS Cumberland (2) and finally sinks her by ramming. She is then joined by the CSS Beaufort (B) and CSS Raleigh (C) for a successful attack on the USS Congress (1). The USS Minnesota (3) moves up the river but does not engage. Two additional unarmed CSA vessels (D,E) remain in the wings. Three Federal vessels remain at anchor at Ft. Monroe (4,5).

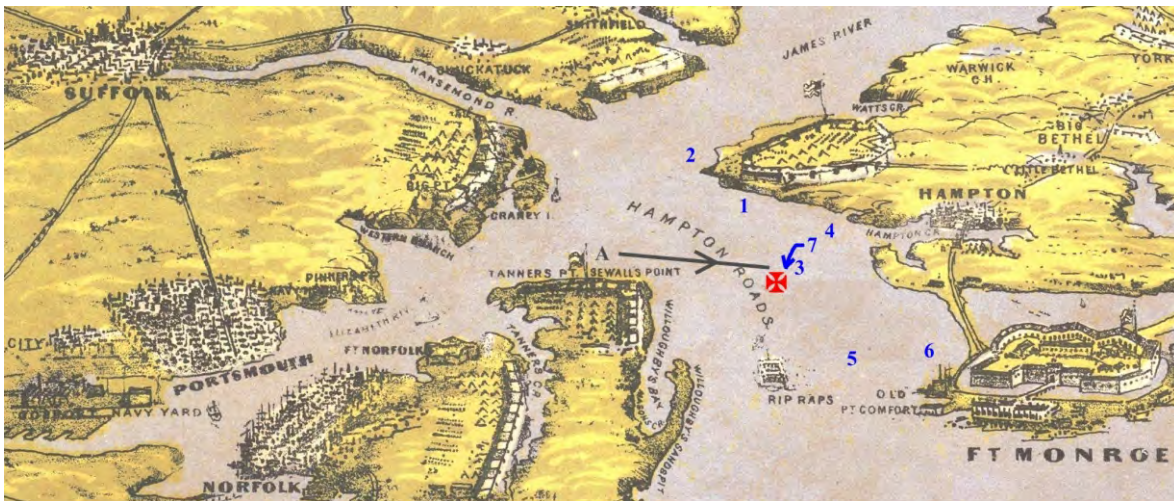


diagram of the second day of the battle, March 9, 1862

- | | |
|-----------------------|---------------------------------|
| A - CSS Virginia | 1 - wreck of the USS Congress |
| B - CSS Beaufort | 2 - wreck of the USS Cumberland |
| C - CSS Raleigh | 3 - USS Minnesota |
| D - CSS James | 4 - USS Roanoke |
| E - CSS Patrick Henry | 5 - USS St. Lawrence |
| | 6 - USS Vanderbilt |
| | 7 - USS Monitor |

Day 2 - The CSS Virginia (A) departs position at Sewall's Point to engage the USS Minnesota (3). The USS Monitor (7) moves into a position between the two ships and engages the CSS Virginia (A).

Battle of Hampton Roads



USS Monitor

25 November 1862 Corunna, Michigan to Fairport, New York
Union patriotic cover with view of *Monitor* and *Merrimack* engagement

In the first three hours of the battle the CSS *Virginia* (ex USS *Merrimack*) destroyed two of the Union's most powerful vessels, USS *Congress* and the USS *Cumberland*.



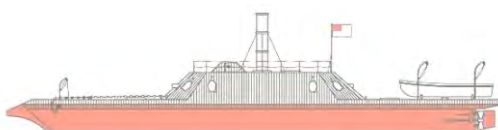
CSS Virginia



11 August 1863 Accokeek, Virginia to Deals Mills, North Carolina
captured Union patriotic cover with view of *Monitor* and *Merrimack* engagement



On the first day of battle the CSS *Beaufort* was ordered to assist taking prisoners from the sinking USS *Congress*. The Federal shore batteries, seeing that their ship had struck her colors, commenced firing causing many casualties on both sides.



late 1862 use Charlotte, NC to Lieut. Commander William H. Murdaugh, CSS *Beaufort* Richmond

CSS *Beaufort*

The CSS *Beaufort* served as tender to the CSS *Virginia* in the Battle of Hampton Roads. After the battle, from May 1862, she operated on the James River until the evacuation of Richmond on April 3, 1865.

William Murdaugh

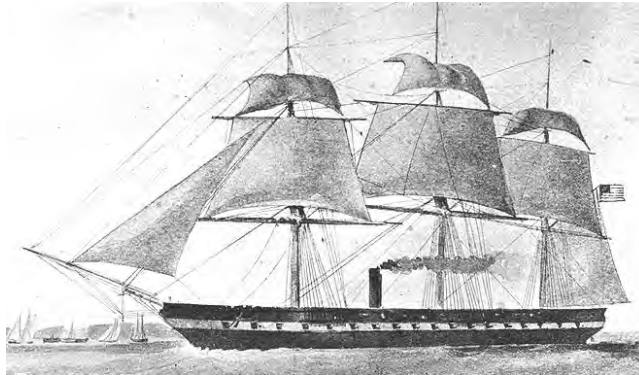
Murdaugh was in command of the CSN schooner *Manassas* and was seriously wounded in the Federal attack on Ft. Hatteras. Upon recovery, he was assigned to CSS *Beaufort* late in 1862.

(CSS *Merrimack*)

Battle of Hampton Roads



The USS *Merrimack* was burned to the waterline when the Union forces abandoned the Norfolk Naval Yards in April 1861. The Confederacy raised the ship a few weeks later and rebuilt her with iron plate armor. The ship was commissioned as the CSS *Virginia* in February 1862.



before conversion from USS *Merrimack*



17 August 1861 Norfolk, Virginia to Catesby ap Roger Jones at James Town Island
at this time Jones was in charge of the conversion of the former USS *Merrimack* to the CSS *Virginia*

CSS *Virginia*

The CSS *Virginia* was built in 1856 as the USS *Merrimack* and was converted to an ironclad by the Confederates. During the conversion, she was referred to as the CSS *Merrimack* although never commissioned as such. The conversion was really a rebuild from the waterline up.

Catesby ap Roger Jones

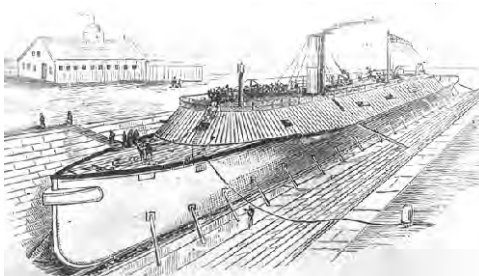
Jones, while in the US Navy, served as ordnance officer on the USS *Merrimack*. After secession, he joined the Confederate Navy and was employed in converting the steam frigate into the CSS *Virginia*. He served as executive and ordnance officer when she was commissioned and was in command of the ironclad when it fought the *Monitor*.

(CSS *Merrimack*)

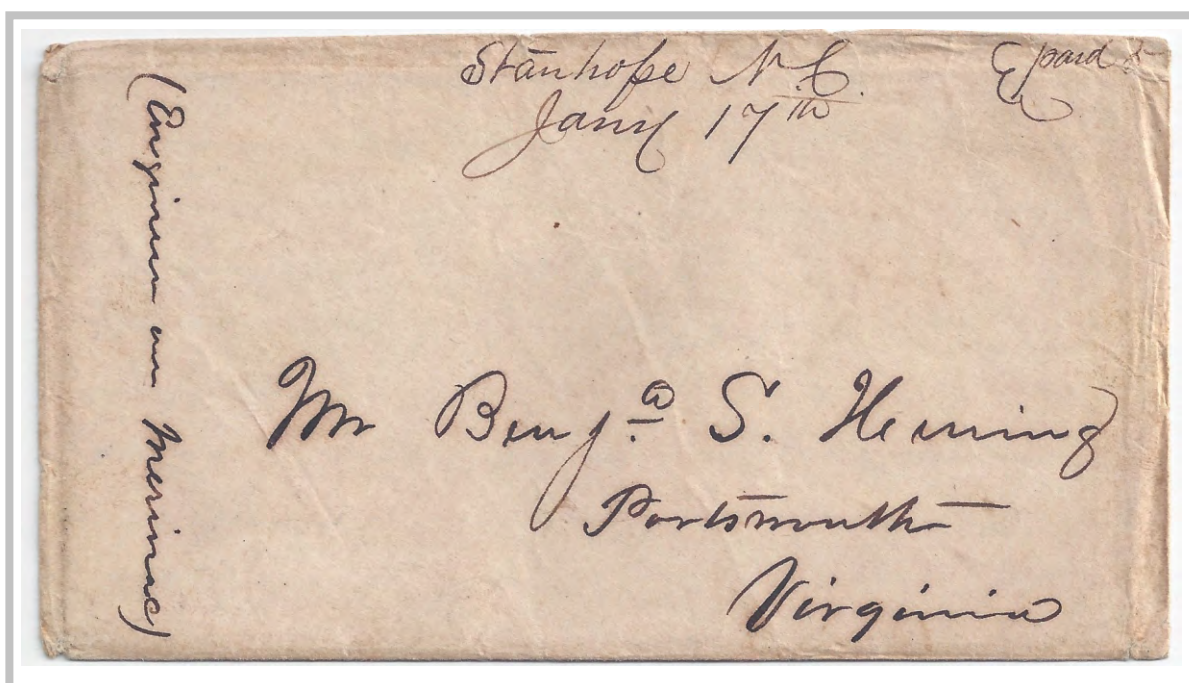
Battle of Hampton Roads



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the CSS *Virginia* in dry dock after conversion



17 January 1862 cover from Stanhope, North Carolina
addressed to Benjamin Herring as “Engineer on Merrimack (sic)” at Portsmouth, Virginia

CSS *Merrimack*

The CSS *Virginia* was built in 1856 as the USS *Merrimack* and was converted to an ironclad by the Confederates. During the conversion, she was referred to as the CSS *Merrimack* although never commissioned as such. The conversion was really a rebuild from the waterline up.

Benjamin Herring

Herring served as one of three second engineers aboard the CSS *Virginia* from November 1861 through at least May 1862. He later served on the CSS *Tennessee*.

CSS *Patrick Henry*

CSS *Virginia*

Battle of Hampton Roads



The CSS *Patrick Henry* engaged the USS *Congress* and spent much of the first day shelling the grounded Union vessel. In the first three hours of the battle the CSS *Virginia* destroyed two of the Union's most powerful vessels, USS *Congress* and the USS *Cumberland*.



16 August 1864 Savannah, Georgia to Capt. John Pembroke Jones at Wilmington, NC
forwarded from Wilmington to the care of Capt. William Parker, CSS *Patrick Henry* at Richmond

CSS *Patrick Henry*

The former passenger steamer *Yorktown* was converted to a lightly protected ship of war and assigned to the James River squadron. The ship engaged the USS *Congress* during the battle of Hampton Roads. After additional service on the James River, she was designated as an academy ship in May 1862.

CSS *Virginia*

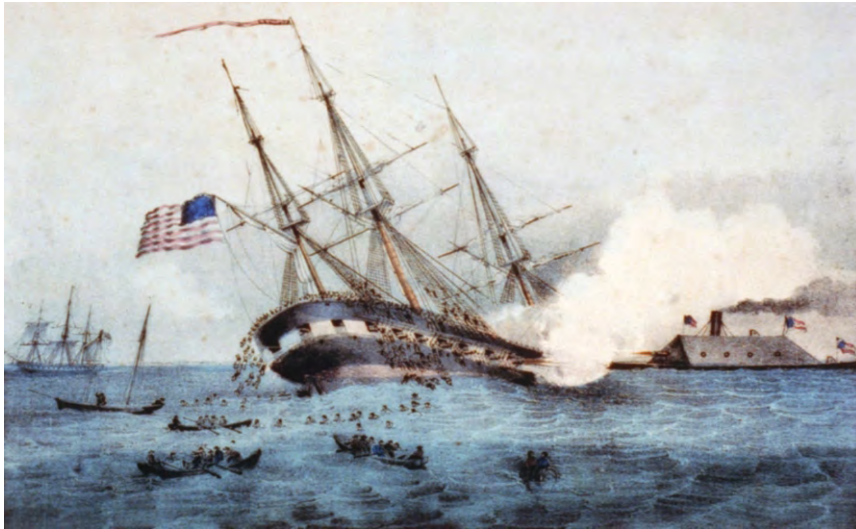
The CSS *Virginia* was built in 1856 as the USS *Merrimack* and was converted to an ironclad by the Confederates. After the impressive showing at the battle of Hampton Roads she served as a deterrent to Federal naval actions on the James River until the evacuation of Norfolk when she was burned on May 11, 1862 to prevent capture.

William H. Parker

Parker commanded the CSS *Beaufort* in early 1862, taking part in the Roanoke Island battle and the actions at Hampton Roads. After serving as Executive Officer on the CS ironclad *Palmetto State*, he became Superintendent of the Confederate Naval Academy on board CSS *Patrick Henry* in the James River. He also commanded the ironclad *Richmond*.

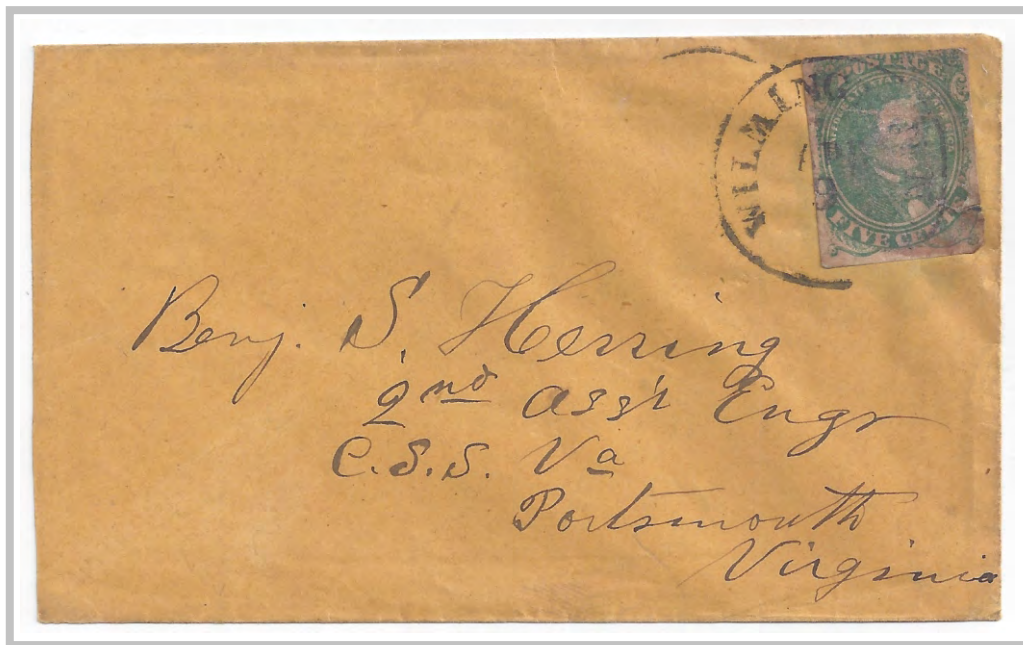
John Pembroke Jones

Jones served as executive officer to the CSS *Virginia* commander, Lt. Catesby Jones, during the battle of Hampton Roads. Later he served as Flag Lieutenant to Flag Officer Buchanan on the CSS *Virginia* and in 1863 his commands included the CSS *Raleigh* and CSS *North Carolina* of the Wilmington Squadron. At the time of the above cover Jones was in command of the submarine defenses at Chaffins Bluff on the James River.



CSS *Virginia* sinking the USS *Cumberland*, March 8, 1862

March 8, 1862, was a smashing success for the CSS *Virginia* destroying two large Federal frigates, the USS *Cumberland* and the USS *Congress*, while suffering few casualties. The next day her famous engagement with the USS *Monitor* resulted in a stalemate.



9 April 1862 (one month after the battle) Wilmington, North Carolina addressed to the CSS *Virginia* addressed to Benjamin Herring as “2nd Asst. Engineer on CSS Va.” at Portsmouth, Virginia

CSS *Virginia*

The CSS *Virginia* was built in 1856 as the USS *Merrimack* and was converted to an ironclad by the Confederates. During the conversion, she was referred to as the CSS *Merrimack*. The conversion was really a rebuild from the waterline up.

Benjamin Herring

Herring served as one of three second engineers aboard the CSS *Virginia* from November 1861 through at least May 1862. He later served on the CSS *Tennessee*.



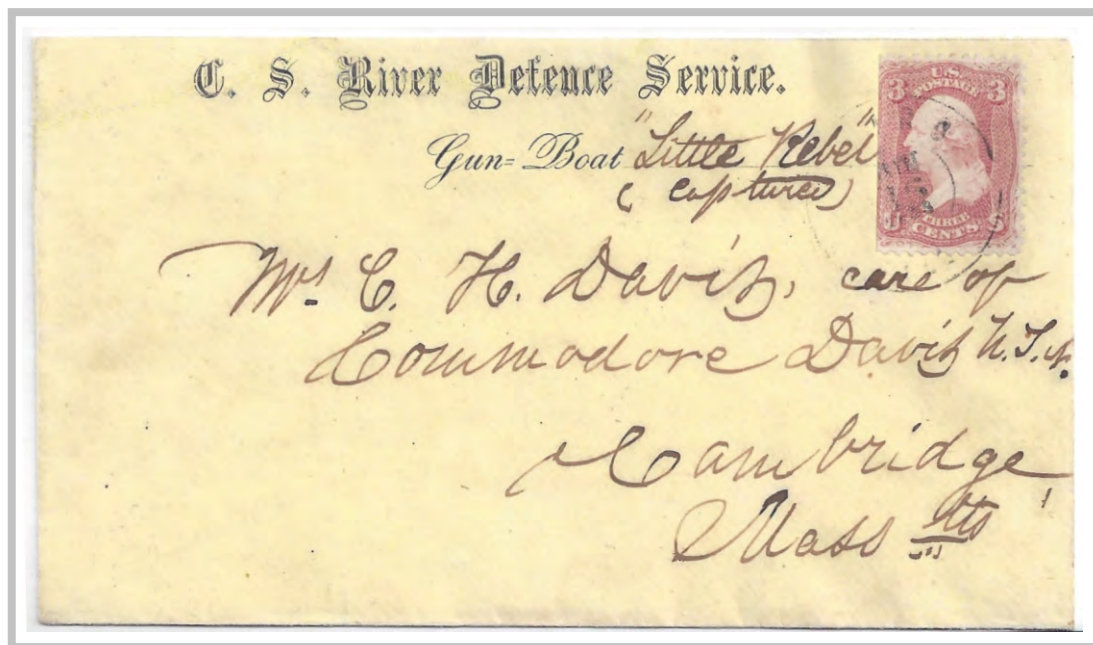
Battle of Memphis



CSS *Little Rebel*



On June 6, 1862 the Confederate River Defense Fleet was destroyed by Union rams and ironclad gunboats at the Battle of Memphis (shown at left with arrow pointing to the CSS *Little Rebel* on fire). The battle resulted in the virtual eradication of the Confederate naval presence on the Mississippi River. The Federal gunboats were under the command of Flag Officer Charles H. Davis while the rams were under the command of Col. Charles Ellet, Jr. The eight CSA rams were under the command of James Montgomery, who had no military training and had been a river boat captain. It was the last time civilians were permitted to command ships in combat.



C.S. River Defence Service, Gun-Boat printed cover with manuscript "Little Rebel" (captured)

Federal Navy Flag Officer Charles Henry Davis use of a captured imprint cover

16 June 1862 entered mails at Cairo, Illinois to his wife in Cambridge, Massachusetts
the captured CSS *Little Rebel* was sent to Cairo on June 11, 1861 with this letter aboard

CSS *Little Rebel*

The *Little Rebel* was a cotton-clad ram that served as flagship of the Confederate River Defense Fleet. At the Battle of Memphis, the *Little Rebel* attacked the ram USS *Monarch*. After being hit by fire from the USS *Carondelet* she was then struck by the *Monarch* and abandoned. After capture and repair she entered US Navy in 1863 as the USS *Little Rebel*.

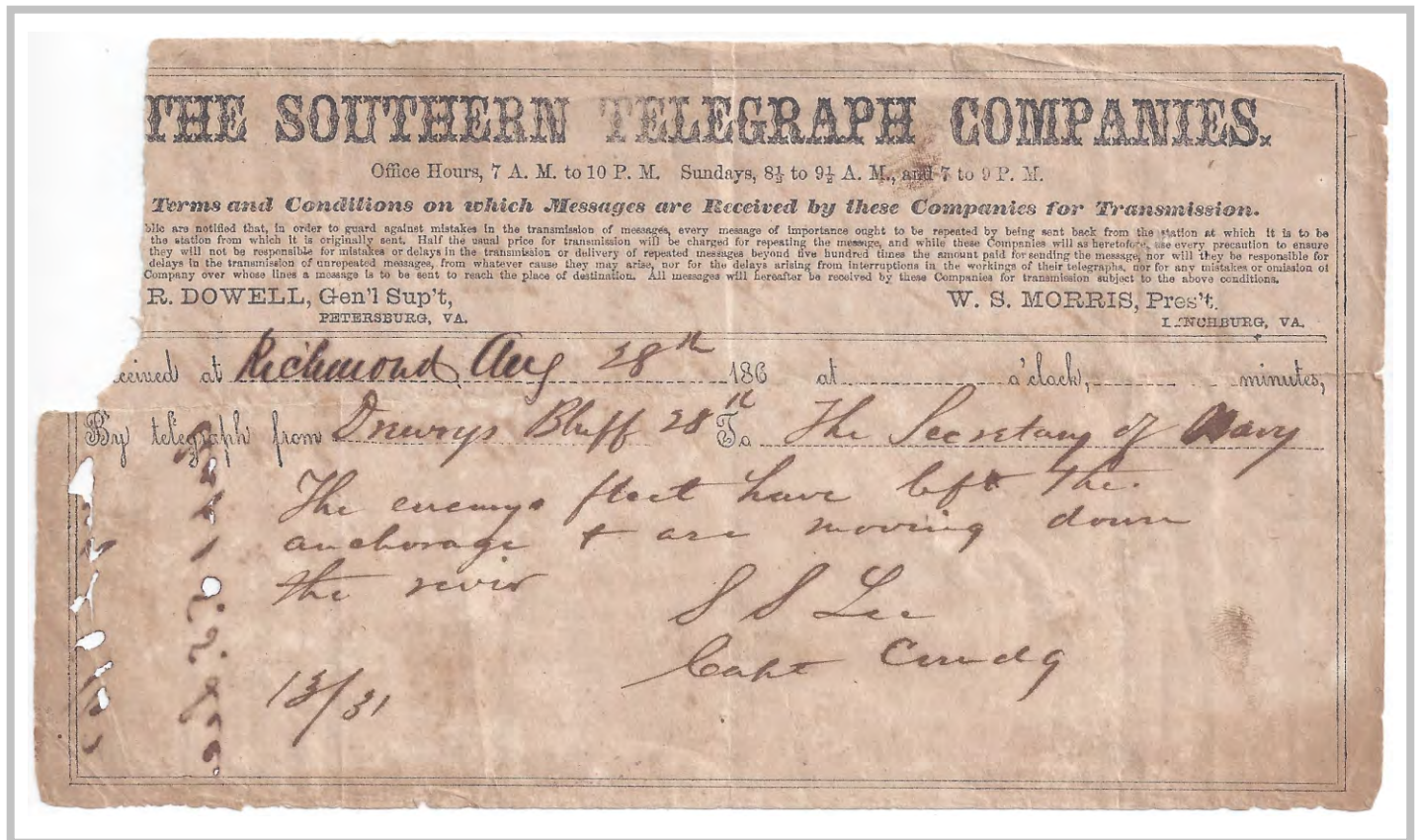
Drewry's Bluff, Va.

Telegram

Confederate States Navy



The Second Battle of Bull
Run was August 28-29, 1862.



