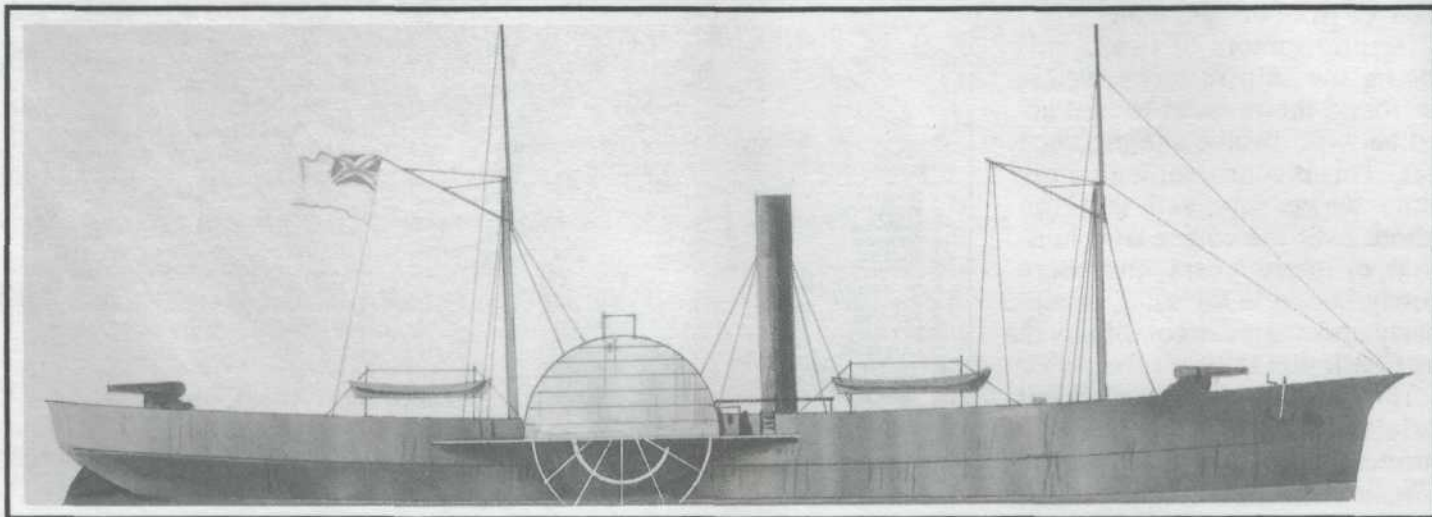


THE CONFEDERATE NAVAL HISTORICAL SOCIETY NEWSLETTER

Issue Number Three -- February 1990

Confederate And Union Vessel Sites Remain Undisturbed At Mobile Bay: *C.S.S. Gaines*, *U.S.S. Philippi* (Former Blockade Runner *Ella*), *U.S.S. Milwaukee*, *U.S.S. Osage*, and Blockade Runner *Ivanhoe*.



C.S.S. Gaines by Tony Gibbons (see review of his book on page six)

Early last fall, author (and CNHS Capt.) Clive Cussler led a team of divers for the National Underwater Marine Agency (NUMA) to explore and survey the locations of the remains of Union and Confederate vessels in the Mobile Bay area. He found them blessedly undisturbed. What follows is his first-hand report of the expedition:

By Clive Cussler

The interesting aspect of the marine archaeology of Mobile Bay is that so little has taken place. Except for a survey of Civil War obstructions just below the main city dock area, a few dives on the monitor *Tecumseh*, and the discovery of two Confederate ironclad floating batteries, no one bothered to confirm the location and dispositions of many ships lost in and around Mobile Bay, beginning as early as the 16th cen-

ture. (Ed. note: there was also an excellent set of surveys done by the Corps in the mid-1980's.)

After obtaining the necessary permits and working with John Tyson, a former state senator and prominent attorney, and state historical agencies -- not to forget the Army Corps of Engineers -- the NUMA team consisting of Craig Dirgo, Allen Green, and myself set up a base at Fort Morgan and began the survey.