28 August 1862 telegram from Drewry's Bluff to Sec. of Navy at Richmond:

*The enemy's fleet have left the anchorage & are moving down the river,
SS Lee, Capt. Comdg*

Sidney S. Lee

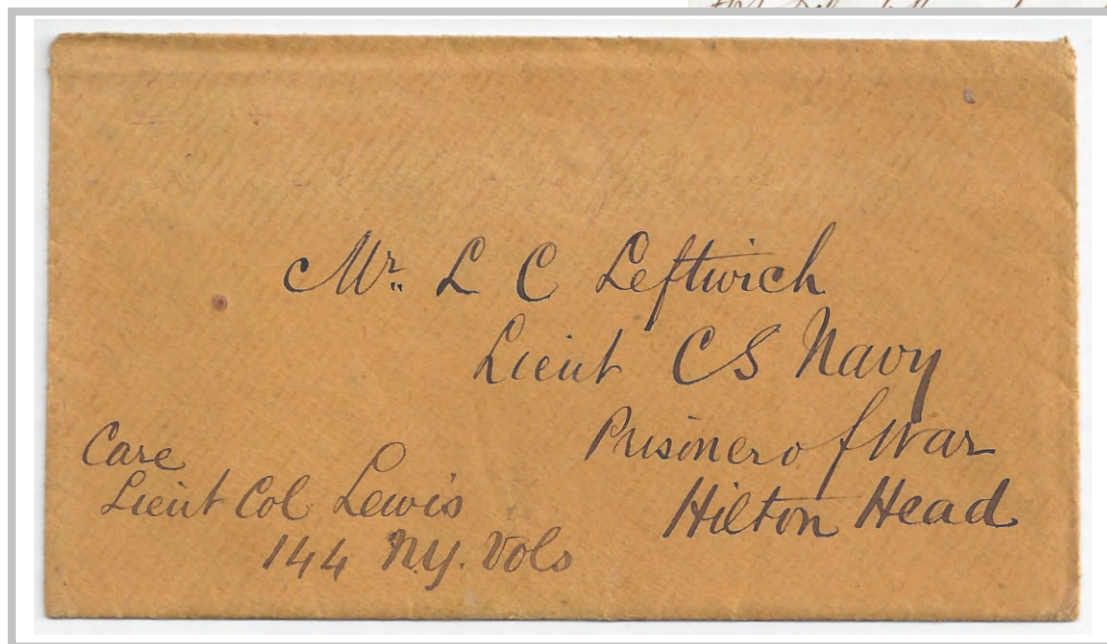
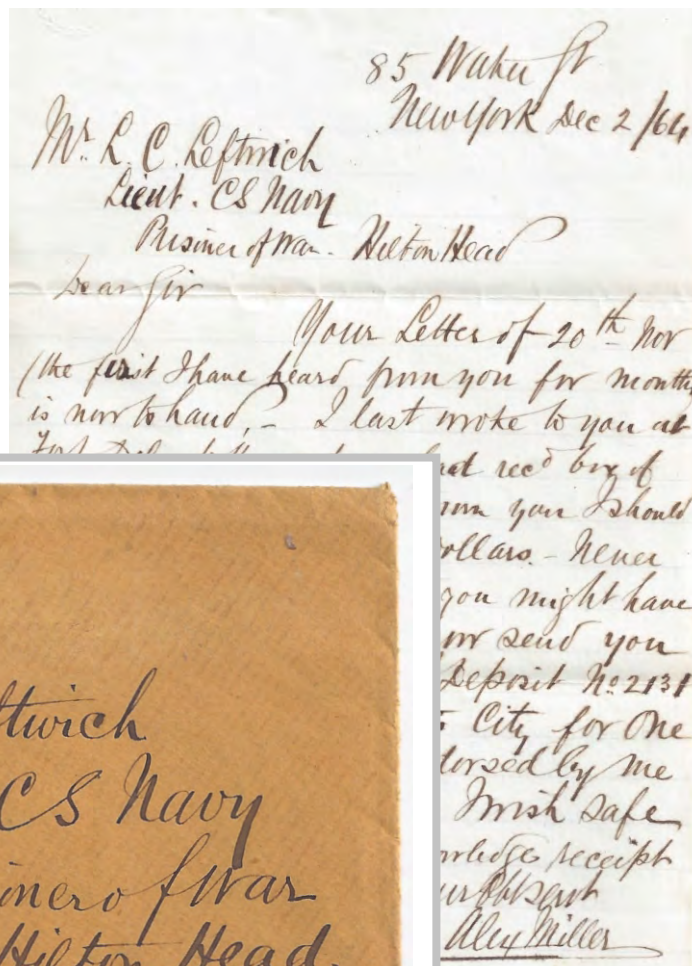
A former commander in US Navy, and Robert E. Lee's older brother, Sidney S. Lee served as a commander in the CS Navy from June 11, 1861. He commanded at Drewry's Bluff, Va. 1862-1864.

Confederate States Navy



The "Immortal 600"

On October 23, 1864, the "immortal 600" (actually 560) Confederate Prisoner of War officers were moved to Fort Pulaski at the mouth of the Savannah River and placed in harm's way in retaliation for treatment of Federal prisoners held by the CSA. In November, 200 of these officers, including Leftwich, were transferred to Hilton Head, S.C. where they remained until March 1865.



2 December 1864 inner cover from New York to Lieut. L. C. Leftwich, CS Navy, P.O.W. at Hilton Head addressed to the care of Lieut Col. (James) Lewis, 144th N.Y. Volunteers (commanding Hilton Head, S.C.) letter of Alex Miller enclosing a \$100 certificate of deposit signed over to Leftwich

Lincoln C. Leftwich

Leftwich served as a lieutenant in the Confederate Navy before being captured by the USS *Connecticut* while aboard the blockade-runner *Minnie* leaving Wilmington on May 9, 1864. He was wounded in the left lung. After a brief stay at Point Lookout prison, he was moved to Fort Delaware and was then sent to Hilton Head on August 20, 1864. On August 30th he was sent to Beaufort Hospital before the remaining prisoners were placed under fire at Morris Island. He was exchanged in December 15, 1864.

Battery Buchanan (Mobile)

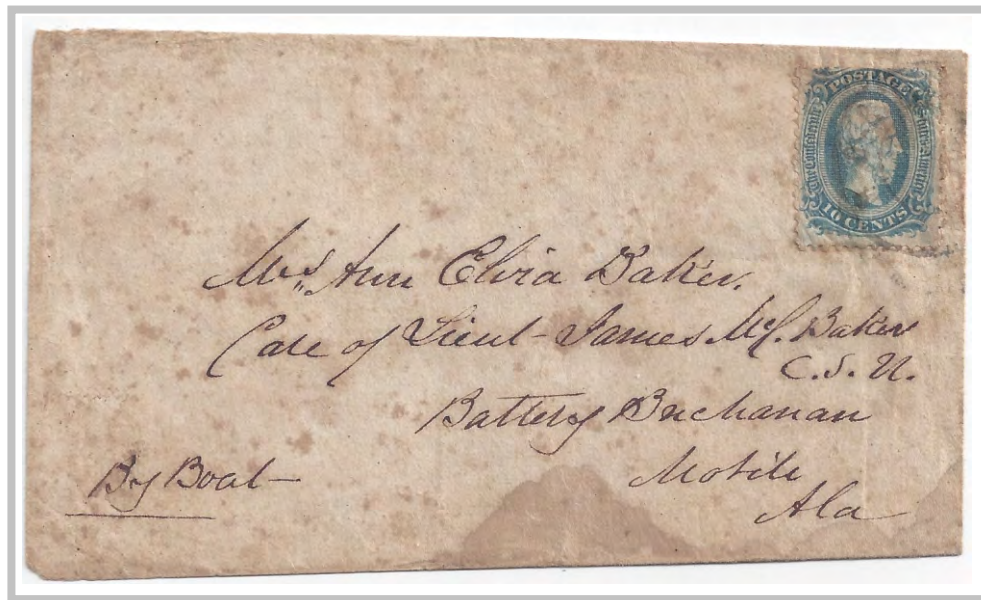
Confederate States Navy



Battery Buchanan

Battery Buchanan was located at the south-end of Mobile on the shoreline of the Mobile River. According to the Official Records of the War (a report of S.M. Eaton, New Orleans, January 23, 1865) the Confederate troops left at Mobile as of that date included 100 sailors of the "Buchanan Battery, or Missouri Battery (a naval battery manned by sailors from the gun-boat *Gaines*, which was beached last summer)." and continues, "Battery Buchanan is nearest the city, and mounts nine guns, including the 'great gun' ... supposed to be the largest gun in the Confederacy."

Interestingly in respect to the address on the cover below, the report also includes, "The commanding officers and others have sent their families away from Mobile."



circa 1865 Mobile, Alabama "By Boat" to **Battery Buchanan**, Mobile, Alabama prepaid with 10¢ blue officially perforated 12.5 as distributed to the Mobile post office from Richmond addressed to Mrs. Ann Eliza Baker, Care of Lieut. James McC. Baker, C.S.N.

CSS *Gaines*

The CSS *Gaines* was constructed at Mobile, Ala. during 1861-1862 from unseasoned wood, partially covered with iron plating. The *Gaines* fought in the battle of Mobile Bay until being run aground by her officers to avoid surrender.

James McC. Baker

Baker was a Lieutenant and Acting Master in the Confederate States Navy and served on the New Orleans naval station before being assigned to command the CSS *Huntsville* at Mobile, Alabama.

Confederate States Navy Imprints



Confederate States Navy

The Confederate States Navy was established by an act of the Confederate Congress on February 21, 1861. Stephen Mallory was appointed Secretary.



Navy Department, Official Business
two line imprint semi-official cover

29 March 1861 Montgomery, Ala. to
Wm. Porcher Miles at Charleston
Confederate use of US 3¢ stamp

**earliest reported use
of a C.S.A. Navy imprint**

William Porcher Miles

A member of the United States House of Representatives as well as the Confederate House. One of the leading "Fire-Eaters" and famous for his statement in December 1860:

Let us act if we mean to act without talking. Let it be 'a word and a blow - but the blow first.'



Confederate States Navy Imprints



Confederate States Navy Department, Official Business

three line imprint semi-official cover

6 October 1863 Richmond, Va.
use with 10¢ blue

original letter from Secretary of Navy
Stephen Mallory is on following page

addressed to Mrs. Blanche Kell (wife of
John M. Kell) at Macon, Ga.

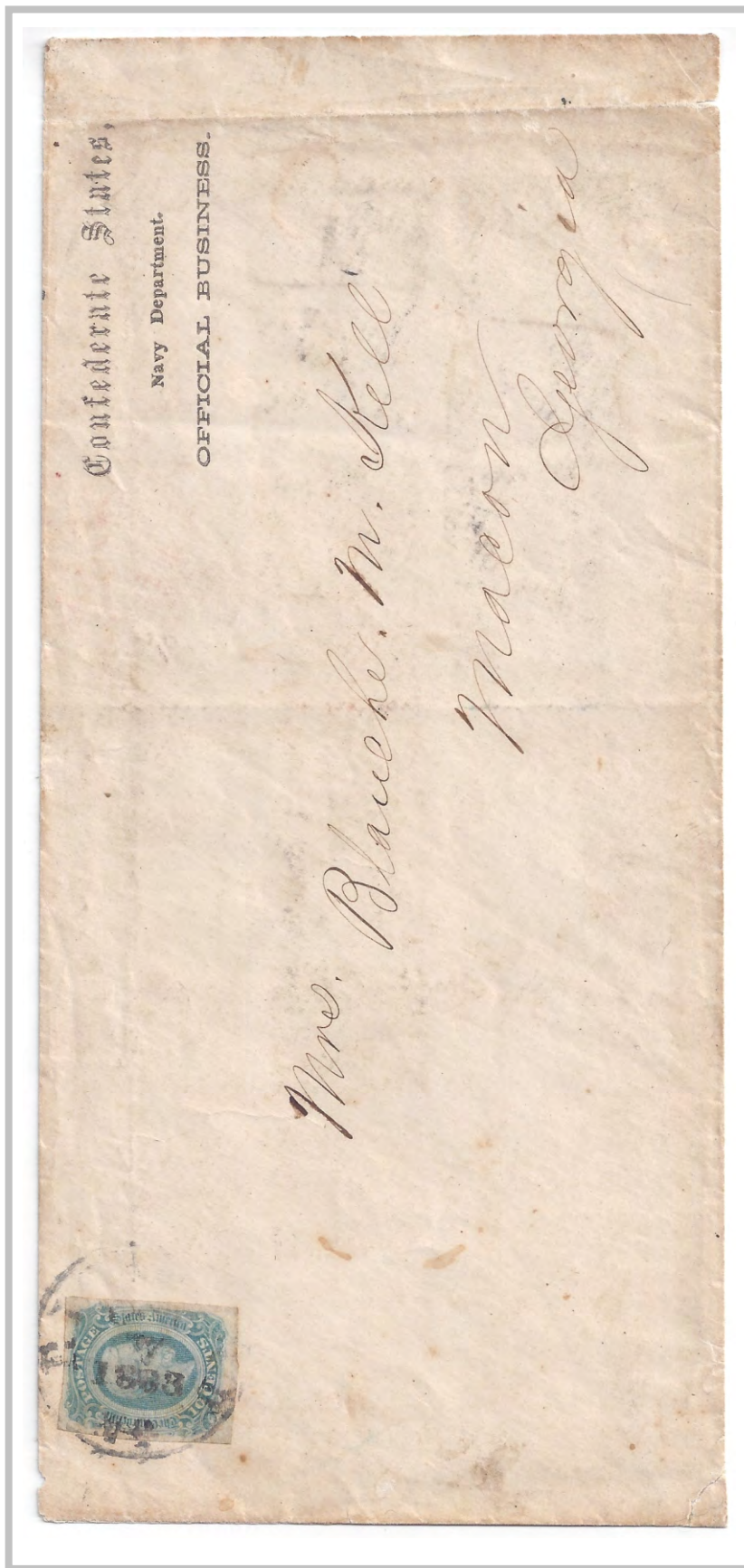
Mallory letter includes:

... Mr. Kell's ship (*CSS Alabama*) is not
within my reach and I know not when a
communication may reach him. Your
letters are sent to England, as, from last
advices from the *Alabama* this seems the
best means of forwarding them.

John McIntosh Kell

After serving in the US Navy, including on
Perry's expedition to Japan, Kell resigned
in 1861. He served briefly commanding
the Georgia State gunboat *Savannah*
before receiving commission as First
Lieutenant in CSA Navy. In May 1861 he
was sent to New Orleans to help
Commander Raphael Semmes fit out the
new cruiser *CSS Sumter*.

Kell served as Executive Officer during
the commerce raiding cruise of the *Sumter*
in 1861 and 1862. He then served in same
capacity on *CSS Alabama* throughout her
career and was present when she was sunk
by *USS Kearsarge* in June 1864. He was
rescued by the British Yacht *Deerhound*
and taken to England and after his return to
Richmond he commanded the *CSS*
Richmond in 1865.



CSA Secretary of Navy Letter to Mrs. Kell

Confederate States of America.

NAVY DEPARTMENT,

Richmond, Oct 6 1863.

My Dear Name:

Your two notes, with inclosures
for St. Kell have reached me,
and you have my heartfelt sym-
pathy in your great distress. Your
wishes shall be obeyed to the extent
of my power, but Mr. Kell's ship
is not within my reach, and
I know not when a communication
may reach him. Your letters are
sent to England, as, from the
last arrivals from the Alabama,
this seems the best means of forward-
ing them.

With sincere sorrow for
your heavy affliction, I am
Dear Name
Very truly
Your obedient

Mrs
Blanche M. Kell
Macan
Clerk

S. V. Manner
Secy

Confederate States Navy Imprints



Confederate States Navy Department Official Business

three line imprint semi-official cover

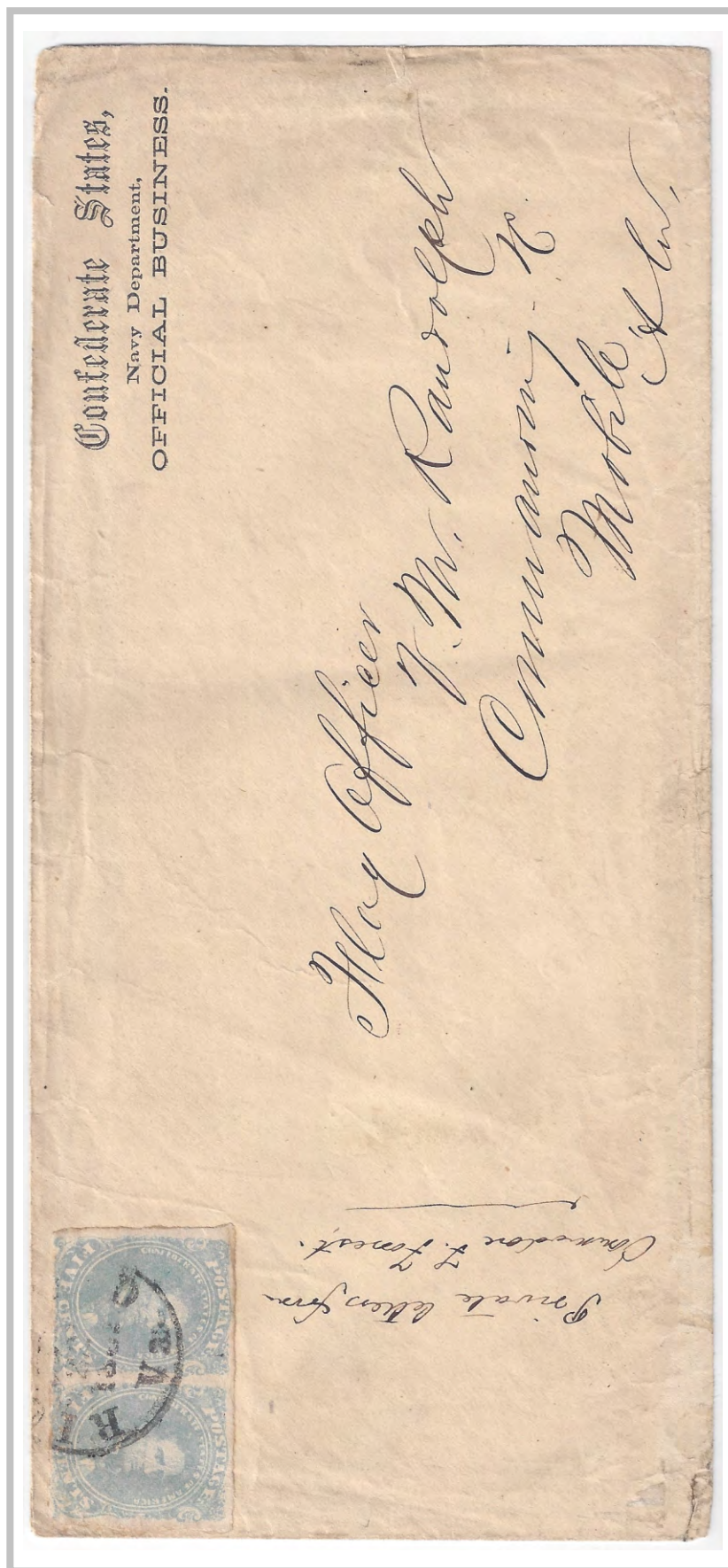
22 June 1862 Richmond, Va. use
with pair 5¢ pale blue

addressed to Flag Officer
V.M. Randolph, Commanding
Mobile, Ala.

docketed as having contained letters
from Commodore French Forrest

Victor M. Randolph

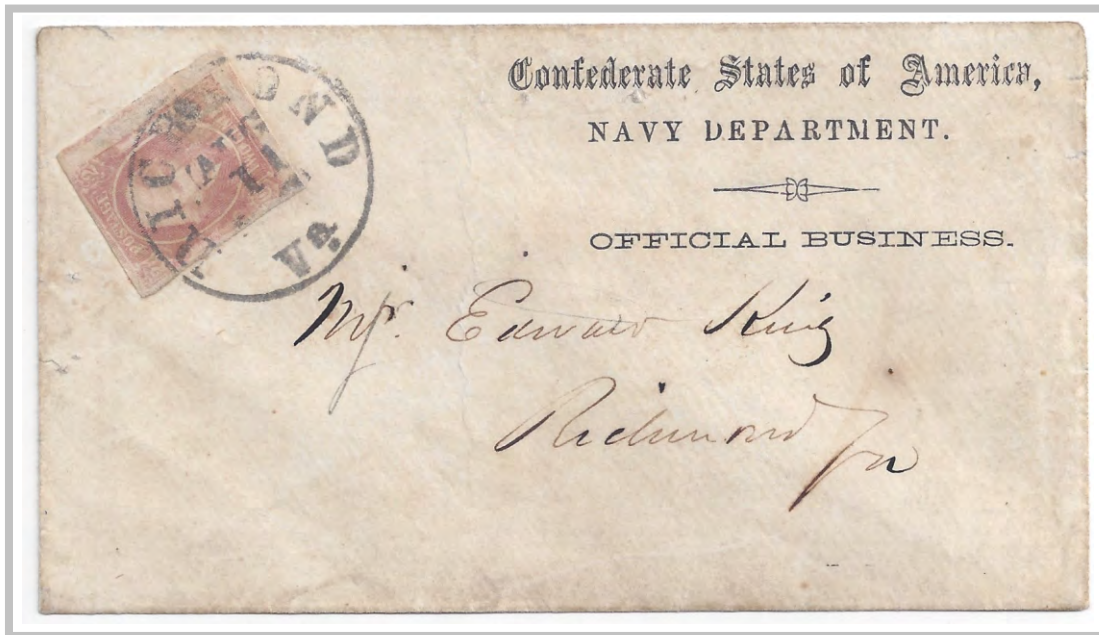
Randolph, a former Captain in U. S. Navy served as Captain in C.S. Navy from March 26, 1861. After serving as Commandant of the Pensacola navy yard and the York River batteries in 1861, he was put in command of the naval defenses, Mobile, Alabama in 1862.



Confederate States Navy Imprints



Navy Department, Official Business, three line imprint semi-official covers



11 August 1863 CSA Navy Department, Official Business imprint cover
local use Richmond, prepaid with 2¢ red



21 April 1864 CSA Navy Department, Official Business imprint cover
used from Richmond to Minorca, Virginia, prepaid with 10¢ blue, type 2

Confederate States Navy Imprints



Local Use

**Confederate States
Navy Department
Official Business**

three line imprint semi-official cover

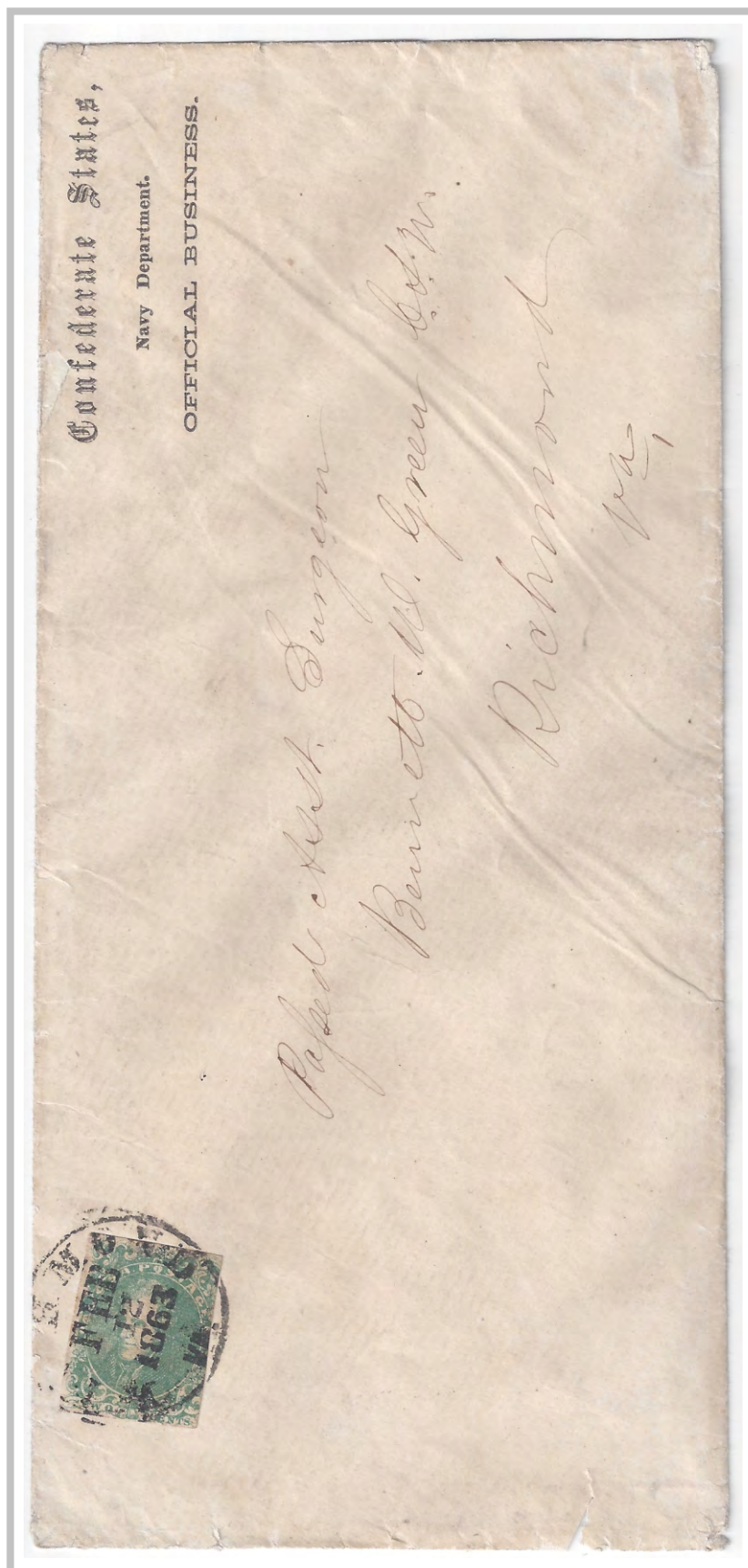
12 February 1863 Richmond, Va.
local use with 2¢ green

addressed to Passed Asst. Surgeon
Bennett W. Green, C.S.N.

Bennett W. Green

Green, who had served as a Assistant Surgeon in the U.S. Navy joined the Confederate Navy in the same grade. He served at the Richmond Naval Hospital in 1862 - 1863 before joining the CSS *Stonewall* as Chief Surgeon in January 1865.

After the *Stonewall* was turned over to Spanish authorities in Havana in May 1865, Green traveled to England.



Confederate States Navy Imprints

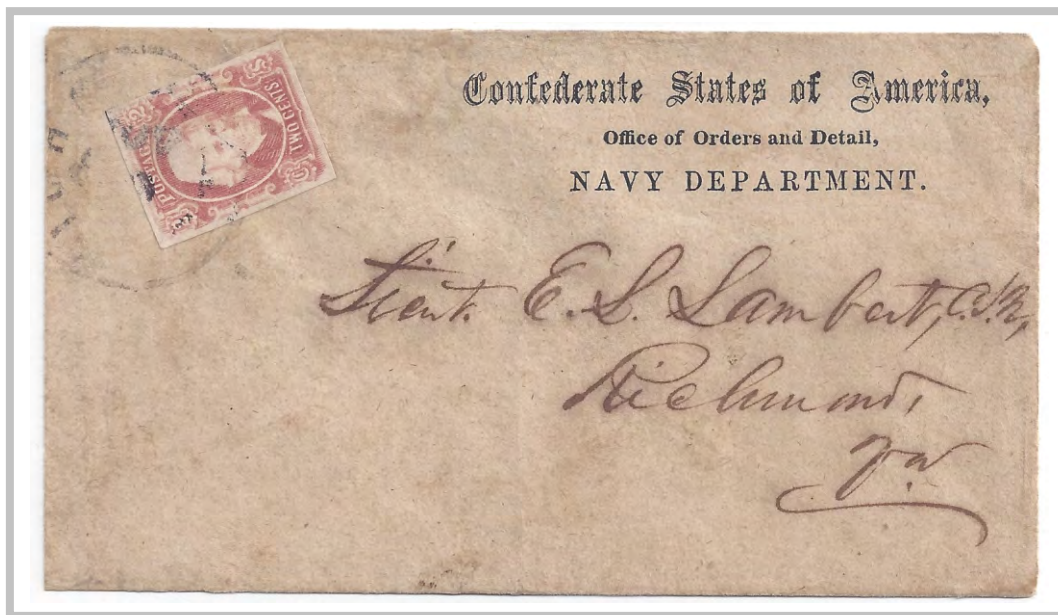
Local Uses



Office of Orders and Detail, three line imprint semi-official covers



4 April 1863 CSA Navy Department imprint cover used locally at Richmond, prepaid with 2¢ green



1863 CSA Navy Department imprint cover used locally at Richmond, prepaid with 2¢ red
addressed to Lieut. Edgar L. Lambert, C.S.N.

Edgar L. Lambert

Appointed from Virginia and entered the C.S. Navy on September 6, 1863. Served at Drewry Bluff (1863 - 1864). Participated at battle of Mobile Bay (August 1864) as Lieutenant Commanding aboard the CSS *Gaines*.

Confederate States Navy Imprints

Savannah Naval Station



C. S. Naval Station, Savannah, Ga., Commandant's Office imprint semi-official cover



May 1863 CSA Naval Station, Savannah imprint cover directed to C. ap R. Jones at Charlotte, N.C. prepaid with 5¢ pair, docket as having contained a letter from his uncle Capt (Richard) Page, CSN at this date Jones was in command of the Navy Works at Charlotte, Page at the Savannah Naval Station

Catesby ap Roger Jones

Jones was appointed to command the Charlotte Navy Works in March 15, 1863 and was soon relieved by his uncle when he was appointed to command the Naval Foundry and Ordnance Works at Selma, Alabama on May 9, 1863.

Richard Page

Page was the brother of C. ap R. Jones' mother. He was in command of the Savannah Naval Station and Squadron until May 1863 when he replaced his nephew at the Charlotte Naval Works.

Confederate States Navy Imprints



**Confederate States
Navy Department
Official Business**

three line imprint semi-official cover

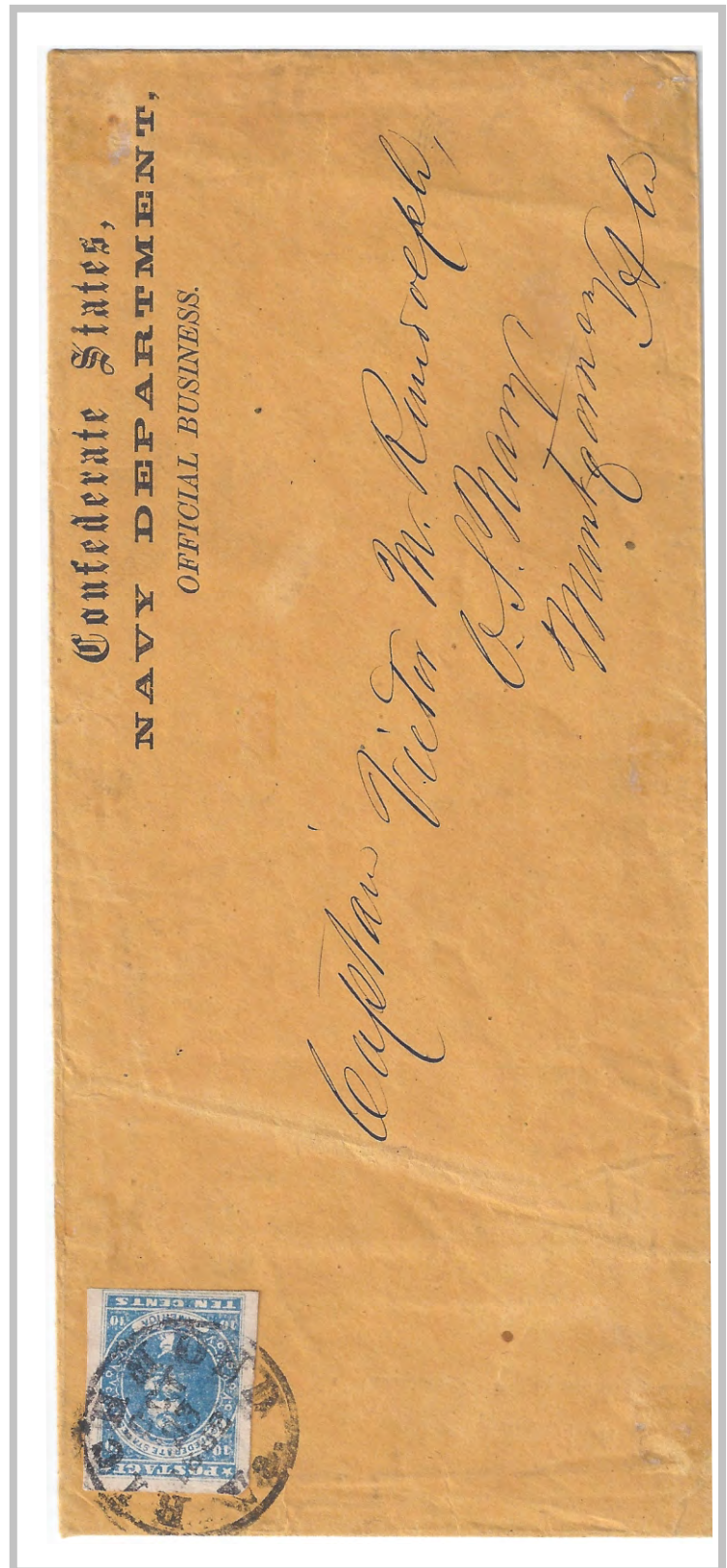
23 October 1862 Richmond, Va. use
with 10¢ blue

addressed to Captain
Victor M. Randolph, C.S. Navy
Mobile, Ala.

addressed in the hand of Chief of
Bureau, French Forrest

Victor M. Randolph

Randolph, a former Captain in U. S. Navy served as Captain in C.S. Navy from March 26, 1861. After serving as Commandant of the Pensacola navy yard and the York River batteries in 1861, he was put in command of the naval defenses, Mobile, Alabama in 1862.



Confederate States Navy Imprints



Naval Commandant's Office Wilmington, N.C.

two line imprint semi-official cover

18 December 1862 Wilmington, N.C.

use with pair 5¢ blue

addressed to F. M. Harris

at Charleston, S.C.

envelope from William F Lynch,
Commandant C. S. Navy in N.C.

William F. Lynch

After serving as a Captain in the U.S. Navy, Lynch joined the Virginia Navy and then the Confederate Navy in 1861. He commanded the naval batteries at Aquia Creek, was in charge of the defense of Roanoke Island in February 1862 and led CSA naval forces at Vicksburg from March to October of 1862. Later, he was in command of ships in North Carolina waters.

F. M. Harris

Lt. F. M. Harris had served as Acting Master on the CSS *Black Warrior* at the defense of Roanoke Island and also at Elizabeth City, N.C. in February 1862.



Confederate States Navy Imprints

C. S. Navy Agent, Augusta, Georgia, Office, Official Business
two line imprint semi-official cover



1 October 1863 Augusta, Georgia
use with 10¢ blue

from Navy Agent W.F. Howell
addressed to G. A. Myers
(Commissary Genl.)
at Richmond, Va.

endorsed as
sent to the Quarter Master General's

William F. Howell

After serving as a Commissary in the Confederate States Navy, Howell served as Navy Agent at Augusta, Georgia and held that post when this cover was sent.



Confederate States Navy Imprints

C. S. Navy Department, Office of Ordnance and Hydrography

two line imprint semi-official cover



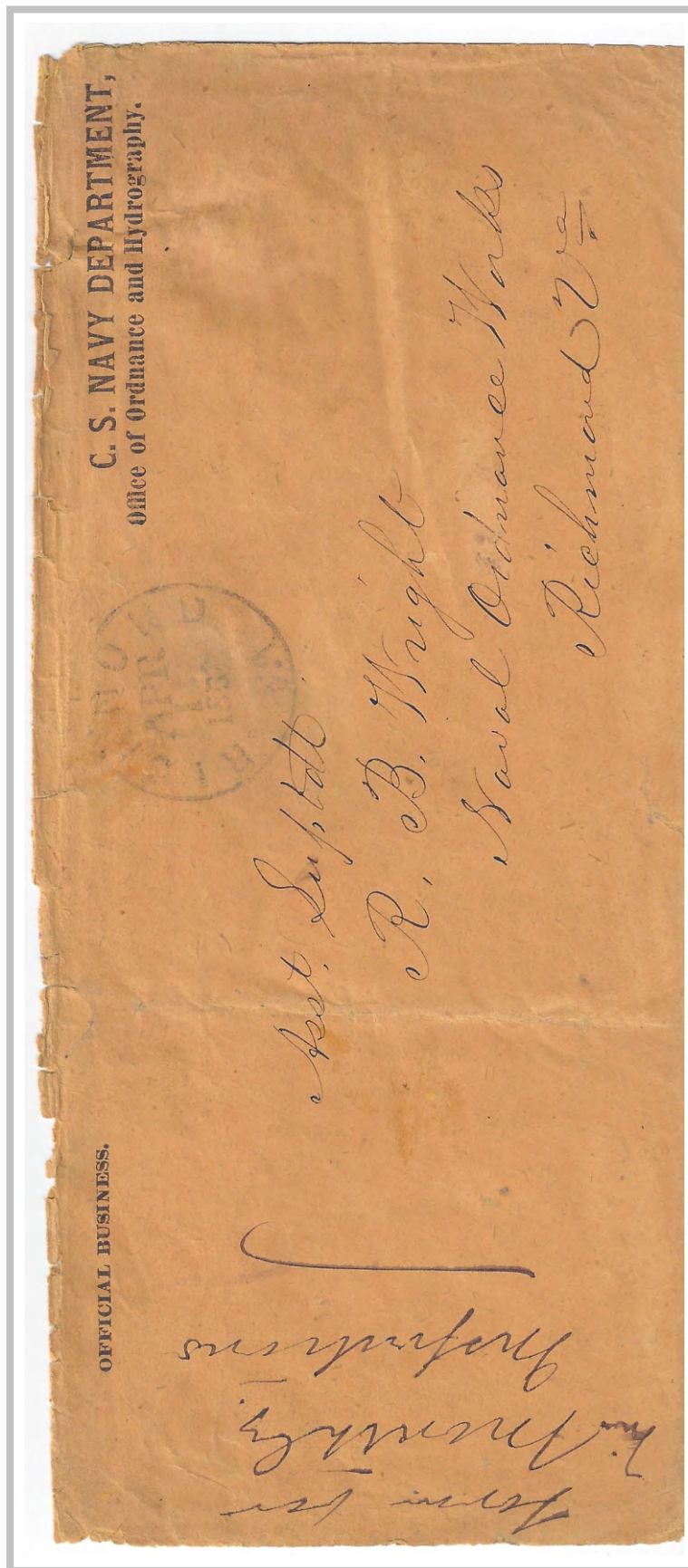
11 April 1863 Richmond, Va.
unfranked local use accepted as paid

addressed to R. B. Wright, Asst.
Suptdt. Naval Ordnance at Richmond

endorsed as containing
forms for monthly inspections

Richard B. Wright

As an acting first assistance engineer at New Orleans station in late 1861, Wright served onboard the CSS *Arkansas*. In 1862 he was transferred to the ordnance works at Richmond.



Confederate States Navy Imprints



Confederate States, Navy Department, Office of Orders and Details,

Official Business

four line imprint semi-official cover

CSS *Gaines*

23 July 1862 Richmond, Va.

use with pair 5¢ blue

addressed to Thomas T. Hunter,

Commander of CSS *Gaines* at

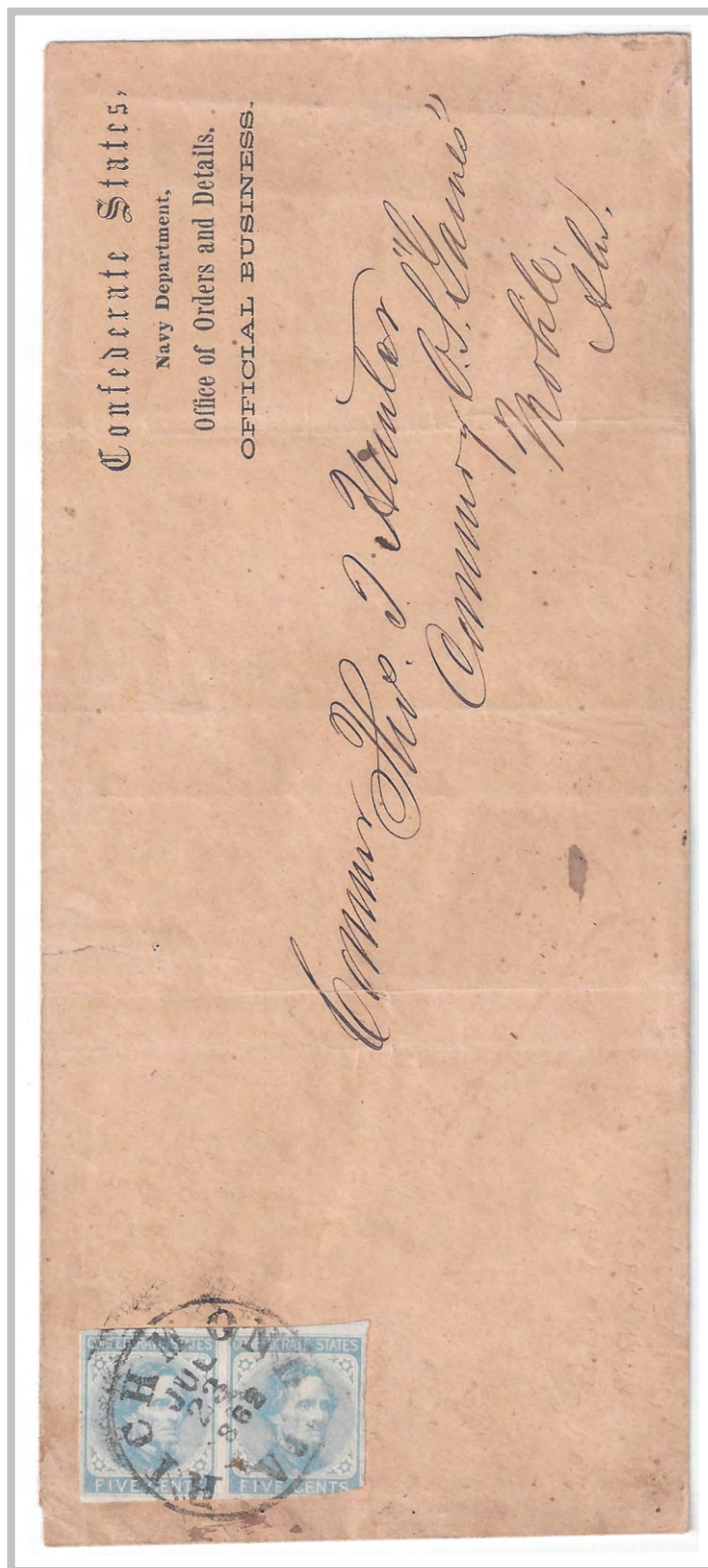
Mobile, Ala.

CSS *Gaines*

The CSS *Gaines* was constructed at Mobile, Ala. during 1861-1862 from unseasoned wood, partially covered with iron plating. The *Gaines* operated in Mobile Bay and under the command of Lt. Bennett, she fought in the battle of August 5, 1864 until being run aground by her officers to avoid surrender.

Thomas T. Hunter

Formerly a commander in U.S. Navy, Hunter joined the C.S. Navy as same rank. After being stationed at the Norfolk Navy Yard in 1861, he was assigned to the CSS *Curlew* and then and placed in command of the CSS *Gaines* in 1862. From 1863 to 1865, Hunter commanded the CSS *Chicora* on the Charleston station.



Confederate States Navy Imprints



Confederate States Navy Department, Official Business

three line imprint semi-official cover used privately

4 February 1863 Richmond, Va.

use with 10¢ blue

addressed to a law firm in Sumter, S.C.

envelope reused by recipient to store
estate documents for Col. Thomas M.
Baker (1st Reg. S.C. Infantry)



Confederate States Navy Imprints



Confederate States Navy Department, Official Business

three line imprint semi-official cover

1863 Richmond, Va.

use with 10¢ blue

addressed to (Governor) Zebulon
Vance, in Raleigh, N.C.

docketed by Vance with his initials

Zebulon B. Vance

After commanding a company known as the "Rough and Ready Guards" and serving with the 14th N.C. Regiment, Vance was elected as Governor of North Carolina in September 1862. He served in that capacity until the end of the war.



Confederate States Navy

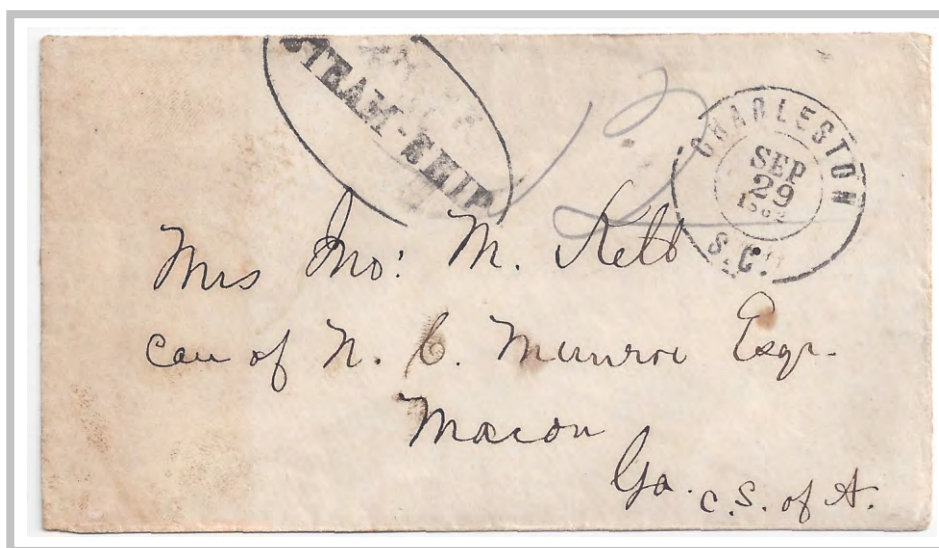


CSS *Alabama*



CSS *Alabama*

The CSS *Alabama* was a screw sloop-of-war built in England for the Confederate Navy in 1862. She began her successful career as a commerce raider when she was commissioned on August 24, 1862 in international waters near the Azores. She made seven raids in which she boarded nearly 450 vessels, captured or burned 65 Union merchant ships and took more than 2,000 prisoners without a single loss of life. She was sunk by the USS *Kearsarge* in June 1864 off Cherbourg, France.



12 August 1862 Liverpool to Macon, Georgia "C.S. of A." (transcription of Kell's letter on next page)

22 August 1862 Liverpool per *Australasian* to New York, 13 September *British Queen* to Nassau

26 September 1862 per blockade-runner *Kate* from Nassau to Charleston

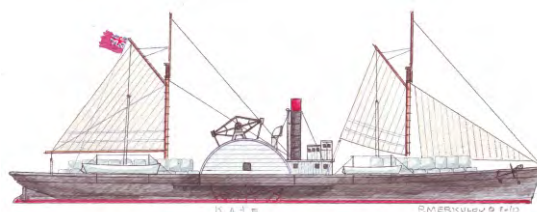
29 September 1862 Charleston, S.C. "STEAM-SHIP" and pencil "12" ship rate due

John McIntosh Kell

Kell served as Executive Officer during the commerce raiding cruise of the *Sumter* in 1861 and 1862. After the *Sumter* laid up in Gibraltar, he went to England to assist in preparation of Laird shipbuilder hull 290 that became the CSS *Alabama*. He departed Liverpool on August 13, 1862 and served as Executive Officer on CSS *Alabama* throughout her career and was present when she was sunk by USS *Kearsarge* in June 1864. He was rescued by the British Yacht *Deerhound* and taken to England and after his return to Richmond he commanded the CSS *Richmond* in 1865.