The approximate location of the vessels, with the exceptions of the *Milwaukee* and the *Osage*, were well documented through old charts. Our primary goal was to verify the existence of these wrecks and determine condition if possible. Using the research compiled by Jack Friend and the Baldwin County Historical Commission, we set out for the first target, the Confederate gunboat *Gaines*. This was a hastily constructed sidewheel steamer 202 feet in

length with a 38 foot beam. Manned by a crew of 130, it mounted one 8-inch rifled gun and five 32-pounders. During the Battle of Mobile Bay (on August 5th, 1864) she fought a good fight against the Union fleet before being run aground behind Fort Morgan to avoid capture.

After a few passes using our E.G.&G. sidescan sonar and the Schoenstedt gradiometer, we received a very heavy magnetometer reading indicating the presence of boilers. The sonar, however, recorded nothing of interest, except a nearby sunken barge. We went over the side in only five feet of water and immediately found several clusters of coal. Then, using steel probes we struck iron plate and other hard objects three feet below the bottom.

The *Gaines* site could prove an excellent excavation project during low tide.

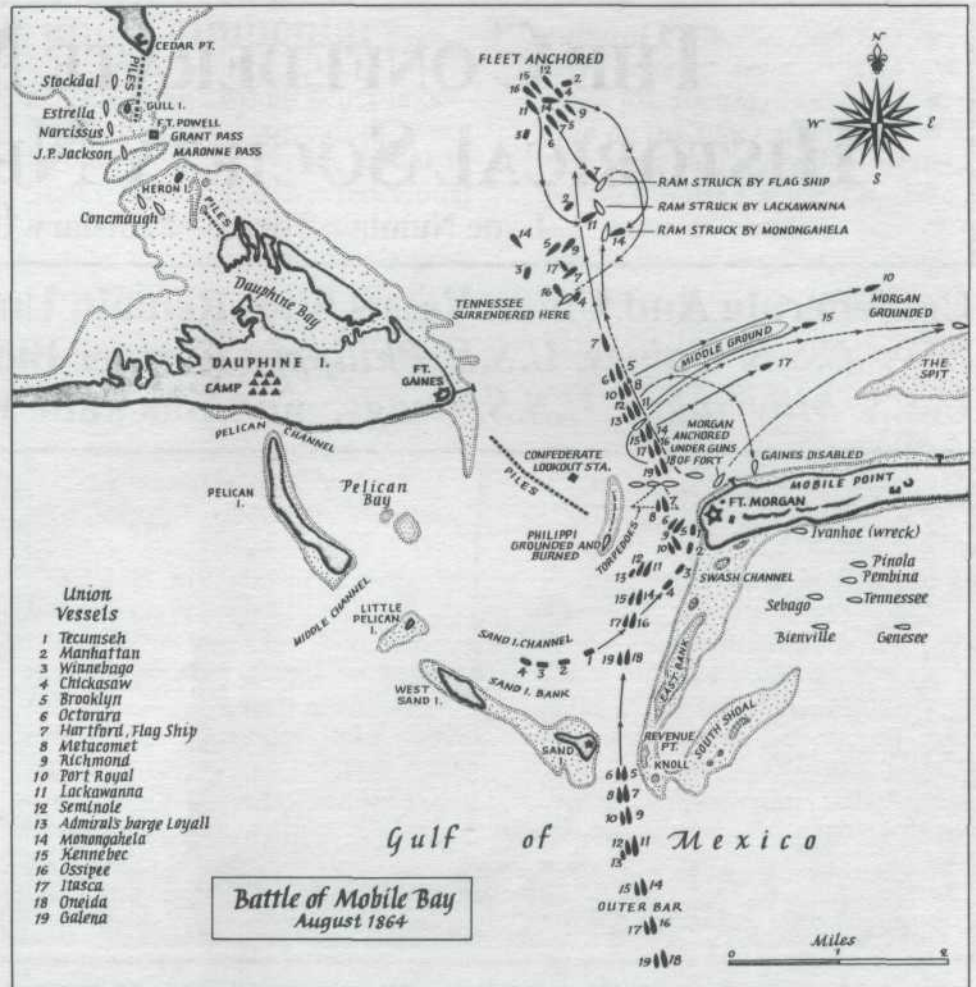
Next, we circled the Fort Morgan point and began sweeps for the *Ivanhoe*, a Confederate blockade runner that was run aground in June of 1864 and burned by a Union force. After a land and water search over a square acre grid to make sure no other anomalies were close by, we quickly found the site by using chart overlays and the gradiometer. Our readings showed scattered debris with the heaviest hits some distance from the shoreline.