The blockade-runner *Kate*

A 165' wooden sidewheel steamer owned by John Fraser & Co. She made 20 successful blockade runs during her career before running aground on November 18, 1862.



Kell wrote his wife, date of Liverpool, August 12th, 1862

We sailed from Nassau on the 13th of July and arrived here on the 5th of August. Met here the news of several blockade runners getting safely into Charleston and Wilmington. I hope you have my many letters, the boxes and packages. I will try to write from the unfrequented ports into which we go, but I can not even hope to hear from home again till the close of this dreadful war. We go on board ship in two hours, and sail early to-morrow morning to meet our new ship at the appointed rendezvous. She is said to be a beautiful gunboat, and very fast. I hope before very long you will get good accounts of us and our work. She will be christened the Alabama. Young Armstrong is to be second lieutenant, tell his mother. I am glad of his promotion, as he is very efficient. God grant this war may close this winter, but should it continue longer we must be brave and bear up cheerfully till we have driven the invader from our soil and established our beloved Southland free and independent among the nations of the earth. God grant it!

We were three weeks on our passage from Nassau to Liverpool, where we were detained some days in making arrangements for our cruise. Our ship had preceded us on the voyage, and we hoped was now safely anchored off the Island of Terceira, our rendezvous, where a sailing ship with our battery and stores had gone before her, and both should be awaiting us if no accident had befallen them. Captain James D. Bulloch, who superintended the building of the 290, as she neared completion was much annoyed with Federal spies. He conceived the idea of running her out as soon as finished on a trial trip, and in order to avoid suspicion he invited a large party of ladies and gentlemen to accompany him, at the same time chartering a little steam tug to follow the new ship out. The gay party made their appearance at the dock for the excursion at the appointed time, and with all on board for the festive occasion the 290 dropped gracefully down the Mersey and steamed across the Irish Channel, shaping her course to the northward. After the enjoyment of a pleasant run, with music and dancing and an elegant luncheon, the new ship being now opposite the Giant's Causeway, Captain Bulloch made signal for the little tug to come alongside, and the merry party, with himself, were transferred to the tug to return to Liverpool. Captain Butcher, a fine young Englishman, in command of the 290, received his last instructions from Captain Bulloch, and wishing him God-speed and a safe voyage, the ship proceeded on her way around the north end of Ireland, bound for the Western Islands.

from: RECOLLECTIONS OF A NAVAL LIFE, Including the Cruises of the Confederate States Steamers "Sumter" and "Alabama" by J.M. Kell

Confederate States Navy

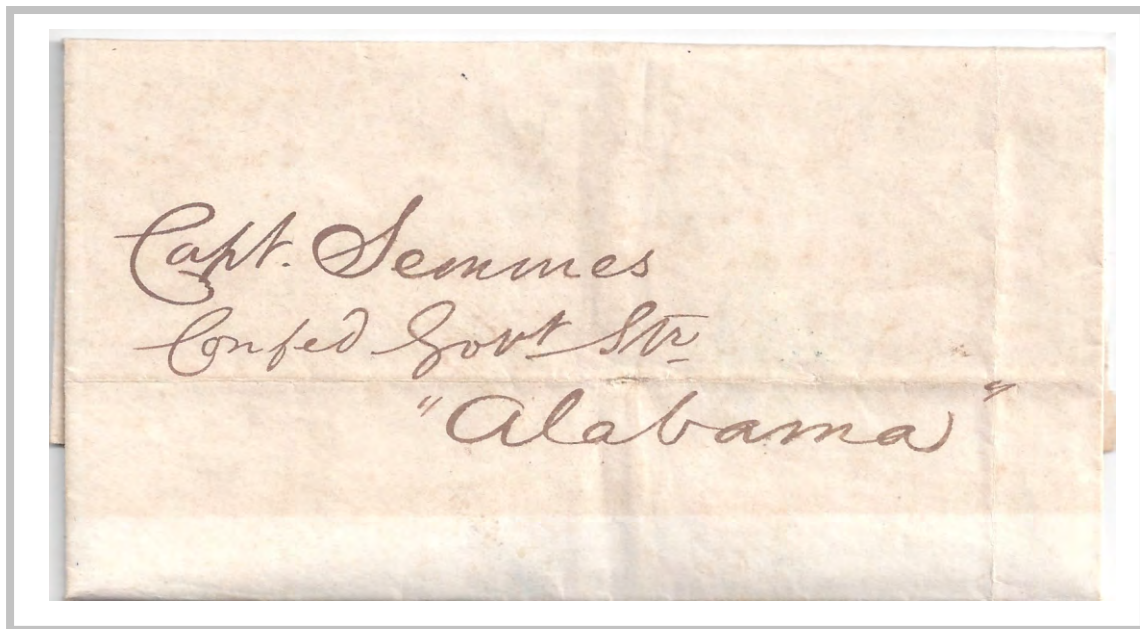


CSS *Alabama*



CSS *Alabama*

The CSS *Alabama* was a screw sloop-of-war built in England for the Confederate Navy in 1862. She began her successful career as a commerce raider when she was commissioned on August 24, 1862 in international waters near the Azores. She made seven raids in which she boarded nearly 450 vessels, captured or burned 65 Union merchant ships and took more than 2,000 prisoners without a single loss of life. She was sunk by the USS *Kearsarge* in June 1864 off Cherbourg, France.



20 November 1863 Singapore sent privately to the CSS *Alabama* in Singapore harbor addressed to "Capt. Semmes, Confed. Govt. Str. *Alabama*" but **intercepted** delivered to Capt. McDougal of the USS *Wyoming* which was mistakenly thought to be the CSS *Alabama*

Letter dated Singapore Nov 20, 1863 reads:

Capt Semmes, Dear Sir,

We represent your Government's interest at this port & hearing you were outside take this opportunity of advising you that we are prepared to further your views in any way you may point out. If you require any outfit or supplies we will send them to you & a letter given to bearer (of this) will reach us safely. We send you some papers which may prove interesting & remain yours in Haste, Cummings Beaver & Co.

Raphael Semmes

A former officer in the US Navy, 1826-1860, he commanded the commerce raider CSS *Alabama* which took 65 prizes. Late in the war he was promoted to rear admiral and served briefly as a brigadier general in the CSA Army.

Confederate States Navy

CSS Alabama



Capt. Raphael Semmes

Semmes commanded the commerce raider CSS Alabama which took 65 prizes.

Singapore Nov 20th 1863
Capt Semmes
Conf. Gov. S. "Alabama"
Dear Sir
We represent your Government's interest at this port & hearing you were outside take this opportunity of advising you, that we are prepared to further your views in any way you may point out. If you require any outfit or supplies we will send them to you & a letter given to Beaver will reach us safely. We send you some Papers which may prove interesting. & remain, yours in haste
Cumming Beaver & Co

This letter was sent off by Cumming, Beaver & Co, an English firm at Singapore, to the U.S.S. "Wyoming" (Capt M^c Donal) which was supposed to be the Confederate Steam Alabama.

Confederate States Navy

CSS *Alabama*



Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at Singapore, East Indies, from cruise in search of C. S. S. Alabama.

U. S. STEAM SLOOP WYOMING,
Singapore, November 30, 1863.

SIR: I have the honor to report my arrival at this place this morning.

In the Strait of Banka, on the 25th, I spoke the Dutch mail steamer from this place, who informed me that it was reported that the *Alabama* was cruising off Pedra Branca, at the entrance of the Strait of Singapore, and that she was expected to visit this place.

Yesterday I visited Pedra Branca; nothing was seen or heard of the *Alabama*. As I wished to fill up with provisions and obtain news I came in this morning, and on the passage in, a native boat came alongside with two letters and a package of newspapers for Captain Semmes, of the *Alabama*, from the firm of Cumming, Beaver & Co. After securing the letters I sent the boat adrift. Enclosed are copies of the letters.

Nothing positive has been heard of the *Alabama* since she burned the *Winged Racer* on the morning of the 11th, though the consul informed me there are daily reports in circulation at this place, but without any foundation.

I shall sail this afternoon (December 1). Officers and crew continue in good health.

I have, etc.,

D. MCDUGAL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

SINGAPORE, *November 10, 1863.*

DEAR SIR: We shall feel obliged by your calling upon us as soon as convenient after your arrival at this port, having matters of interest to you to communicate.

We remain, dear sirs, yours, faithfully,

CUMMING, BEAVER & CO.

CAPTAINS OF CONFEDERATE GOVERNMENT STEAMERS.

SINGAPORE, *November 20, 1863.*

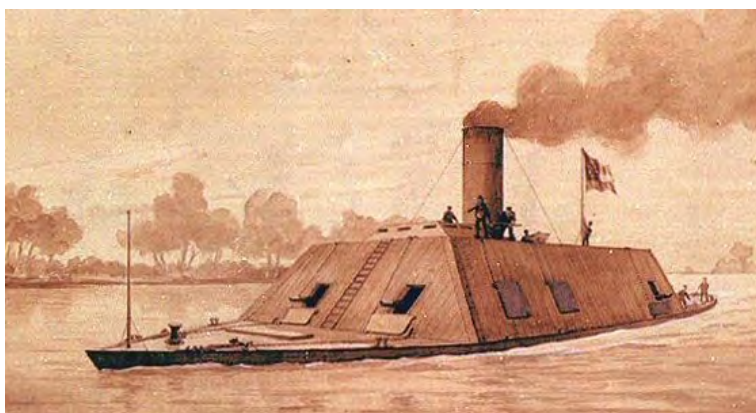
DEAR SIR: We represent your Government's interest at this port, and, hearing you were outside, take this opportunity of advising you that we are prepared to further your views in any way you may point out. If you require any outfit or supplies we will send them to you, and a letter given to bearer will reach us safely.

We send you some papers which may prove interesting, and remain,
Yours, in haste,

CUMMING, BEAVER & CO.

Captain SEMMES,
Confederate Government Steamer Alabama.

Report of Commander McDougal regarding the interception of the messages from Cummings, Beaver & Co. to Capt. Semmes dated from Singapore, November 20, 1863 (*Congressional Serial Set*)



the CSS *Arkansas*



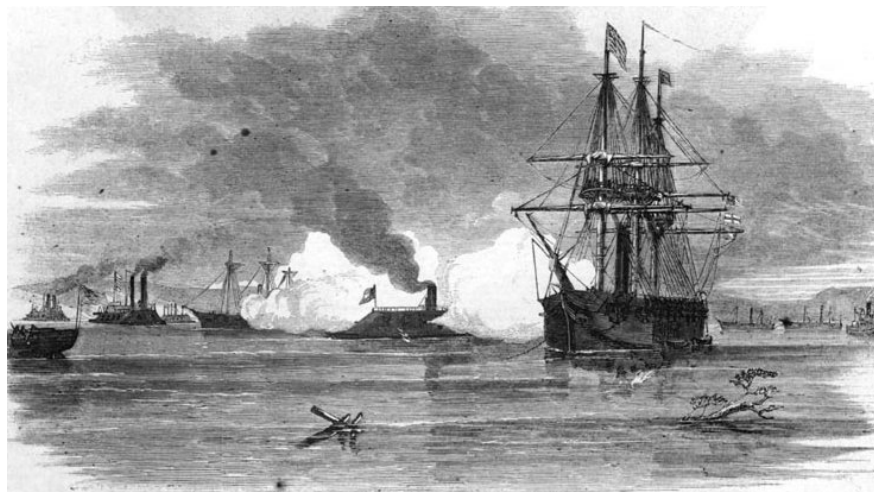
25 June 1862 Richmond to C.C.S. *Arkansas* at Yazoo City, Miss., prepaid with two copies 5¢ Milky Blue cover addressed to Assistant Surgeon Charles Morfit

CSS *Arkansas*

This ironclad ram was built in Memphis in October 1861 and served with distinction on the Mississippi and Yazoo rivers before being abandoned in August 1862 near Baton Rouge. She ran through the U.S. Navy fleet at Vicksburg on July 15, 1862 damaging several vessels and disabling the USS *Carondelet*.

Charles M. Morfit

After his appointment from Maryland in 1861 as an Assistant Surgeon, Morfit served on several vessels including: CSS *Ivy*, CSS *Arkansas*, CSS *Stono*, and CSS *Oconee*. He was captured on August 20, 1863 and after being exchanged in November 1863 he served on CSS *Raleigh*, CSS *Albemarle* and CSS *Chickamauga*.



CSS *Arkansas* running the Union Fleet at Vicksburg, July 15, 1862 (8 days before cover below was sent)



23 July 1862 Mobile, Alabama to Vicksburg, Mississippi, prepaid with two singles 5¢ green addressed to C.M. Morfit, Ram *Arkansas* eight days after she ran the Union fleet

CSS *Arkansas*

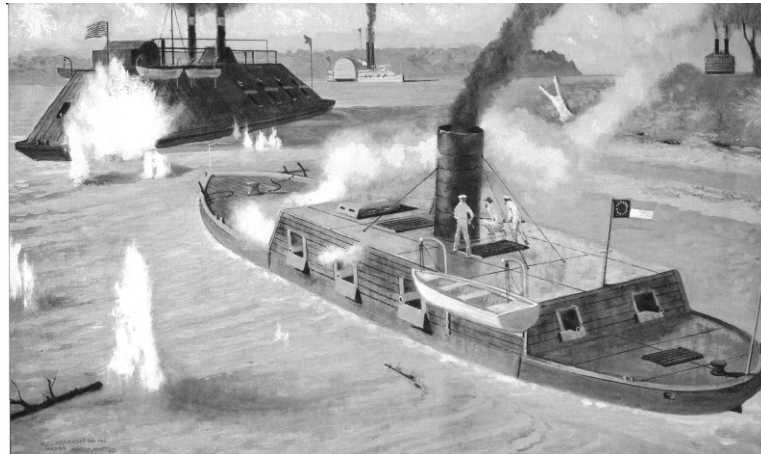
The CSS *Arkansas* was a twin-screw ram completed in May 1862. She successfully ran the Union Fleet at Vicksburg on July 15, 1862. After her brief, but successful career, she was engaged by the USS *Essex* on August 6, 1862 near Baton Rouge and, plagued by engine trouble, she drifted ashore and was fired to prevent capture.

Charles M. Morfit

Morfit was appointed from Maryland as an assistant surgeon from June 10, 1861. During his career he served aboard the following Confederate Navy steamers: *Ivy*, *Arkansas*, *Stono*, *Oconee*, *Raleigh*, *Albemarle* and *Chickamauga*. He was captured while escaping from the CSS *Oconee* on August 20, 1863 near Savannah and was exchanged on November 21, 1863.

from CSS *Arkansas*

Confederate States Navy



the CSS *Arkansas* damaging the USS *Carondelet* July 15, 1862 (10 days before cover below was sent)



25 July 1862 Vicksburg, Mississippi to Spartansburg, S.C.

endorsed "From Lieut. John Grimball, C.S. Str. *Arkansas*" and allowed to go as a soldier due 10¢ rate
the only reported example of a sailor's letter going at the soldier due rate

CSS *Arkansas*

The CSS *Arkansas* was a twin-screw ram completed in May 1862. She successfully ran the Union Fleet at Vicksburg on July 15, 1862. After her brief, but successful career, she was engaged by the USS *Essex* on August 6, 1862 near Baton Rouge and, plagued by engine trouble, she drifted ashore and was fired to prevent capture.

John Grimball

A former midshipman in the U.S. Navy, Grimball was present at Ft. Moultrie when the USS *Star of the West* attempted to reinforce Ft. Sumter. He was appointed as a lieutenant in CSN from September 1861. He served on the Savannah station and on CSS *Arkansas* in 1862. He then served on the CSS *Baltic* at Mobile and finally he served abroad on the CSS raider *Shenandoah* from October 8, 1864 until the final surrender of the war on November 6, 1865. He was present at both the first and last shots of the war.



CSS *Baltic*

The CSS *Baltic* was a former sidewheel tow boat that was fitted out in 1862 with iron and cotton cladding. She operated in Mobile Bay and on the Tombigbee River until reporting unfit for service in February 1863. She was dismantled in 1864 for her armor.



April 1863 Spartansburg, South Carolina to Mobile, Alabama, prepaid with pair 5¢ blue addressed to Lieutenant John Grimball, C.S. Ram *Baltic*



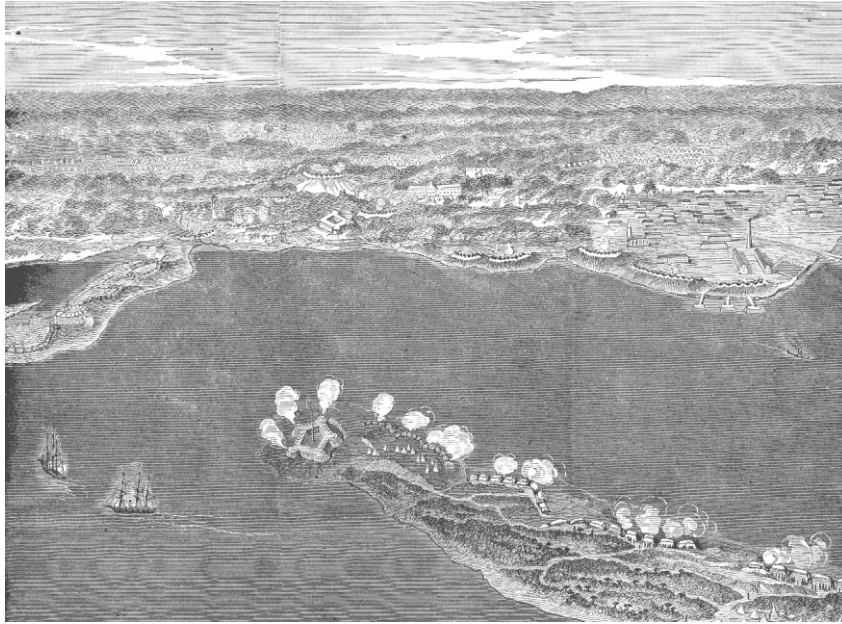
Lt. John Grimball in CSN uniform

John Grimball

A former midshipman in the U.S. Navy, Grimball was present at Ft. Moultrie when the USS *Star of the West* attempted to reinforce Ft. Sumter. He was appointed as a lieutenant in CSN from September 1861. He served on the Savannah station and on CSS *Arkansas* in 1862. He then served on the CSS *Baltic* at Mobile and finally he served abroad on the raider CSS *Shenandoah* from October 8, 1864 until the final surrender of the war on November 6, 1865. He was present at both the first and last shots of the war.

from CSS *Bradford*

Confederate States Navy



Birdseye view, November 22, 1861, of Pensacola Navy yard (in distance) and Fort McRee during the bombardment by Federal forces at Fort Pickens (in foreground was located on Santa Rosa Island). The Confederate navy yard at Pensacola, Florida was substantial but had to be abandoned with the city in May 1862.



18 December 1861 Pensacola, Florida to Fort Valley, Georgia, prepaid with 5¢ green 11-star Confederate flag patriotic cover, printed by R. Coburn, a bookseller in New Orleans endorsed as being from "Gunboat *Bradford*," **the only reported use of a patriotic cover from a CSN vessel**

CSS *Bradford*

The CSS *Bradford* was used as a store ship in Pensacola. An October 21, 1861 newspaper report states that the "gunboat" had previously been named the CSS *Ewing* and the name was changed to *Bradford* in honor of Capt Bradford who had fallen in the battle of Santa Rosa Island. The *Bradford* served in the defense of Deer Point before its evacuation in February 1862.



Stmr. Capitol
Below Memphis
9th April '62
Mrs Thomas F. Knox
My Dear Friend
I write
you a few lines this morning, as
it may be the last chance I will
have of doing so for some time to
come, I am now on my way to join
my Regiment at Corinth Miss -
where they arrived day before yesterday

original letter from a new soldier being transported on the CSS *Capitol* includes:

"I am now on my way to join my Regiment at Corinth Miss - .. I did not get off with the regiment but it will be of little difference as they did not get up in time for the fight (Battle of Shiloh). I have just heard of the first day.... I had the honor of being elected their Lieut. Col."



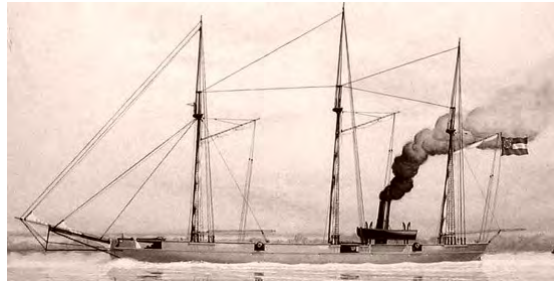
12 April 1862 Memphis, Tennessee to Fredericksburg, Virginia, prepaid with pair 5¢ blue original letter of Tom Hale dated "Stmr. Capitol, Below Memphis"

CSS *Capitol*

The CSS *Capitol* was a side-wheel steamer that served on the Mississippi River being burned on June 28, 1862 as an obstruction on the Yazoo River.

Thomas B. Hale

Thomas Hale served with 19th Arkansas which was organized on April 2, 1862 at DeValls Bluff with Hamilton Smead in command. The letter is signed "Direct to Tom B. Hale, Lieut. Col. Smead's Ark. Regt, Memphis, Tenn."



the CSS *Chattahoochee*



3 August 1864 Savannah to Bainbridge, Georgia, prepaid with 10¢ blue addressed by Lt. George Gift, following his duty on the CSS *Chattahoochee*, to his wife "Mrs. Geo.W. Gift"

CSS *Chattahoochee*

The CSS *Chattahoochee* was twin-screw steam gunboat built in Georgia. She entered CSN service in February 1863. In May 1863 a boiler explosion killed 18 as she was preparing to sail from her anchorage at Blountstown, Florida. While undergoing repairs, she tried unsuccessfully to capture the USS *Adela* blockading Apalachicola, Florida. She was abandoned in December 1864.

George Washington Gift

After serving with the U.S. Navy, Gift served as a Lieutenant and Acting Master in the CSA Navy. He served on the New Orleans station aboard the CSS *New Orleans* and CSS *McRae*, and while on Mobile station aboard the CSS *Baltic* and CSS *Gaines*. In addition he ran the blockade while in command of the merchant steamer *Ranger* from Bermuda. He commanded the CSS *Chattahoochee* for a second time between March and July 1864. On July 5, 1864 Gift was sent to Savannah for torpedo placing duties. He reported sick that same month and did not return to duty.



the USS *United States* circa 1820



18 July 1861 Richmond to "C.S. Frigate States" at Norfolk, Virginia Navy Yard
cover addressed to Assistant Surgeon Charles Morfit

CSS *Confederate States*

The USS *United States* was one of the original Act of 1794 frigates. At the start of the war the Federals abandoned the relic when they surrendered Norfolk. The ship became the CSS *Confederate States* and was used as a receiving ship prior to being sunk in the Elizabeth River in April 1862 as an obstruction.

Charles M. Morfit

After his appointment from Maryland in 1861 as an Assistant Surgeon, Morfit served on several vessels including: CSS *Ivy*, CSS *Arkansas*, CSS *Stono*, and CSS *Oconee*. He was captured on August 20, 1863 and after being exchanged in November 1863 he served on CSS *Raleigh*, CSS *Albemarle* and CSS *Chickamauga*.

Confederate States Navy

CSS *Dewry* / CSS *Richmond*



11 July 1864 endorsed from a sailor on CSS *Dewry*, James River, Va. entered mails at Richmond for Salem



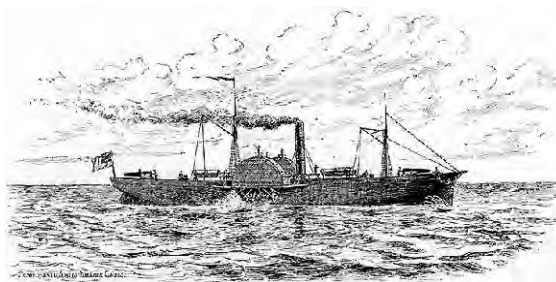
circa late 1862 Savannah, Georgia to 1st Assistant Engineer E.J. Gill, CSS *Richmond* at Richmond

CSS *Dewry*

Completed after Hampton Roads battle, the CSS *Dewry* was an iron-plated wooded gunboat attached to the James River squadron. She was destroyed in Trents Reach on January 24, 1865 by cannon shots, one exploding the magazine, as she was assisting the CSS *Richmond* get afloat.

CSS *Richmond*

The ironclad CSS *Richmond*, also known as *Virginia II*, was begun immediately after Hampton Roads battle and was launched on May 6, 1862. That same night she was towed up the James river to escape the Federal forces again in possession of the naval yard at Norfolk

the CSS *Gaines*

1 September 1863 Bainbridge, Georgia prepaid with pair 5¢ blue
addressed to Lieut. G.W. Gift, CSS *Gaines* at Mobile

CSS *Gaines*

The CSS *Gaines* was constructed at Mobile during 1861 and 1862 from unseasoned wood, partially covered with iron plating. The *Gaines* operated in Mobile Bay and under the command of Lt. Bennett, she fought in the battle of August 5, 1864 until being run aground by her officers to avoid surrender.

George Washington Gift

After serving with the U.S. Navy, Gift served as a Lieutenant and Acting Master in the CSA Navy. He served on the New Orleans station aboard the CSS *New Orleans* and CSS *McRae*, and while on Mobile station aboard the CSS *Baltic* and CSS *Gaines*. In addition he ran the blockade while in command of the merchant steamer *Ranger* from Bermuda and also commanded the CSS *Chattahoochee*, CSS *Savannah*, and CSS *Tallahassee*. He also participated in the capture of the USS *Underwriter* in February 1864.

Confederate States Navy



from CSS *Georgia*

at Simons Bay, Cape of Good Hope



the CSS *Georgia*

*Georgia -
Simons Bay Aug 29th 63*

Letter (see next page) of William Maury to his wife written aboard CSS *Georgia*

(CSS) *Georgia*

Simons Bay, Aug. 29th 1863

My Dearest Nan,

I leave here to go by next mail several notes merely to let you know that I am well. The chances of their reaching are so few that I don't write more. We have been kindly treated here and expect to leave this evening.

Continue to write to me for I may by chance get a letter. Oh how I long for this horrid war to cease when we may all be again together under one roof. My thoughts are seconds away from you all and my constant prayer is for your comfort and protection and for peace to our distracted country.

I hope James and M L are a comfort to you and that the little boys are thriving. Little Turner will soon be able to talk and learn something about his absent father. With both love & kisses to all, I am my dearest Nan as ever your affectionate and devoted,

WLM (William L. Maury)

CSS *Georgia*

The CSS *Georgia* was a screw steamer purchased in Scotland to serve as a commerce raider. On April 9, 1863 she raised the CSA flag off Ushant, France with Lt. William L. Maury in command. After calling at Brazil and Trinidad she arrived at Simons Bay, Cape of Good Hope on August 16, 1863. She captured nine prizes before Maury had to abort the cruise for repairs. She was decommissioned in May 1864.

William Lewis Maury

After serving as a Lieutenant in the U.S. Navy, William Maury joined the Confederate Navy in June 1861. His experience in the US Navy included exploring the Amazon River and being a member of the Wilkes Expedition. In 1857 he married a cousin who was the daughter of Commodore Matthew F. Maury. William served on the CSS *States* and was stationed at Charleston before being promoted to commander in February 1863. He commanded the CSS *Georgia* until early 1864 seizing nine merchant ships in 6 months.

Confederate States Navy



from CSS Georgia

at Simons Bay, Cape of Good Hope

LT William Maury

Georgia -

Simons Bay Aug 29th 63

My dearest Nell

I desire her to go by next mail several notes merely to let you know that I am well. The chances of this machine are so few that I don't write now as have been kindly treated here & expect to leave this evening.

Continue to write to me for I may by chance get a letter. Oh how I long for this kind war to cease when we may all be again together under one roof. My thoughts are seldom away from you all & my constant prayers for your comfort & protection & for peace to our distressed country.

Remember me to Nellie



Lt. William Maury

Confederate States Navy

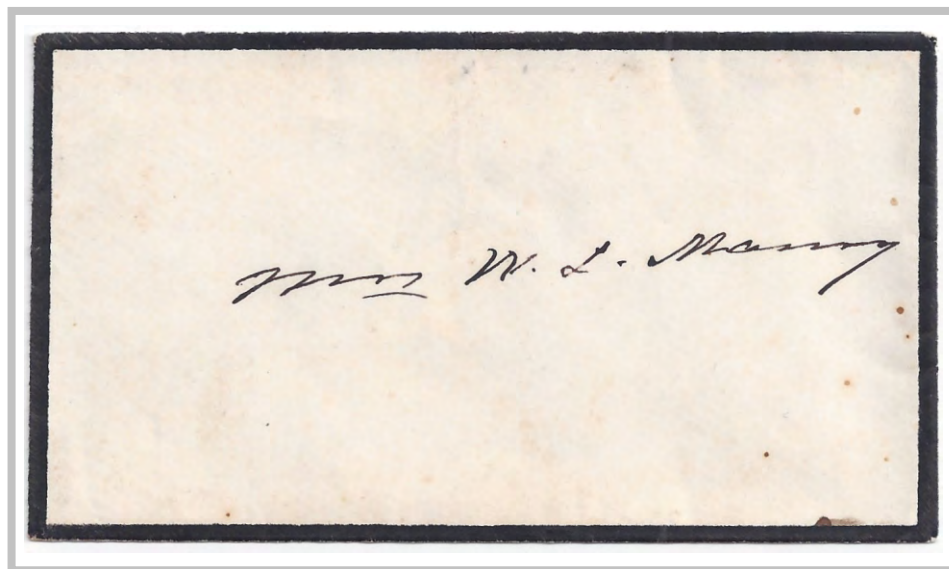


CSS Robert E. Lee

Blockade-Run M.F. Maury Letter



the *CSS Robert E. Lee*



14 May 1863 London, England mourning cover sent with dispatches to Mrs. W.L. Maury (Milton, N.C.)
enclosed letter (opposite) from Matthew F. Maury to his daughter (and wife of Capt. W.L. Maury)
25 May arrived Halifax (Cunard steamship *Asia*) and June 3, 1863 arrived Bermuda (steamer *Merlin*)
5 June 1863 Bermuda through blockade to Wilmington by *CSS Robert E. Lee* arriving June 10

CSS Robert E. Lee

The *CSS Robert E. Lee* was a paddle steamer built in Scotland in 1862 as a Glasgow packet but was purchased instead by the Confederate Navy for £32,000 to serve as a blockade-runner. She made 21 voyages in her brief but highly successful ten month career in 1863 before being captured on November 9, 1863.

Matthew Fontaine Maury

With the outbreak of the Civil War, Maury, resigned his commission as a U.S. Navy Commander to serve in the Confederate Navy. After serving as Chief of Sea Coast, River and Harbor Defenses he established the naval submarine service at Richmond, Va., 1861-1862. Maury then served abroad and while in England in 1863 he helped secure the *CSS Georgia* for the Confederacy. His nephew, W.L. Maury, was captain of the raider.

Confederate States Navy

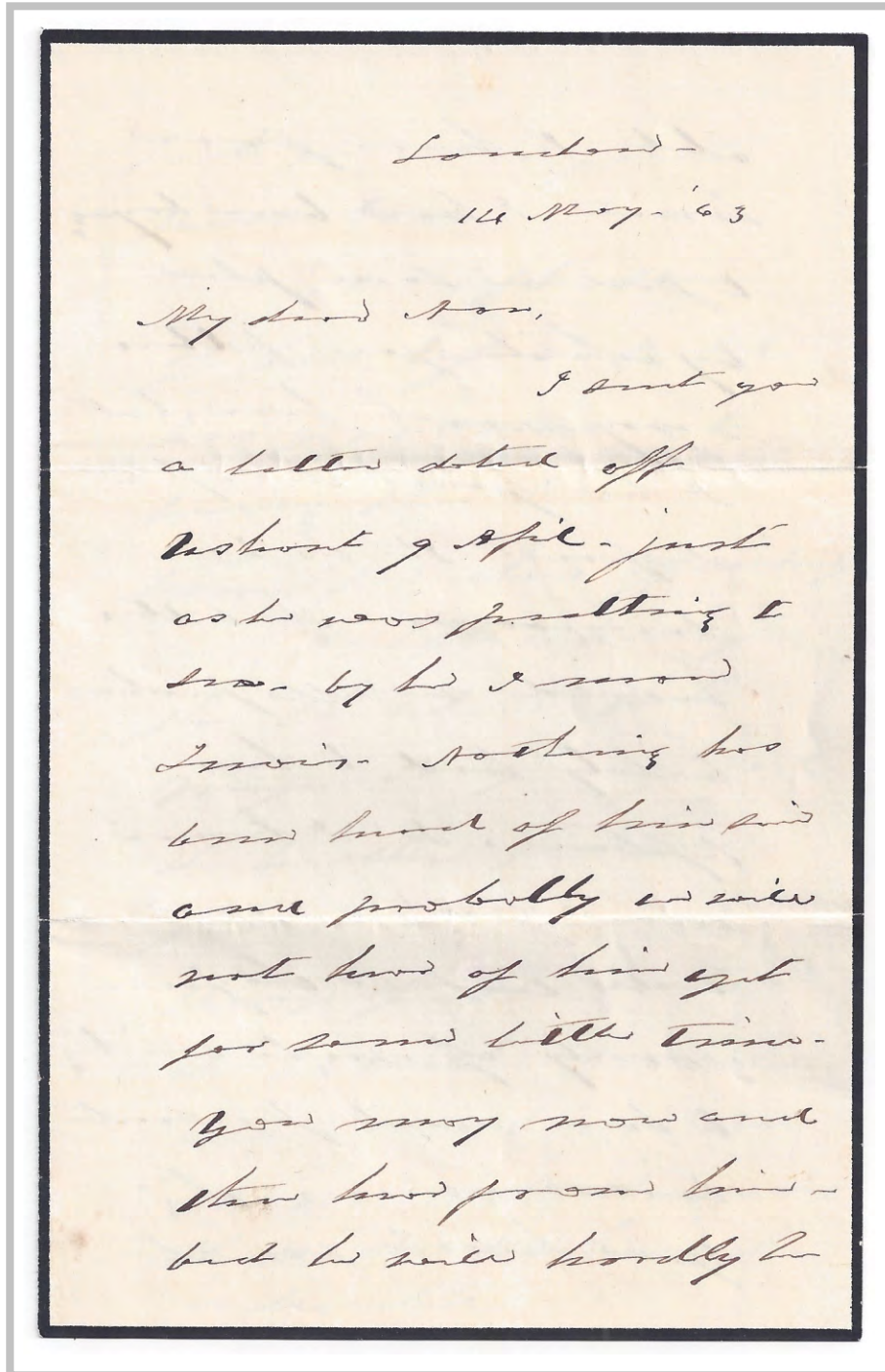


CSS Robert E. Lee

Blockade-Run M.F. Maury Letter

Four page letter of Commodore Matthew F. Maury dated London, May 14, 1863 warning his daughter and Lt. William L. Maury's wife not to attempt to write her husband. Letter includes:

It is too dangerous the letter would in all probability lead to his capture, your good sense will confirm the possibility of not writing under present circumstances.



The black - bordered mourning stationery was used as the author's son, who had served on Gen. Dabney Maury's staff as Aide-de-Camp, had recently been captured and murdered by Union deserters.



9 September 1863 Macon, Georgia to Mobile, Alabama, double rate prepaid with pair 10¢ blue addressed to Lt. James Baker CSN, C.S. Steamer *Huntsville*, at Mobile, "Box 595" post office box note



31 September 1863 Pollard, Alabama to Mobile, Alabama, prepaid 10¢ in cash addressed to Lt. James Baker, Confederate Steamer *Huntsville*, Mobile, Alabama

CSS *Huntsville*

The CSS *Huntsville* was a propeller steamer built by Henry Bassett and delivered to Mobile in August 1863. She likely escaped up the Spanish River after the Battle of Mobile Bay on August 5, 1864 and was later scuttled.

James McC. Baker

Baker was a Lieutenant in the Confederate States Navy and served on the New Orleans naval station before being assigned to command the CSS *Huntsville* at Mobile, Alabama.



On bord the
Indian Chief
CSN.

delivery directive at left
"On bord the Indian Chief, CSN"



circa 1864 cover from Raleigh, N.C. to Dr. P.T. Shultz at Charleston, prepaid with 10¢ blue
endorsed sideways at left "On bord (sic) the Indian Chief, CSN"

CSS *Indian Chief*

The CSS *Indian Chief* was used as a receiving ship at Charleston from 1862 to 1865. In 1863 she supported the local torpedo (mine) operations. She was burned by the Confederates prior to the evacuation of Charleston on February 18, 1865.



circa 1864 turned cover from Petersburg, Va. to Savannah, Ga., prepaid with 10¢ blue
addressed to J.F. Goodson, C.S. Steamer *Isondigo*, care of Capt. Kennard



20 February 1863 Richmond, Virginia to Davidson College, N.C. (interior of cover above)

CSS *Isondigo*

The CSS *Isondigo* was a small wooden gunboat mounting three guns. She operated around Savannah from April 1863 to December 1864 under the command of Lt. Joel Kennard. She accompanied the CSS *Atlanta* in an engagement in which the USS *Attack* was captured. She escaped Savannah in late 1864 and was later burned to prevent capture.

John H. Goodson

Goodson was a Landsman in the Confederate States Navy. He spent time assigned to the CSS *Savannah* and the CSS *Isondigo*.



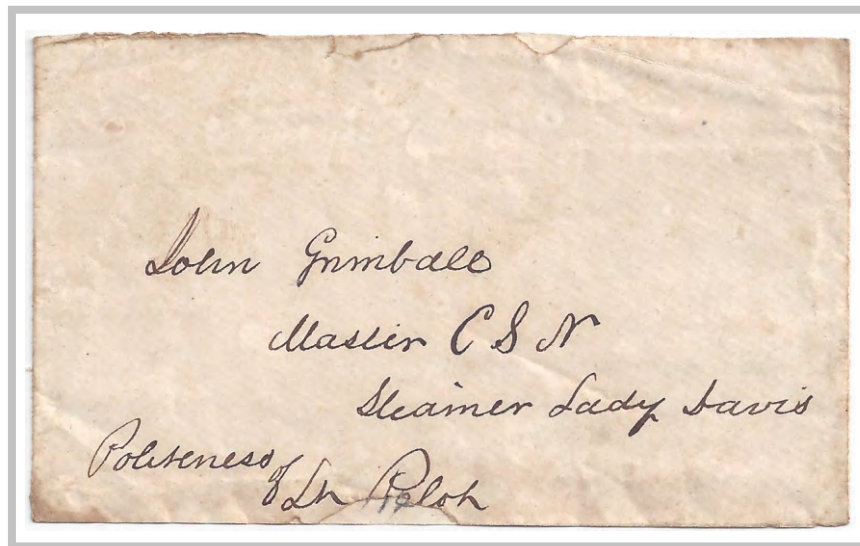
Lt. Pelot, CSN

CSS *Lady Davis*

On May 12, 1861, five days after the iron-hulled steamer *Lady Davis* was purchased by the Confederate Navy from the state of South Carolina, Lieutenant Pelot took command. The gunboat was served as the flagship of Commodore Tattnall's Savannah Defense Squadron along with CSS *Savannah* and the CSS *Resolute*.

The *Lady Davis* had an auspicious start to her career as on May 19, 1861 she captured and took into Beaufort, S.C. as a prize the *A.B. Thompson*, a large, full-rigged ship from Brunswick, Maine with her crew of 23 men.

She participated in the battle of Port Royal, S.C. in November 1861 with Lt. Rutledge in command. Later, after her engines were transferred to CSS *Palmetto State*, she served as a privately owned blockade-runner operating out of Charleston.



circa June 1861 delivered outside the mails at Savannah, Georgia, by "politeness of Lt. Pelot"
addressed to Master John Grimball, CSN, Steamer *Lady Davis*

John Grimball

After serving with the U.S. Navy, Grimball was appointed as a Midshipman in South Carolina Navy and in the Confederate Navy. He attained the rank of Master on May 6, 1861 and Acting Lieutenant on September 9, 1861. He served briefly on the CSS *Lady Davis* at Savannah, and then on the CSS *Arkansas* (1862), CSS *Baltic* and finally, on service abroad on the CSS *Shenandoah* (1863-1865).

Thomas P. Pelot

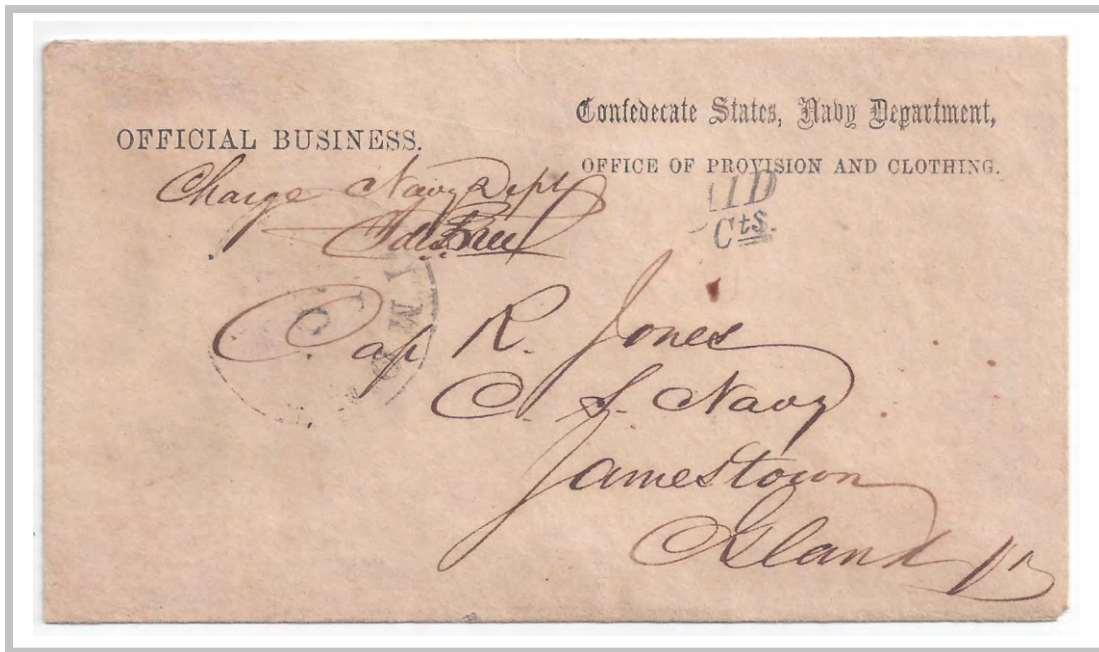
After commanding the CSS *Lady Davis* in the capture of the *A.B. Thompson*, Lieutenant Pelot commanded the CSS *Savannah*. He was killed in action on June 4, 1864 during the successful capture of the USS *Water Witch*, one of the Federal ships blockading the Georgia coast. During the capture the Union vessel lost two killed and 12 wounded plus 13 officers and 49 men captured while the CSA losses were 6 killed and 7 wounded.

Confederate States Navy Imprints

CSS *Merrimack*



Office of Provisions and Clothing, Official Business imprint semi-official cover used in September 1861. From the July 20, 1861 organization of the Navy, the Chief of the Bureau of Provisions and Clothing was Paymaster John DeBree.



9 September 1861 CSA Navy Department imprint cover directed to C. ap R. Jones at Jamestown Island at this date Jones was in the process of converting the CSS *Merrimack* to an ironclad cover endorsed by "Charge Navy Dept." and signed by John DeBree

Catesby ap Roger Jones

Jones, while in the US Navy, served as ordnance officer on the USS *Merrimack*. After secession, he joined the Confederate Navy and was employed in converting the steam frigate into the CSS *Virginia*.

John DeBree

John DeBree served as Chief of the Bureau of Provisions and Clothing from July 20, 1861 to April 1864. He had previously served in the US navy for forty-four years.



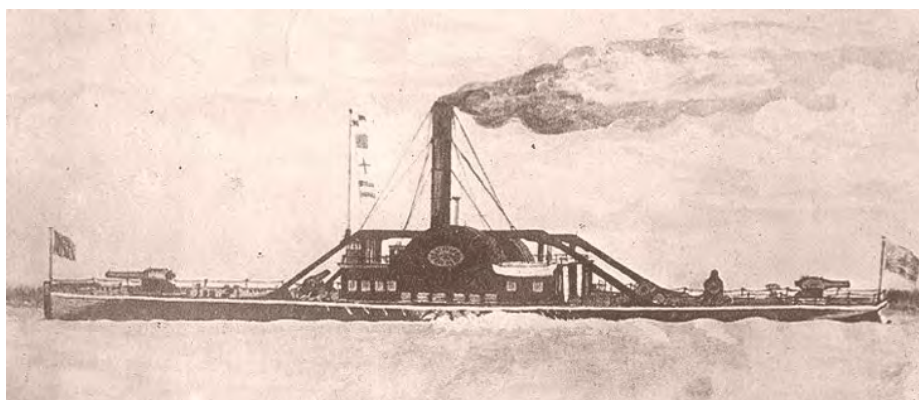
circa 1864 home-made cover to Mobile, Alabama prepaid with 10¢ blue
addressed to Benjamin Herring, Str. *Morgan*

CSS *Morgan*

The CSS *Morgan* was an armored gunboat completed in Mobile in 1862. Under Commander Harrison she took an active part in the Battle of Mobile Bay on August 5, 1864 destroying the USS *Philippi* before escaping. She later participated in the battle near Blakely, Georgia in April 1865.

Benjamin Herring

Herring served as one of three second engineers aboard the CSS *Virginia* from November 1861 through at least May 1862. He later served on the CSS *Tennessee*. On August 20, 1863 Herring was promoted to First Assistant Engineer, as addressed on cover above.



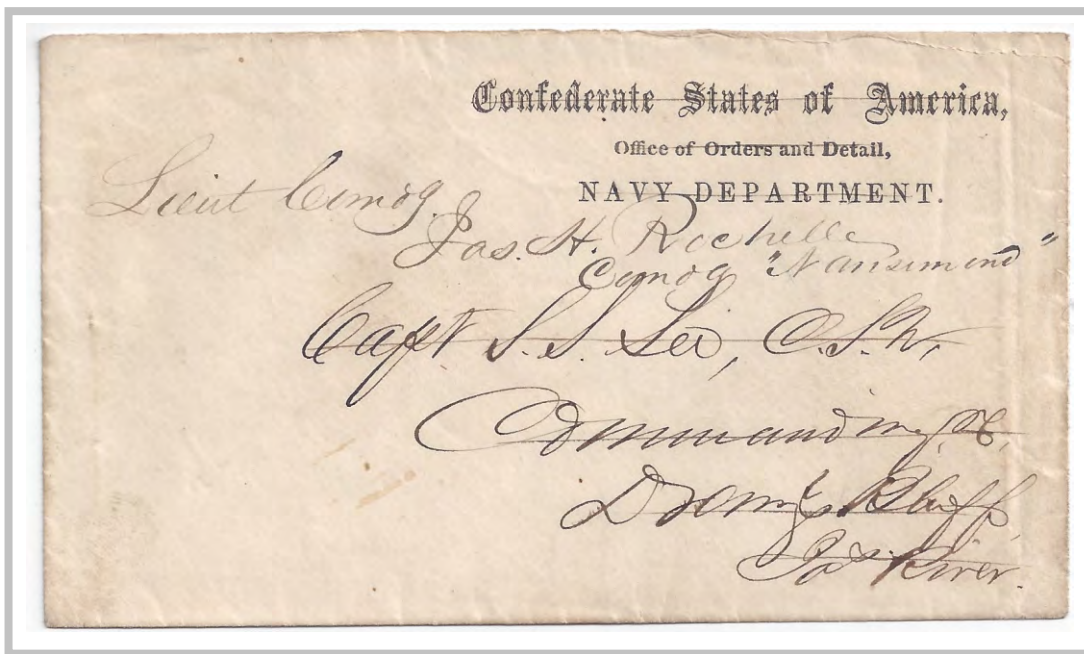
the gunboat CSS *Morgan* was similar to the CSS *Selma* shown in the sketch above

Confederate States Navy Imprints

CSS *Nansemond*



Office of Orders and Detail, three line imprint semi-official cover used in late 1863. The Bureau of Orders and Details was responsible for the administration of personnel affairs of the Navy including postings of officers and crews to ships, recruitment and promotions.