Despite rumors of divers salvaging the ship in recent years, we found the remains to be buried between twelve and eighteen feet. This is consistent with other ships we've surveyed that ran ashore over the course of a hundred or more years and were slowly buried in the sand, particularly under similar conditions in the Charleston area.

The following day, we set out early to search for the *Philippi*. Formerly the blockade runner *Ella*, a sidewheel steamer 311 feet in length and 24-foot beam, she was captured and commissioned as a Union gunboat. During Farragut's entry into Mobile Bay, the *Philippi* moved behind the fleet and ran aground. She was shelled by the guns of Fort Morgan and eventually set on fire.

We set up a grid starting from a nearby buoy and worked along the bank where overlays of the historical charts put the ship on modern recordings. Running the bank on the fathometer while probing with the gradiometer and sonar, we worked for four hours before striking a strong sidescan picture of a shipwreck standing proud on the bottom.

After mooring over the site, our divers went down and returned with the announcement that we had struck an old steamer. The visibility was little more than three feet, but burnt hull beams, scattered remains of boiler



ers and coal indicated that in all probability it was indeed the *Philippi*.

The search was continued for a distance of 300 yards on each side of the vessel to determine if there were any other ships or anomalies in the area. There were none -- the bottom was clean of all but small debris.

We had expected to find the remains of the *Philippi* buried, but because it lies on the bank and is scoured by the action of the tides in and out of the channel, much of the wreck is exposed.

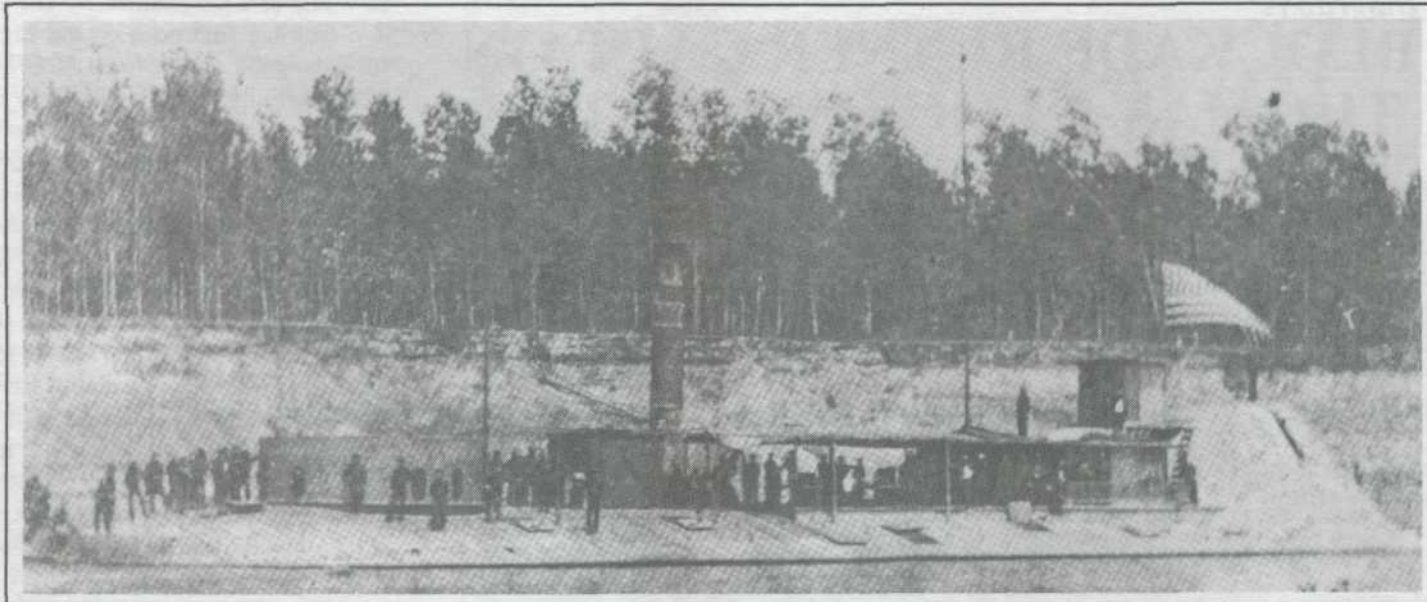
The next day was spent locating the remains of ships predating the Civil War -- the 18th century French merchant vessel *Bellone* and the British warship *Hermes* sunk in the War of 1812 -- after which we bid a fond farewell to our house at Fort Morgan and moved the operation to the

Blakely River to search for any remains of the Union monitors *Milwaukee* and *Osage*, sunk by Confederate mines during the closing months of the war.

The *Milwaukee* was an unusual ironclad with two different types of turrets, both mounting 11-inch Dahlgren smoothbores. She was 229 feet in length with a beam of 57 feet. Just below Spanish Fort on March 28, 1865, she struck a Confederate torpedo and sank in deep water until she was completely submerged.

The *Osage* was a single-turreted river monitor that measured 180 feet in length with a 45-foot beam. She mounted two 11-inch Dahlgren cannon. She was also put on the bottom by a Confederate torpedo only a day after the *Milwaukee*.

Although it is recorded that the hulk of the *Osage* was raised



The river monitor *Osage* with turret forward and covered stern-wheel aft (U.S. Naval Historical Cntr.)

three years later and sold at auction in New Orleans, and the *Milwaukee* was supposedly also salvaged, we've found that quite often the salvors leave considerable debris and wreckage behind. Then, there is the intriguing map on an 1867 chart showing an historical site above the Blakely River bar. We could not help but wonder if it was the marked site of one of the ironclads.

Unfortunately, the flag when overlaid on modern charts sits in the middle of an immense bog.

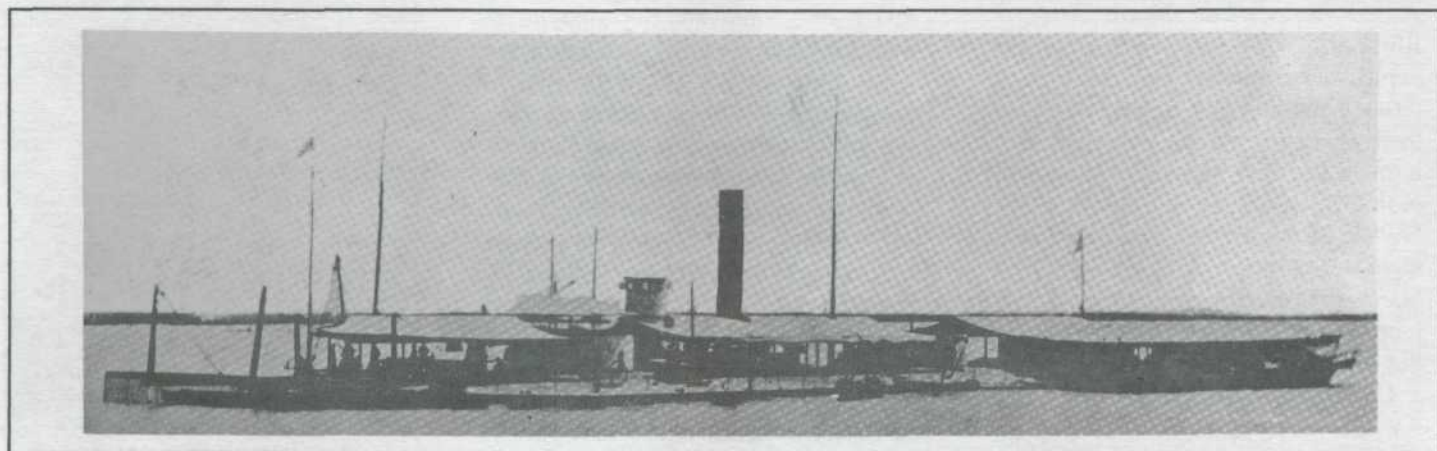
We imaged with both the magnetometer and sonar from the