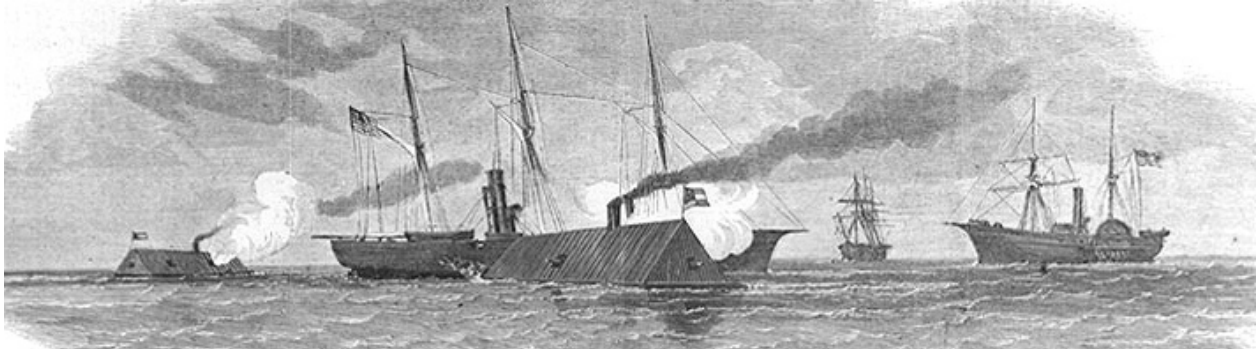
1862 CSA Navy Department imprint cover directed to S.S. Lee (brother of Robert E. Lee) at Drewry's Bluff re-directed to Lieut. James Rochelle, Comdg. *Nansemond*

CSS *Nansemond*

The CSS *Nansemond* was a wooden steamer built in 1862 and assigned to the James River squadron. She departed Norfolk on May 4th just prior to the CSA evacuation. She took part in engagements along the James River throughout 1864 and was destroyed on April 3, 1865 to preclude capture.

James H. Rochelle

Lieutenant Rochelle's first command in the Virginia State Navy was the CSS *Teaser*, the pioneer "aircraft carrier" (balloon ship) and later minelayer. In March 1862 he was on CSS *Patrick Henry* during Battle of Hampton Roads. In 1862 Rochelle took command of the CSS *Nansemond* where he remained until March 1864.



The CSS rams *Palmetto State* and *Chicora* attacking the USS *Mercedita*, January 31, 1863



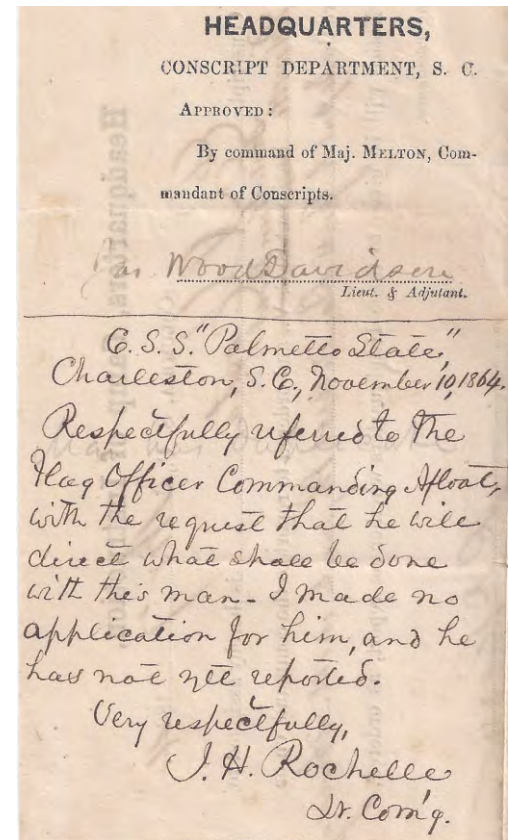
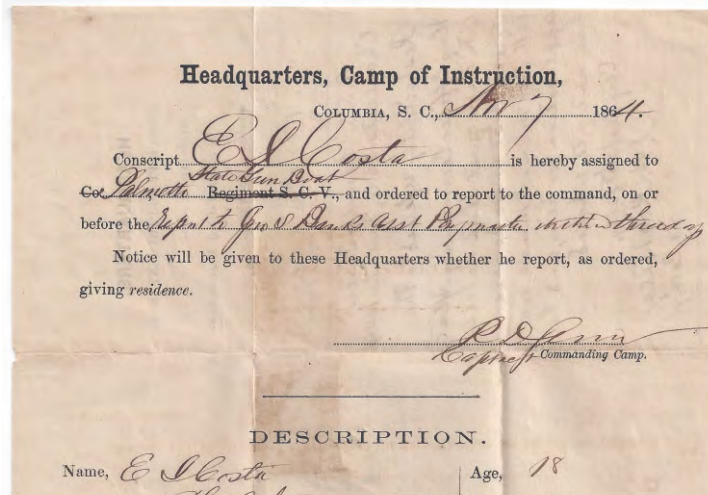
circa 1863 to Signal Officer A.T. Smythe, CSS *Palmetto State* at Charleston, prepaid with 10¢ blue

CSS *Palmetto State*

The CSS *Palmetto State* was an ironclad ram built in Charleston. She was ready for outfitting and ready for service in September 1862. She participated in a noteworthy engagement with the CSS *Chicora* on January 31, 1863 when she rammed and disabled the USS *Mercedita* forcing her to surrender. The attack caused the temporary withdrawal of union blockaders from their inshore positions.

Augustus T. Smythe

Smythe quit College and enlisted in the South Carolina Cadets in 1861 before joining the Signal Corps in 1862. In August 1863 he kept an eye on Union movements during the Union bombardment of Charleston from St. Michael's steeple. In 1908 Smythe wrote an article entitled "Torpedo And Submarine Attacks On The Federal Blockading Fleet Off Charleston During the War Of Secession" that includes a discussion of the CSS *Hunley*'s activities.



7 November 1864 Columbia, S.C. to Commander *Palmetto State*, Charleston, prepaid with 10¢ blue
a folded order to report to *Palmetto State* gunboat for a conscript, E.S. Costa
with Lt. Commanding, J.H. Rochelle, signed November 10 docket on reverse that Costa has not reported

CSS *Palmetto State*

The CSS *Palmetto State* was an ironclad ram built in Charleston. She was ready for outfitted and ready for service in September 1862. She participated in a noteworthy engagement with the CSS *Chicora* on January 31, 1863 when she rammed and disabled the USS *Mercedita* forcing her to surrender. The attack caused the temporary withdrawal of union blockaders from their inshore positions.

James H. Rochelle

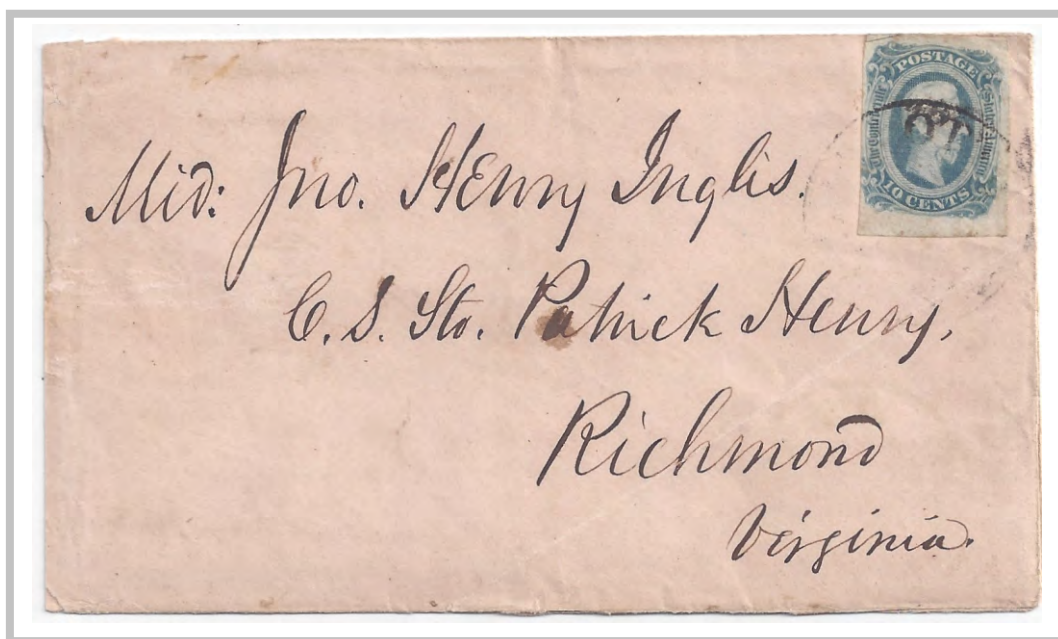
Formerly in the US Navy, Rochelle served on six different Confederate Navy vessels, CSS *Teaser*, CSS *Jackson*, CSS *Patrick Henry*, CSS *Nansemond*, CSS *Stono*, and CSS *Indian Chief* prior to taking command of the CSS *Palmetto State* while on Charleston station (1863-1865). He was then assigned to the CSS *Patrick Henry* on the Wilmington station in 1865. At the end of the war he was assigned to accompany Confederate treasure south.



interior of cover below, December 1, 1862 from Charleston
addressed to John A. Inglis (father of the sailor)

John Auchincloss Inglis

John A. Inglis was a leading secessionist and was appointed to attend the South Carolina Convention in December 1860. In fact, he was chairman of the seven man Ordinance Committee and was personally responsible for drawing up the Ordinance of Secession. The family had a home Georgia and a bounty was allegedly placed on his head by Sherman.



late 1863 turned cover addressed to John Inglis, C.S. Steamer *Patrick Henry* at Richmond, Virginia

CSS *Patrick Henry*

The former passenger steamer *Yorktown* was converted to a lightly protected ship of war and assigned to the James River squadron. The ship engaged the USS *Congress* during the battle of Hampton Roads. After additional service on the James River, she was designated as an academy ship in May 1862.

John Henry Inglis

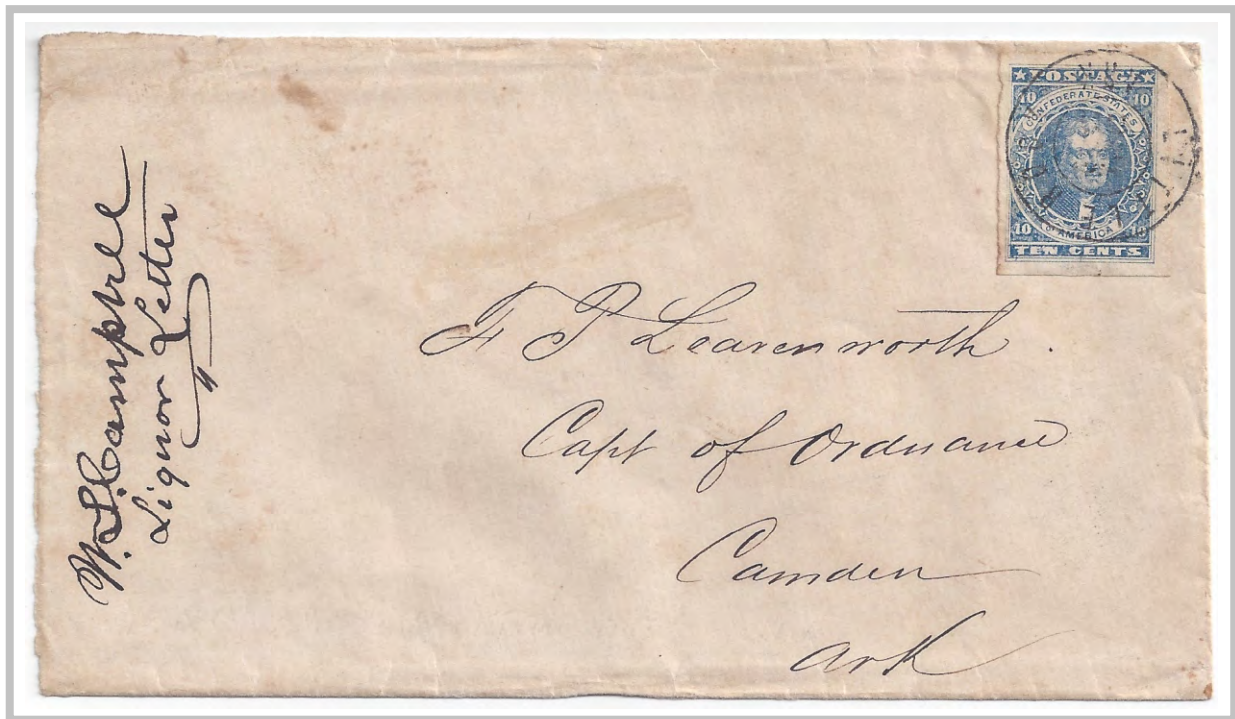
Appointed from Tennessee, Inglis was a Midshipman in the C. S. Navy. He served on the CSS *Patrick Henry* from May 1863 until the end of the year when he was transferred to the CSS *Palmetto State*. In 1865 he briefly served again on the CSS *Patrick Henry*.

Confederate States Navy

CSS *Pontchartrain*



Whiskey for the crew's mess, original letter (following page) enclosing \$200 total amount of liquor bills - Forward to us by earliest convenience and mark it "WSC" CSS *Pontchartrain*, Little Rock, Ark. ... It might be well to mark the box Drugs to prevent its being broken open. You will much oblige the mess.



19 September 1862 Little Rock (CSS *Pontchartrain*) to Camden, Arkansas, prepaid with 10¢ blue letter of W.S. Campbell, caterer, addressed to Frederick P. Leavenworth, Capt. of Ordnance

CSS *Pontchartrain*

The CSS *Pontchartrain* was a wooden sidewheel steamer that began her career as the *Lizzie Simmons* running between New Orleans and the Ouachita Rivers before the war. It was purchased by the CS Navy in 1861 and converted to a gunboat in February 1862. After brief service on the Mississippi she moved into Arkansas waters. The vessel participated in several small engagements on the White and Arkansas Rivers before being burned and destroyed on September 10, 1863 to keep from falling into Federal hands.

W.S. Campbell

Campbell was appointed as a Captain's clerk in February 1862 and served at Jackson Station (Miss.) and at Little Rock until March 1863.

Frederick P. Leavenworth

Leavenworth joined the Confederate Army from Van Buren, Arkansas in May 1861. He served in the CSA Ordnance Department under Genl. E. Kirby Smith in the Trans - Mississippi Department for most of the war.

Letter of W.S. Campbell, Caterer, CSS Pontchartrain

Little Rock Sept 19th 1862

Capt H P Leavenworth

Dear Sir

Enclosed please find \$200.00

Two Hundred Dollars total amount of liquor bills -
Forward to us by earliest convenience and mark it
WSC C.S.S. Pontchartrain, Little Rock, Ark; as
trains are constantly coming through to some of
the Departments, you might send it by one of
them. I consider Mr Arera's bill for Whiskey as
exorbitant, and think it exceedingly strange that he
should raise five dollars per gallon in so short a
time, that too after having partially contracted for it.
By so doing you will much oblige the mess.

Yours truly

W S Campbell

Caterer

It might be well to mark
the Box Drugs to prevent
its being broken open



Robert D. Minor (from 1861 photograph)



6 December 1861 Richmond to New Orleans, prepaid with pair 5¢ green
addressed to "Lieut. Robert D. Minor, C.S. Navy, New Orleans, La."

Robert D. Minor

Robert Minor, the younger brother of CSN Commander George Minor, had served as a lieutenant in the US Navy before being appointed with the same rank in the Confederate States Navy from June 10, 1861. Later in 1861 Minor was working with Matthew F. Maury in the Bureau of Ordnance and Hydrography.

Minor served on the captured steamer *St. Nicholas* (renamed *CSS Richmond*) in 1861 before being assigned to the *CSS Virginia* as flag lieutenant to Admiral Buchanan. He was wounded at the battle of Hampton Roads in March 1862. In 1864 he served as flag lieutenant and ordnance officer for the James River Squadron.



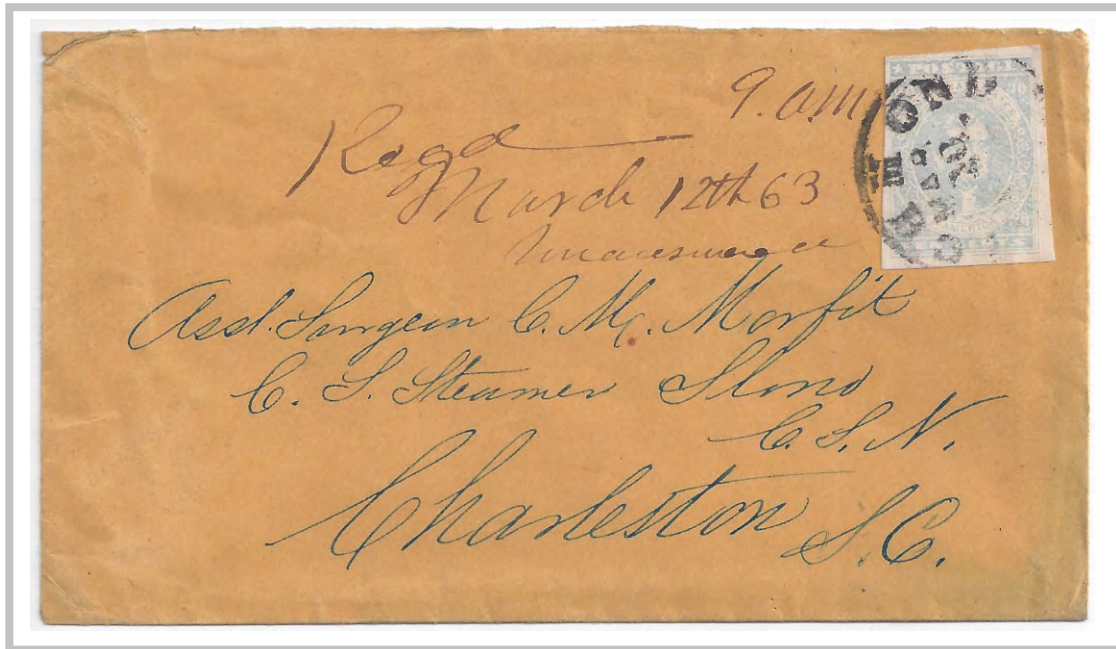
12 July 1864 Savannah, Georgia to Mobile, Alabama, prepaid with 10¢ blue
original letter from "Sam" (likely a landsman) dated "C.S.S. Savannah"

original letter includes:

I have had little time to spare being occupied in the transfer of the *Chattahoochie* crew from Columbus to this place (Savannah) whether it has pleased the Department to remand us as there was nothing doing on the *Chattahoochie* River. I have been now some few days & though not appointed to any special vessel, am doing duty on this one. I will probably be sent to the steamer *Water Witch* a pretty little vessel recently captured (June 3 in Ossabaw Sound) from the Yankees & now lying some 8 miles from this city I will try my best to make this supposition a reality."

CSS Savannah

The CSS *Savannah* was a casement ironclad built in 1863 at Savannah. On June 30, 1863 she was transferred to naval forces in the Savannah River under Flag Officer Hunter's command. She remained on the river until burned by Confederates on December 21, 1864 when the city was threatened.



10 March 1863 Richmond to Charleston, prepaid with 10¢ pale blue addressed to Asst. Surgeon C.M. Morfit, C.S. Steamer *Stono*, C.S.N.



13 October 1863 Washington, D.C. **used by Morfit while a P.O.W.** to Georgetown, D.C. with U.S. 3¢ red Provost Marshall, Washington, D.C. handstamp and endorsed by W.G. Sheen

CSS *Stono*

The CSS *Stono* was formerly the USS *Isaac Smith* captured in the Stono River in January 1863. She was taken into the CS Navy at Charleston. She was loaded with cotton and attempted to run the blockade on June 5, 1863 but was wrecked near Fort Moultrie.

Charles M. Morfit

Morfit served aboard C.S. steamers: *Ivy*, *Arkansas*, *Stono*, *Oconee*, *Raleigh*, *Albemarle* and *Chickamauga*. He was captured while escaping from the CSS *Oconee* on August 20, 1863 near Savannah and was exchanged on November 21, 1863.

Confederate States Navy



CSS *Sumter*



CSS *Sumter* running the blockade off New Orleans in June 1861. The USS *Brooklyn* is shown at left.

CSS *Sumter*

The CSS *Sumter* was built as the 473 ton steamship *Habana* in 1859. She was purchased by the Confederate Government in New Orleans in April 1861. After conversion to a cruiser, she joined the CS Navy under the command of Raphael Semmes. In her brief career as a commerce raider the *Sumter* captured 18 US-flagged merchant ships before being forced into the port of Gibraltar for repairs. Semmes and much of the crew joined the CSS *Alabama* later in 1862.



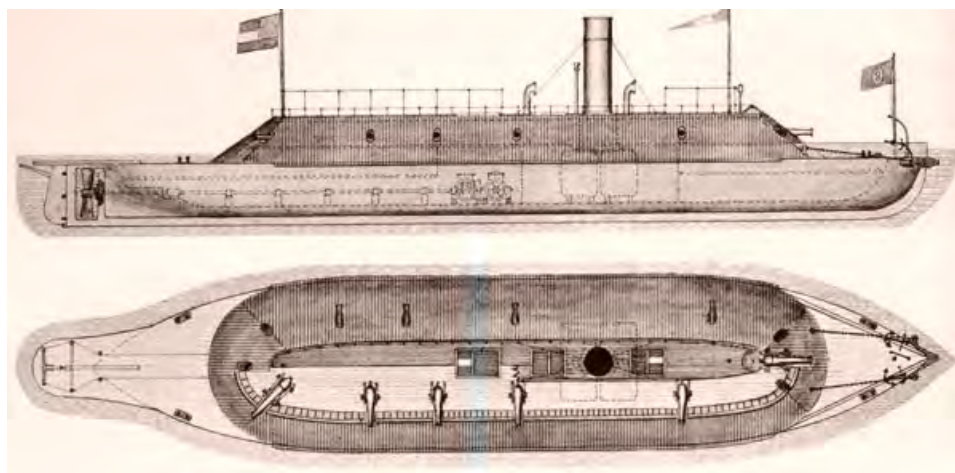
30 April 1862 Athens, Georgia to Mrs. John Kell at Macon, prepaid with 5¢ blue endorsed "Privateer Sumpter" at top left, directed to the care of Lt. John M. Kell, CSN

John McIntosh Kell

Kell served as Executive Officer during the commerce raiding cruise of the *Sumter* in 1861 and early 1862. After the *Sumter* laid up in Gibraltar, he returned to England arriving April 20, 1862 with Raphael Semmes. He departed Liverpool on August 13, 1862 and served as Executive Officer on CSS *Alabama* throughout her career and was present when she was sunk by USS *Kearsarge* in June 1864. He was rescued by the British Yacht *Deerhound* and taken to England and after his return to Richmond he commanded the CSS *Richmond* in 1865.



The USS *Merrimack* was burned to the waterline when the Union forces abandoned the Norfolk Naval Yards in April 1861. The Confederacy raised the ship a few weeks later and rebuilt her with iron plate armor. The ship was commissioned as the CSS *Virginia* in February 1862.



the CSS *Virginia*



13 March 1862 cover from Greensborough, North Carolina with their "PAID 5" handstamp addressed to Benjamin Herring, C.S. Steamer "Virginia" at Portsmouth, Virginia

CSS *Virginia*

The CSS *Virginia* was built in 1856 as the USS *Merrimack* and was converted to an ironclad by the Confederates. During the conversion, she was referred to as the CSS *Merrimack* although never commissioned as such. The conversion was really a rebuild from the waterline up.

Benjamin Herring

Herring served as one of three second engineers aboard the CSS *Virginia* from November 1861 through at least May 1862. He later served on the CSS *Tennessee*.



Samuel S. Barron, 1809 - 1888

- 1809 - Born in Hampton, Va.
- 1812 - Joined the U.S. Navy (father a Commodore USN)
- 1827 - Commissioned as Lieutenant, USN
- 1847 - Promoted to Commander during Mexican War
- 1855 - Commissioned as Captain, USN
- 1860 - Chief of the Bureau of Detail
- 1861 - Commissioned as Captain, CSN
- 1862 - 1865 Commander CSA Naval Forces in Europe
- February 1865 - Resigned his commission in CSN
- 1888 - died at his farm in Virginia

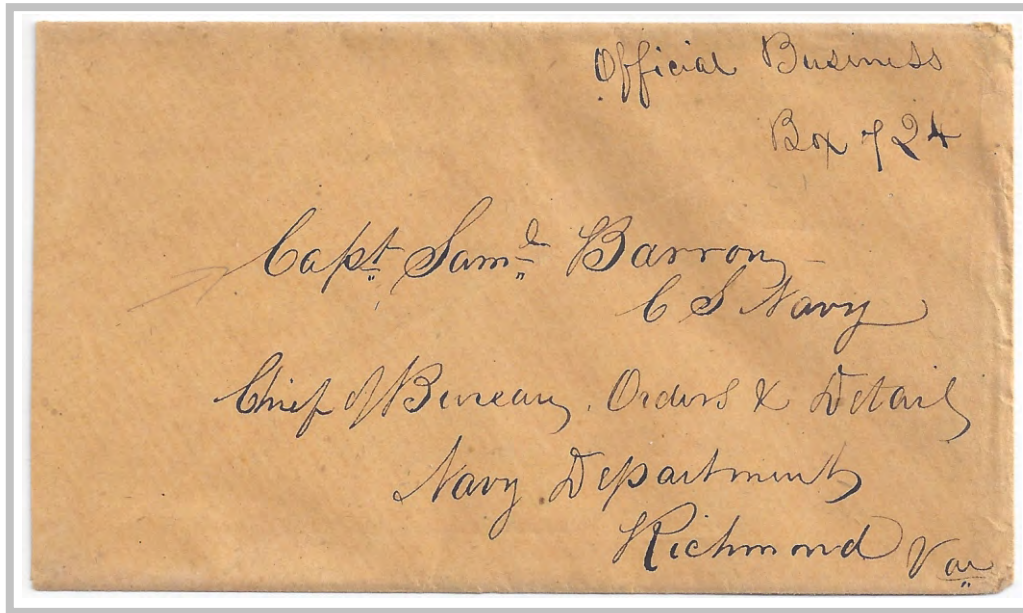


May 1863 Charlotte, N.C. to Savannah, Georgia prepaid with 10¢ blue
addressed to Commodore Barron, C.S. Navy, forwarded to Charleston

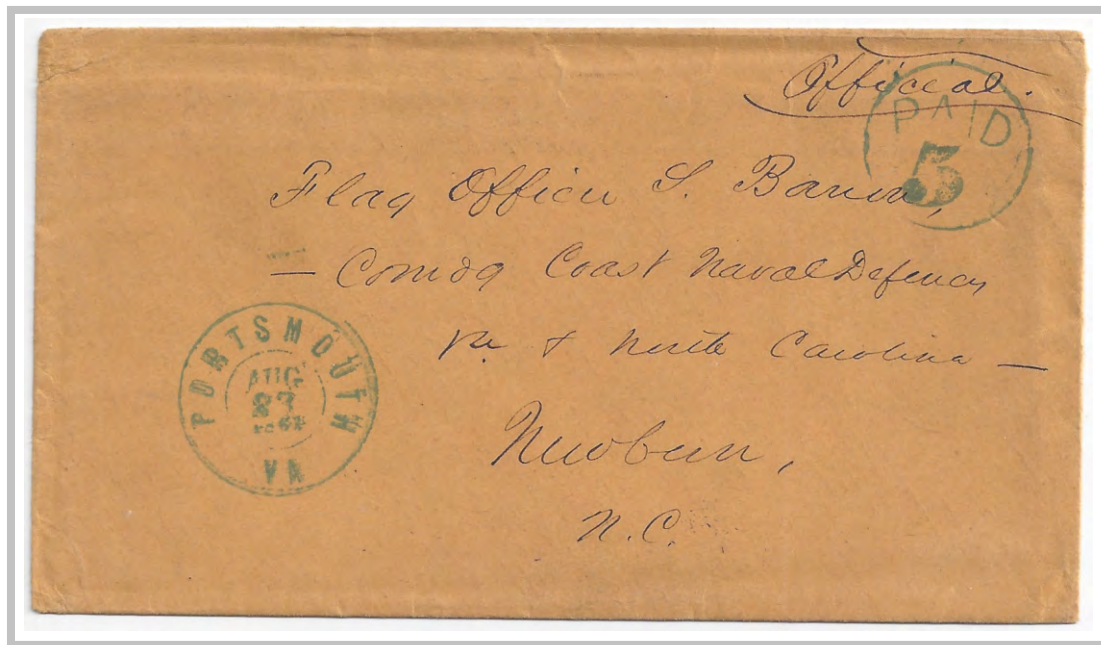
May 14, 1863 Savannah postmark, "FORWARDED" handstamp and 10¢ due handstamp

Samuel S. Barron

After Barron was exchanged in 1862, he was appointed Flag officer commanding naval forces in Europe from October 23, 1862. Before leaving for Europe Barron spent time in Savannah and Charleston. He ran the blockade from Wilmington, N.C. via Bermuda to England on September 5, 1863. His mission was to take command of two ironclad rams, CSS *North Carolina* and CSS *Mississippi*, being built in Britain for the Confederacy. However, both vessels were seized by the British before delivery and Barron traveled to France for the remainder of the war.



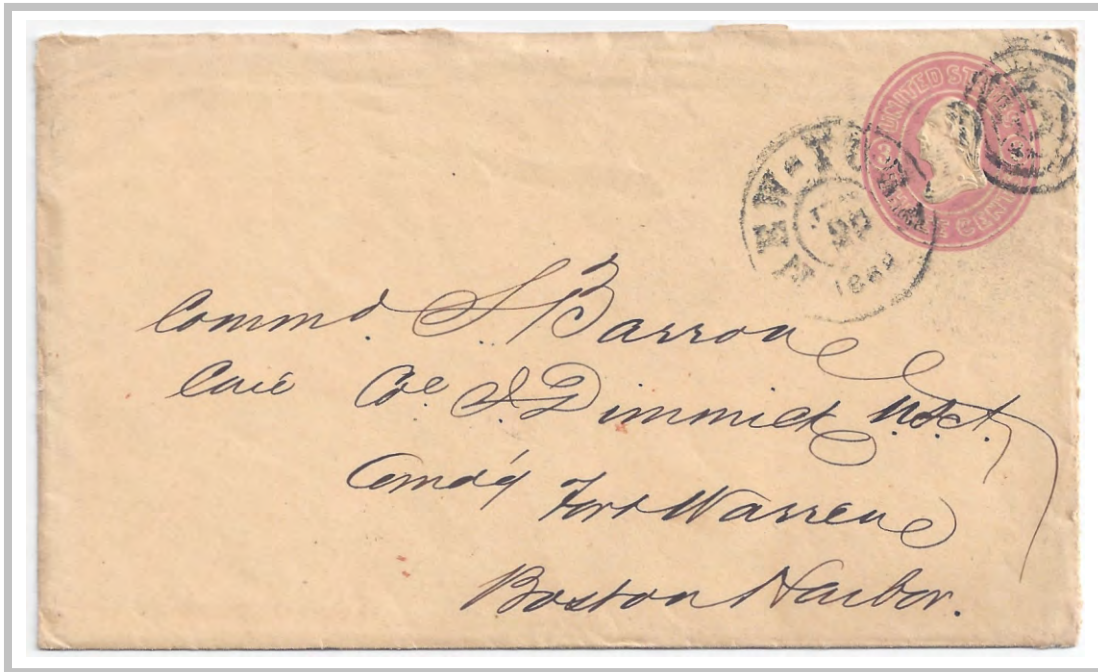
ca. July 1, 1861 "Official Business" endorsed cover carried outside the mails to Richmond addressed to Capt. Samuel Barron, Chief of Bureau Orders & Detail, Navy Department



23 August 1861 Portsmouth, Va. to Newburn, N.C. handstamped Paid 5¢, endorsed "Official" addressed to Flag Officer S. Barron, Comdg. Coast Naval Defenses

Samuel S. Barron

In April 1861, Barron resigned from the U.S. Navy and accepted a commission as Captain in the Virginia Navy. On June 10, 1861 he was appointed as commander and Chief of Bureau Orders and Detail (top cover). On July 20, 1861 he was appointed as commander of coast naval defenses for both Virginia and North Carolina (lower cover). He arrived at his headquarters on Fort Hatteras on August 28, 1861 and was captured the next day at the Battle of Hatteras Inlet following the surrender of forts Hatteras and Clark.



1 July 1862 New York to Fort Warren Prison, Boston Harbor
addressed to (Prisoner of War) Comm. S. Barron, to the care of Col. Dimmick, USA Comd'g.



11 August 1862 Charleston, S.C. to Captain Barron, C. S, Navy at Richmond, prepaid with pair 5¢ blue

Samuel S. Barron

After Barron's capture by the Federals on August 29, 1861 at Fort Hatteras he was sent to New York and then to Fort Warren Prison in Boston (top cover). He was exchanged in 1862 and was appointed Flag officer commanding naval forces in Europe from October 23, 1862. He left Richmond for Wilmington on August 31, 1863 before running the blockade on September 5, 1863 to Bermuda and England.



John McIntosh Kell



circa 1864 black bordered mourning cover Macon, Georgia to Richmond, prepaid with 10¢ blue addressed to "Com^{der} J.M. Kell, C.S. Navy" (while commanding the CSS *Richmond*)

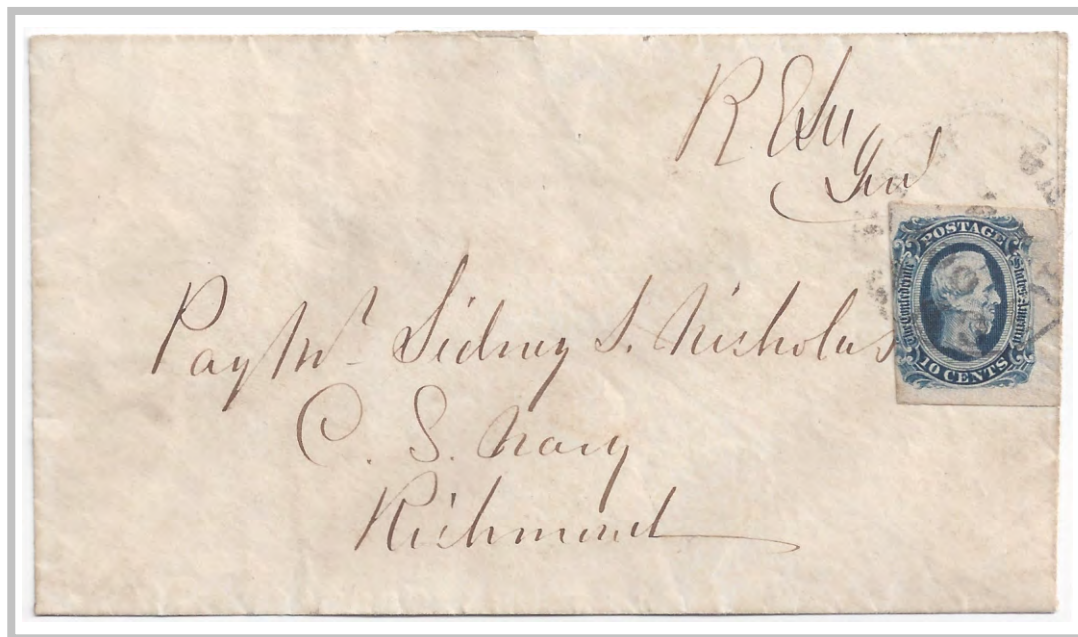
John McIntosh Kell

After serving in the US Navy, including on Perry's expedition to Japan, Kell resigned in 1861. He served briefly commanding the Georgia State gunboat *Savannah* before receiving commission as First Lieutenant in CSA Navy. In May 1861 he was sent to New Orleans to help Commander Raphael Semmes fit out the new cruiser CSS *Sumter*.

Kell served as Executive Officer during the commerce raiding cruise of the *Sumter* in 1861 and 1862. He then served in same capacity on CSS *Alabama* throughout her career and was present when she was sunk by USS *Kearsarge* in June 1864. He was rescued by the British Yacht *Deerhound* and taken to England and after his return to Richmond he commanded the CSS *Richmond* in 1865.



*R. E. Lee
Genl*



October 1864 **General Robert E. Lee** endorsed cover to Paymaster Sidney Nicholas, CS Navy entered the mails at Richmond as overpaid drop use with 10¢ blue

the only reported example of a Lee endorsed field cover with stamps used to a member of the Navy

Robert E. Lee

The Commander of the Confederate Army of Northern Virginia from 1862 until his surrender at Appomattox Court House on April 9, 1865. At the time of he signed and addressed the above cover General Lee was headquartered at Chaffin's Bluff on the James River in Virginia.

Sidney S. Nicholas

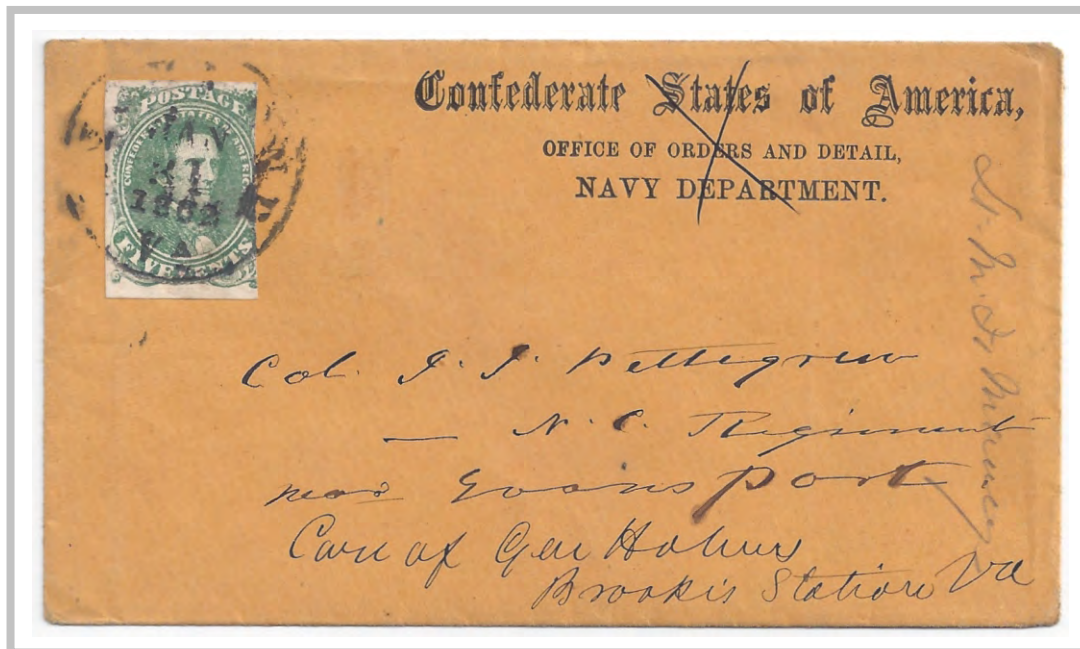
Nicholas was nominated to be an assistant Paymaster in the Confederate Navy on March 20, 1863. He served on the Richmond Station from 1862 through 1864.

Confederate States Navy Imprints

Matthew Fontaine Maury



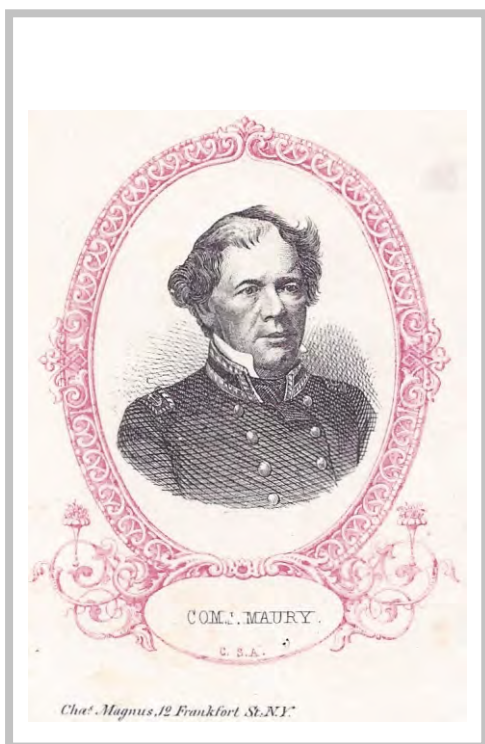
Office of Orders and Detail, semi-official cover used for private correspondence



31 January 1862 CSA Navy Department imprint cover, sent by M.F. Maury to Col. J.J. Pettigrew

J. Johnson Pettigrew

Pettigrew accepted a commission as Colonel of the 12th North Carolina Infantry in late 1861. He was promoted to brigadier general on February 26, 1862. Wounded and left for dead at the Battle of Seven Pines, he was held as a P.O.W. until exchanged. At Gettysburg he commanded the division to the left of Pickett's at the famous charge where he was wounded. He died in West Virginia on July 17, 1863 during the retreat.



Matthew Fontaine Maury

With the outbreak of the Civil War, Maury, born in Virginia, resigned his commission as a U.S. Navy Commander to serve on the Confederate side as Chief of Sea Coast, River and Harbor Defenses. Established the naval submarine service at Richmond, Va., 1861-1862.

Victor Randolph

Flag Officer

Confederate States Navy



Flag Officer in the Confederate States Navy

In general, a flag officer is a commissioned officer senior enough to be entitled to fly a flag to mark the position from which the officer exercises command. The title was an actual rank in the US Navy from 1857 and during the Civil War the term was used by the Confederate Navy as well. It was bestowed on senior navy captains who were assigned to lead a squadron of vessels in addition to their own ship.



2 April 1862 Petersburg, Va. to Mobile, prepaid with pair 5¢ green
addressed to "Flag Officer V.M. Randolph, Com'dg Naval Station, Mobile, Alabama"

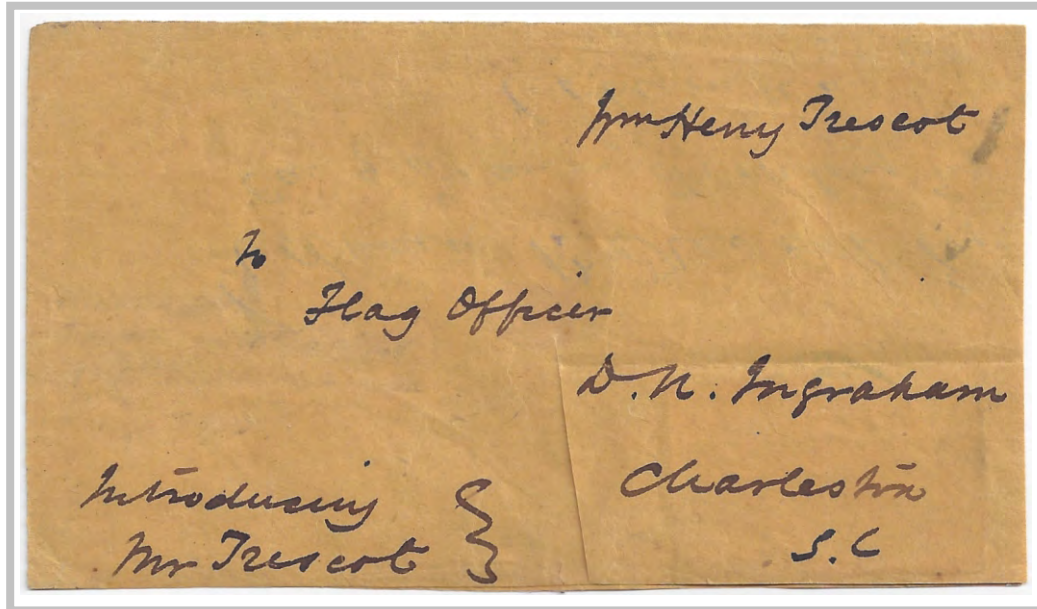
Victor M. Randolph

Randolph, a former Captain in US Navy served as Captain in CS Navy from March 26, 1861. After serving as Commandant of the Pensacola navy yard and the York River batteries in 1861, he was put in command of the naval defense fleet at Mobile, Alabama in 1862.

Duncan N. Ingraham

Flag Officer

Confederate States Navy



May 1863 turned envelope delivered private at Charleston, "Introducing Mr. (Edward Bocquet) Trescot" endorsed by William Henry Trescot and addressed to "Flag Officer D.N. Ingraham"
reduced image below of interior used May 9, 1863 from Charleston to Edward B. Trescot at Columbia, S.C.



Edward Bocquet Trescot

Edward Bocquet Trescot was appointed as a Midshipment in the Confederate Navy in May 1863. The letter of introduction that was enclosed in this cover undoubtedly facilitated his appointment.

Duncan N. Ingraham

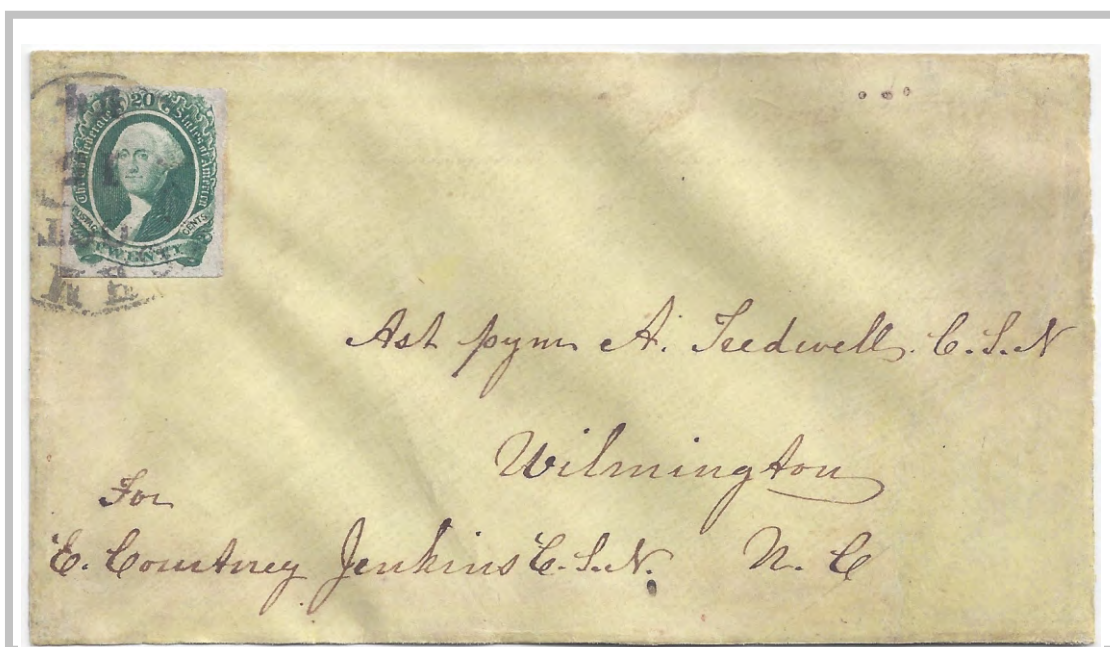
Ingraham was a former Captain in US Navy having joined at the start of the War of 1812. He resigned in February 1861 and entered the Confederate Navy with same rank. He served as Commandant of the Charleston Naval station from 1862 to 1865.