causeway to the site of the old bar and found no trace of a shipwreck. There were some heavy magnetometer readings farther up the river under the shore, but according to contemporary reports, both ironclads were sunk not far above the bar, which was far out from the mouth of the river in the bay.

Perhaps if we return, we'll drop a magnetometer out of a helicopter and check out the bog. Who knows, maybe one of the salvaged remains of an old monitor still lies alone and forgotten in the mud...

Editors' note: We most highly commend the fashion in which Mr. Cussler and NUMA set about this expedition. Every effort was made to obtain proper permits and notify all appropriate agencies, professionals were used on the dives, findings were documented in detail, and no disturbance was done to the sites.

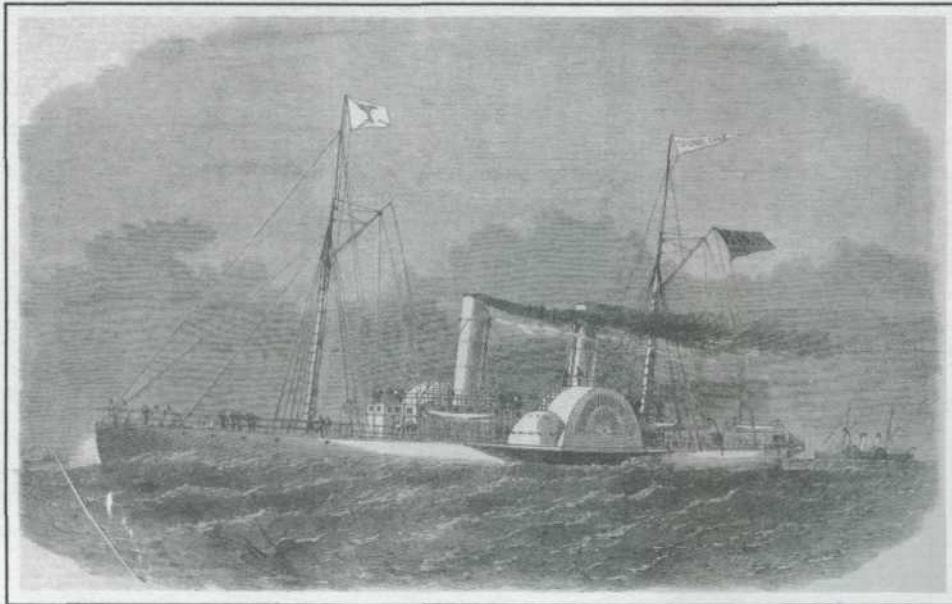
This should be an ideal model for other similar projects, using non-intrusive methods wherein no artifacts are disturbed or removed until appropriate conservation techniques can be developed and implimented.



The monitor *Milwaukee* with a "torpedo rake" minesweeping device on bow and tender at right, also U.S. Naval Historical Center, from "Warships Of The Civil War Navies" (see review, page six).

Biography:

BLOCKADE RUNNER CAPTAIN THOMAS J. LOCKWOOD, THE "FATHER OF THE TRADE"



Lockwood commanded *Colonel Lamb* -- neither were ever captured.

By (CNHS) Captain Kevin Patrick Lockwood

Shortly after one in the morning, 12 October 1861, shrouded in rain and mist, Capt. Thomas J. Lockwood stood alertly on the quarterdeck and watched Fort Sumter drift slowly by, as his ship the sidewheeler *Theodora* departed Charleston harbor. Outside the harbor waited the vigilant North Atlantic Blockading Squadron whose ships could occasionally be made out, through the mist, by lights hoisted to their peaks. This was his first trip through the lines of Yankee ships, but in time he would become known as the "Father of the Trade." On board that night were Confederate Commissioners Mason and Slidell making their historic journey to England. The final leg of this trip would ultimately be delayed by a U.S. man-of-war which illegally seized them from on board the British steam packet *Trent*.

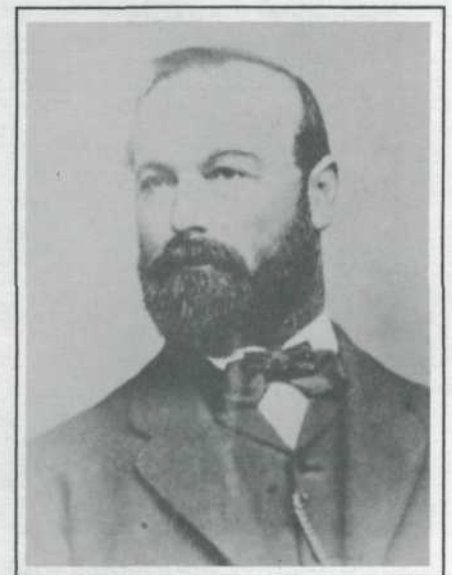
At the outbreak of hostilities Capt. Lockwood was in charge of the steam

packet *Caroline*, owned then by the Florida Steam Packet Co., which operated between New York and Florida. While at Charleston, prior to the firing on Ft. Sumter, he was hired to take a group of local citizens and military personnel on an inspection cruise of the harbor. While on this cruise, Capt. Lockwood steered close to Ft. Sumter, allowing his passengers, including P.G.T. Beauregard and S.R. Gist, to examine the solitary fortress and allowing a band on board a ship following to serenade Major Robert Anderson's Yankee garrison with a tune called "Dixie." He was back in Charleston on the 15th of April, 1861, three days after the bombardment had begun, again giving a harbor tour of the newly-surrendered Ft. Sumter.

Capt. Thomas Lockwood obtained a Letter of Marque dated the 15th of July, 1861, signed by President Jefferson Davis, authorizing him to outfit the *Carolina's* sister ship, the *Gordon*, as a privateer. He quickly departed for the North Carolina sounds along Beaufort, where

he would base his excursions. The *Gordon* took her first prize on the 25th of July, the good ship *William McGilvery*, a brig carrying Cuban molasses to Boston. In the next ten days the *Gordon* and her crew captured four more prizes of the North Carolina coast. Then on Tuesday, August 27th, while cruising off Cape Hatteras, a flotilla of ten ships was sighted to which a wide berth was given. History would reveal these ships to be the expedition from Fortress Monroe sent to make an amphibious landing at Fort Hatteras on the outer banks of North Carolina. The *Gordon* then made for Charleston harbor where she would pass the early fall, employed as a coastal patrol boat by the Confederate forces. Here the *Gordon* was disarmed, renamed the *Theodora*, and given the task of transporting Mason and Slidell to Cuba. Capt. Lockwood was to make several more runs in the *Theodora* before she was sold to the Confederate government in December 1861.