William Henry Trescot

Trescot was a Diplomat serving as the secretary of the U.S. Delegation in London before the Civil War. He returned to Charleston in February 1861 and served on state legislature, 1862-1866. He later served the US in treaty negotiations with China and Mexico.



7 October 1862 St. Marks, Florida to Paymaster John de Bree, CSN at Richmond, prepaid with 10¢ blue



15 October 1864 Richmond to Asst. Paymaster Tredwell, CSN at Wilmington, prepaid double rate, 20¢ green
second line of address is "for E. Courtney Jenkins, CSN" (Paymaster Tredwell's clerk)

John de Bree

John DeBree served as Chief of the Bureau of Provisions and Clothing (the bureau responsible for paying, requisitioning, etc. for food and clothing items) from July 1861 to April 1864. He had previously served in the US Navy for forty-four years.

Adam Tredwell

Tredwell joined the service as a Captain's clerk but was appointed as an Assistant Paymaster on October 20, 1862. After serving on the CS steamers *Ellis* and *Caswell* in 1861-1862, he served at Wilmington station until April 1865.

Confederate States Navy

Paymaster George O'Neal



Navy Department, two line imprint semi-official cover



11 April 1863 CSA Navy Department imprint cover from Richmond to O'Neal at Savannah, prepaid with 5¢

Treasurer's Office, two line imprint semi-official cover



7 August 1862 CSA Treasurer's Office imprint cover from Richmond to O'Neal at Savannah, prepaid with 10¢

George H. O'Neal

Appointed from Florida, George H. O'Neal served as the Assistant Paymaster for the C.S. Navy at the Savannah Station.



circa 1864 Mobile to Paymaster George O'Neal, CSN at Selma, prepaid with 10¢ blue

CSS Selma

The gunboat CSS *Selma* fought in Battle of Mobile Bay on August 5, 1864 and surrendered to the USS *Metacomet*.

*C. S. S. "Selma"
off Ft Morgan*



4 June 1864 Mobile drop use to Paymaster Thomas Ware, prepaid with 2¢ red
original letter dated from CSS *Selma* "off Ft.Morgan" regarding cloth brought in by the blockade-runner *Mary*

George H. O'Neal

Appointed from Florida, George H. O'Neal served as the Assistant Paymaster for the C.S. Navy at the Savannah and Mobile Stations.

Thomas Ware

Ware, formerly a Paymaster in the US Navy was appointed Paymaster in CS Navy on October 23, 1862. He served at Mobile station 1862-1865.

Fleet Surgeon

James River Squadron

Confederate States Navy



22 August 1863 Warrenton, N.C. to Dr. James Harrison, CSN at Richmond, overpaid with strip 5¢ blue



30 October 1863 Mobile to Dr. James Harrison, CSN at Richmond, prepaid with 10¢ blue

Dr. James F. Harrison

Born in, and appointed from Virginia, Harrison served as a surgeon in the US Navy before taking the same rank in the CS Navy in March 1861. He served as fleet surgeon, James River Squadron from 1863 to 1865. He served on CSS *Richmond* and CSS *Virginia* (No. 2).

Signal Corp
Ordnance Office

Confederate States Navy



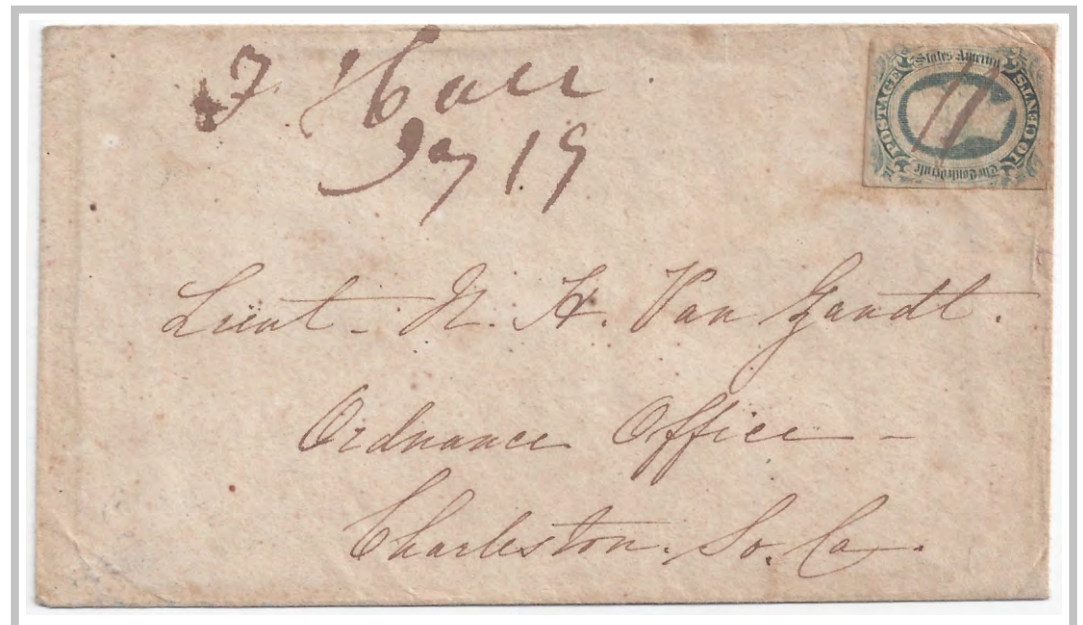
Signal Corp

The Confederate Signal Corps never achieved status as a separate branch of the service. However, in addition to responsibilities such as aerial telegraphy, communication and observation, the Corps was also chartered to conduct espionage for the CSA.

30 October 1864 home-made cover sent from Richmond, prepaid with 10¢ blue
addressed to "E. A. McCauley, Signal Office, Steamer *Roanoke*, James River Squadron

Ordnance Office

The Confederate Ordnance Department and its officers were responsible for all supplies, arms and ammunition. The Navy erected a powder-mill, machine shops and five ordnance workshops.



19 January 1864 Frederick Hall, Va. to Charleston, prepaid with 10¢ blue
addressed to "Lt. N.H. Van Zandt, Ordnance Office"

Edward A. McCauley

McCauley served as private in the Confederate Army assigned to the Signal Corps. The cover at top was sent to him while serving aboard the steam tugboat *CSS Roanoke* on the James River.

Nicholas H. Van Zandt

Van Zandt, a former Lieutenant in US Navy served as First Lieutenant in CS Navy from December 1861. Served with Charleston Squadron, 1862-1864.

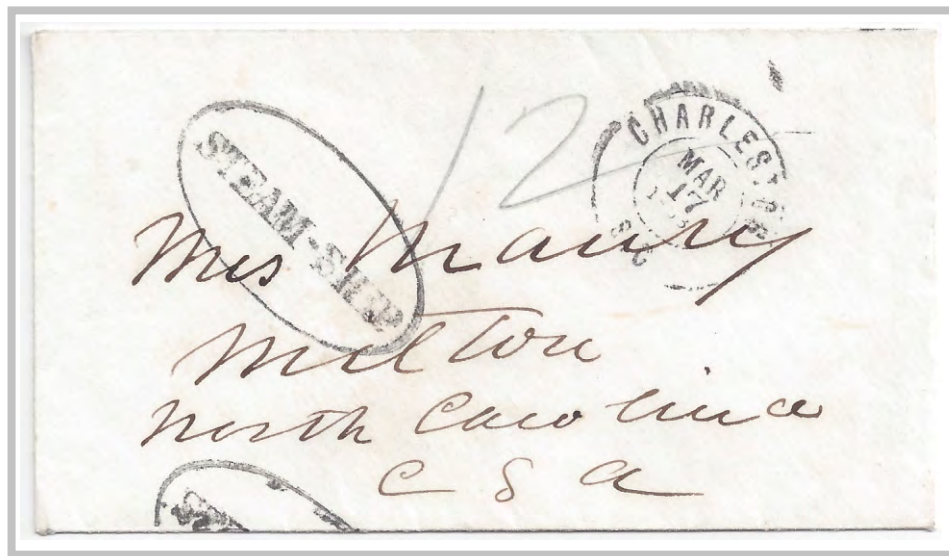
Confederate States Navy



Blockade-Running

Between 1861 and 1865 the Union Navy maintained a vigilant effort on the Atlantic and Gulf coasts of the Confederate States of America designed to prevent the passage of trade goods, supplies, arms and even mail to and from the Confederacy. Ships that tried to evade the blockade, known as blockade-runners, were mostly special built, new steamers with small cargo capacity. They ran between Confederate ports and neutral ports including Nassau, Bahamas, and St. George's, Bermuda.

President Abraham Lincoln proclaimed the blockade on April 19, 1861. By the end of the war the Navy had captured 1,149 blockade-runners, and burned, ran aground, or destroyed a further 355. Cotton exports from the CSA were reduced from ten million bales in the three years prior to the war to just 500,000 bales during the blockade period.



cover addressed by William F. Maury, Liverpool to Mrs. Maury at Milton, N.C. "C.S. A."

31 January 1863 Liverpool per *Asia* to New York and *British Queen* to Nassau

13 March 1863 per blockade-runner *Ruby* from Nassau to Charleston

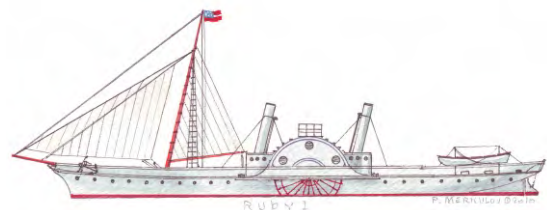
17 March 1863 Charleston, S.C. "STEAM-SHIP" and pencil "12" ship rate due

William Lewis Maury

After serving as a Lieutenant in the U.S. Navy, William Maury joined the Confederate Navy in June 1861. His experience in the US Navy included exploring the Amazon River and being a member of the Wilkes Expedition. In 1857 he married a cousin who was the daughter of Commodore Matthew F. Maury. William served on the CSS *States* and was stationed at Charleston before being promoted to commander in February 1863. He commanded the CSS *Georgia* until early 1864 seizing nine merchant ships in 6 months.

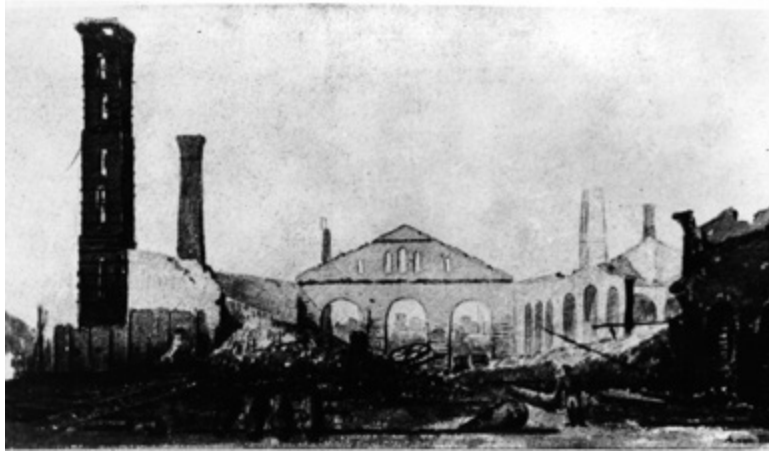
The blockade-runner *Ruby*

A 177' iron hull sidewheel steamer owned by Henderson & Co. She made 8 successful blockade runs during her career before being destroyed on June 11, 1863 near Charleston.



**Naval Foundry
Selma, Alabama**

Confederate States Navy



Ruins of the Confederate States Naval Foundry at Selma, Ala. (April 1865)



22 October 1863 Mobile to Selma, Alabama, prepaid with 10¢ blue addressed to "Captain Ap. C. Jones, C.S. N." and docketed by him as being from "Admiral Buchanan"

Admiral Buchanan
Oct-21st / 63 "Col-White"

Catesby ap Roger Jones

Jones was appointed to command the Charlotte Navy Works in March 15, 1863 and was soon relieved by his uncle when he was appointed to command the Naval Foundry and Ordnance Works at Selma, Alabama on May 9, 1863.

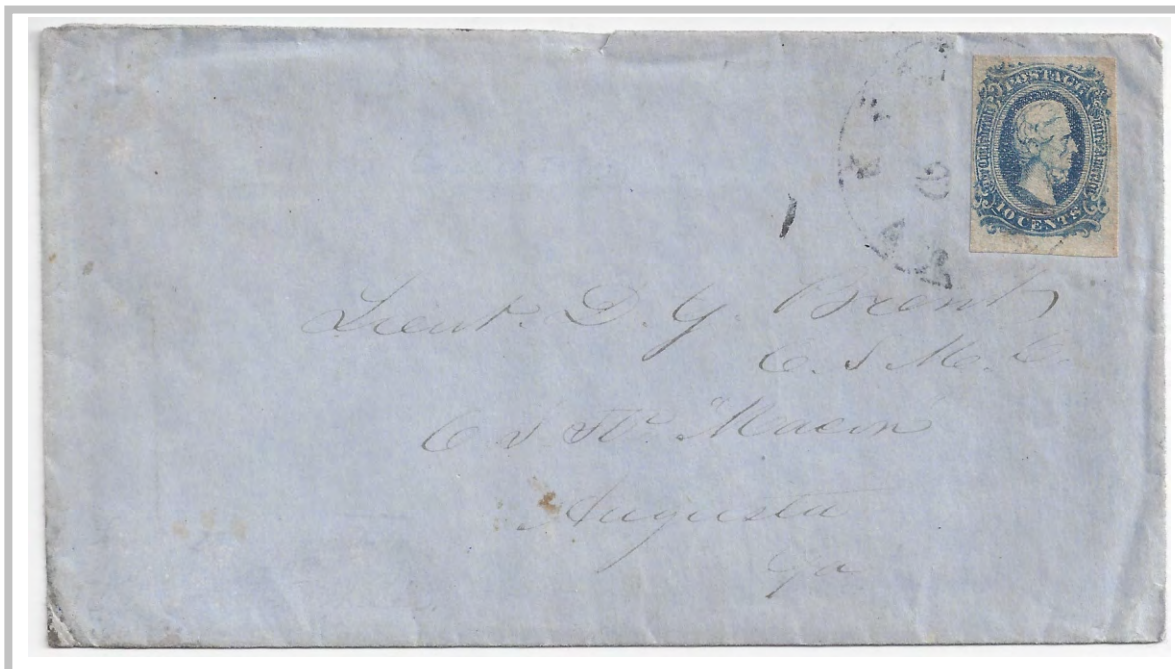
Franklin Buchanan

Buchanan, a former Captain in US Navy served as Captain in CS Navy from September 1861. He was promoted to Admiral for gallant and meritorious service while conducting the Confederate attack at the Battle of Hampton Roads in March 1862.



The Confederate States Marine Corps

The Marine Corps was established as a branch of the Confederate States Navy on March 16, 1861. The initial authorization was for fewer than 1,000 officers and men. The main training facilities were near Richmond at Camp Beall on Drewry's Bluff for much of the war. The Marine Corps banner is shown above.



2 March 1865 Greenville, Alabama to Augusta, Georgia, prepaid with 10¢ blue addressed to D.G. Brent, C.S.M.C., CSS *Macon*

CSS *Macon*

The CSS *Macon*, a former wooden steamer, was fitted out in Savannah as a steam gunboat in 1864. She reported to duty in August without a full complement. After Savannah capitulated on December 21 she departed for Augusta where she remained until the end of the war.

Daniel G. Brent

Brent served as a Lieutenant in the company "E" of the CSMC stationed at Savannah until it's fall in December 1864. After having been separated from his unit he was ordered on March 1, 1865 to report and take command of the Marines aboard the CSS *Macon* and CSS *Sampson* at Augusta.

AUGUSTA, GA, March 11, 1865:
All men absent from Company E, C. S. Marine Corps, and unable to rejoin their command, will report forthwith to me, at this place, aboard the C. S. steamer Macon:
DANIEL G. BRENT, Lt. C. S. M. C.
 mar 14 eod-3

Company E orders to report placed by Brent in March 1865 Augusta *Daily Constitutionalist*



24 July 1864 Richmond, Virginia to Mobile, Alabama, prepaid with 10¢ blue
addressed to Capt. J. Ernest Meiere, C.S. Marine Corps

Julius Ernest Meiere

While still a member of the USMC, President Lincoln attended Meiere's wedding to Comm. Franklin Buchanan's (USN) daughter Nannie at the US Navy Yard on April 4, 1861. The following month he attempted to resign from the USMC but his resignation was refused and he was dismissed. He was appointed to the Confederate Marine Corps and was appointed as a Captain in December 1861. He served on board the CSS *Virginia* under Admiral Buchanan when she was abandoned and destroyed on May 11, 1862. On August 8, 1864 he was captured at Ft. Gaines following the battle of Mobile Bay along with an injured Buchanan. Meiere escaped imprisonment at New Orleans on October 13 with a several marines and returned to CSMS service. He finally surrendered at Mobile on May 4, 1865.



View of the Battle of Mobile Bay



James Thurston

Thurston was appointed as a Second Lieutenant in the Confederate States Marine Corps from September 20, 1861 and was promoted to First Lieutenant on July 4, 1862. While aboard the CSS *Atlanta* he was captured by the USS *Weehawken* on June 13, 1863. He escaped from Fort Warren two months later, was recaptured, and paroled September 28, 1864. He was exchanged at Cox Wharf, Va. (Richmond) on October 18, 1864 (the day before the above cover entered the CSA mails).



1 October 1864 Fort Warren, Boston Harbor, Prisoner's letter from James Hambleton, the inner cover

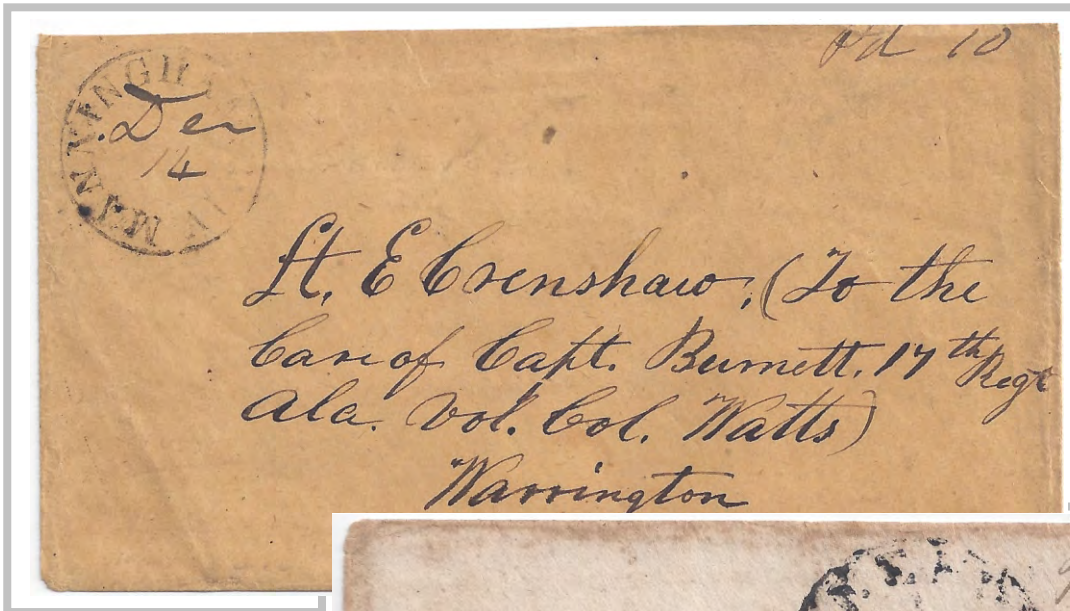
19 October 1864 entered mails at Richmond to Alexander Stephens at Crawfordsville, Georgia endorsed to, and carried by, **Lieut. Thurston, C.S.N.** at lower left, docketed on reverse as from Hambleton

James P. Hambleton

In 1859 Hambleton was the first editor of the inflammatory newspaper *Southern Confederacy* in Atlanta, Georgia. After a brief stint in the CSA army, he resigned "due to illness" in December 1862. He took a circuitous route north and was arrested as a spy in May 1863 and held in Old Capitol Prison before being sent to Fort Warren, Boston. A newspaper account in the May 12, 1863 *New York Herald* includes:

James Hambleton, who was arrested a short time since in this city on suspicion of being a rebel spy and intending to purchase supplies and war munitions for the State of Georgia."

He was held at Fort Warren Prison in Boston Harbor for the duration of the war.



14 December 1861
Manningham, Alabama
to Warrington, Florida
addressed to Lieut.
Edward Crenshaw
17th Regt., Ala. Vols.



5 January 1865
Greenville, Ala. to
Drewry's Bluff, Va.
addressed to Lieut.
Edward Crenshaw,
C.S. Marine Corps

lower cover with original letter from his mother includes, "Oh, why don't the men stop the war before the last one is killed .. what would I care for independence if you and your Pa was to get killed."



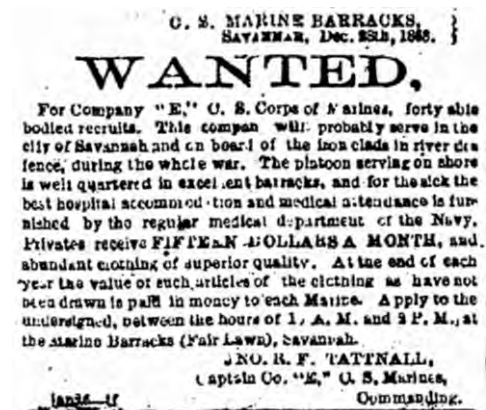
Lt. Crenshaw in his C.S.
Marine Corps uniform

Edward Crenshaw

Crenshaw served in the Alabama Infantry from 1861 (see top cover) prior to joining the C.S. Marine Corps in May 1864 as a lieutenant. He was then assigned to command a twenty-five man marine contingent aboard the CSS *Tallahassee* and served during her 1864 career as a commerce raider out of Wilmington, North Carolina. The CSS *Tallahassee* took 33 prizes while Crenshaw was aboard. Later, he was assigned to the Marine Guard attached to CSS *Virginia II* at Drewry's Bluff and finally he was attached to Raphael Semmes' naval brigade during the retreat south.



interior of cover below, January 21, 1865 from Charleston addressed to E.C. Kollock, c/o flag officer Hunter at Augusta



December 28, 1863 Company "E" recruitment ad placed by J.R.F. Tattnall

Eddie C. Kollock

A former CS Army soldier, Eddie Kollock served as Flag Officer W.W. Hunter's Secretary from December 1863 onboard the CSS *Savannah*.



17 January 1865 cover turned and used by E.C. Kollock from Augusta to Charleston, with 20¢ green addressed to M.C. Kollock, C.S. Marines, care of Captain John R.F. Tattnall

Macarton C. Kollock

A private in Company "E" of the Confederate States Marines. Brother of Eddie Kollock.

John R.F. Tattnall

Capt. Tatnall, a former U.S. Marine officer, served as commander of Company "E" in CSMC.



30 January 1865 Tarboro, North Carolina to Charleston, S.C., prepaid with pair 5¢ blue on reverse
addressed to Henry H. Bowen, C.S. Steamer *Columbia* to the care of Capt. Evans

CSS *Columbia*

The CSS *Columbia* was an ironclad steamer that was completed late in 1864. She ran into a sunken wreck off Ft. Moultrie on January 12, 1865 and was grounded. When the Union forces occupied Charleston in February they salvaged the ship but it was too badly damaged to serve.

Henry H. Bowen

Bowen was conscripted into the CS Marines as a private on October 6, 1864. He was assigned to the yet unfinished ironclad CSS *Columbia* at Charleston. After the ship was grounded on January 12 and abandoned, Bowen was sent to Wilmington, North Carolina.