Thomas then assumed command of a familiar vessel, the *Carolina*, which he had sailed before the war. The vessel was now owned by his wartime employers Fraser Trenholm & Co. and had been renamed the *Kate*, after the wife of William Trenholm. She was to become his most notable command, making twenty successful runs. During his command of the *Kate*, Capt. Lockwood lost his first wife and a child to yellow



Captain Thomas J. Lockwood

fever while they were staying at Nassau. The *Kate* finally became such an embarrassment to Union blockade captains that operations were sent out to capture her while at anchorage in Wilmington. Even so, not until she accidentally hit a snag in the Cape Fear River near Smithville did her career come to a close.

His next command was to be the *Elizabeth*, with which ship he would make at least six more successful runs before being forced to put her aground to avoid capture off Cape Fear on September 26, 1863. Without a command, he was then selected to oversee the construction, in England, of what would become the finest ship ever built to slip through the ever-tightening blockade.

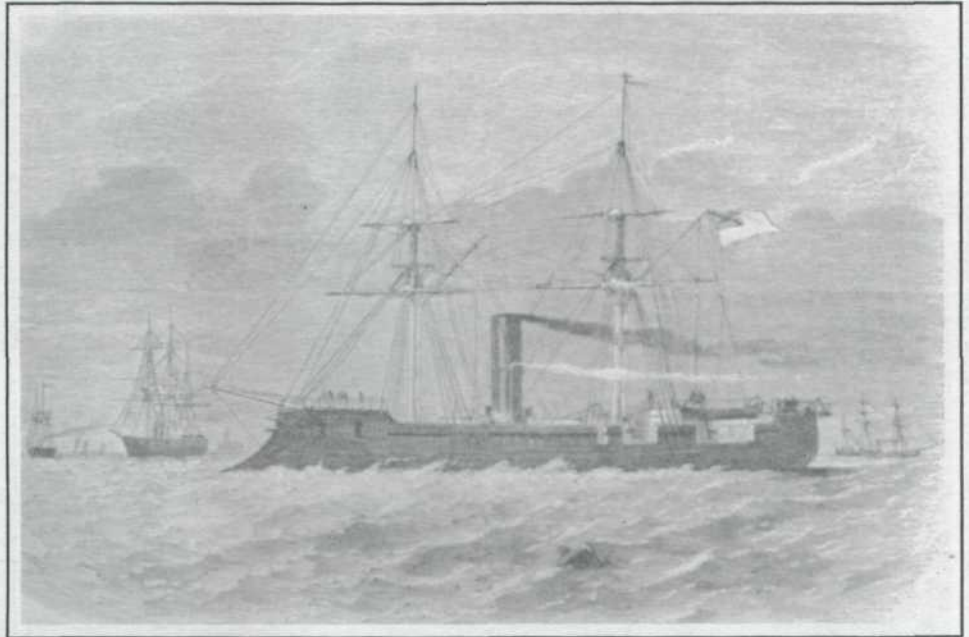
Almost a year after his arrival in England this ship was launched and christened the *Colonel Lamb*. She was named in honor of the gallant officer commanding Fort Fisher, the "South's Gibraltar," which stood looming out to sea guarding the only real port still open to runners, Wilmington, N.C. On the 29th of November, 1864 the *Colonel Lamb* entered Wilmington via Halifax, offloaded, and then cleared there for the last and only time on the 20th of December bound for Bermuda. The fall of Fort Fisher was accomplished only after days of desperate fighting on land and bombardment by Porter's fleet, which had assembled off New Inlet at dawn shortly after Lockwood's departure.

Although facts are uncertain, it seems that during the remaining months of the war Capt. Lockwood actually accomplished the impossible, at least once, by running the incredibly tight blockade at Charleston. This was probably largely due to the reported high speed (17+ knots) of the *Colonel Lamb*. He later attempted to enter Galveston, Texas but due to shallow waters failed. Captain Thomas J. Lockwood then returned to England, uncaptured in his career, to await the inevitable end.

[Kevin Lockwood is currently researching the background of his Confederate forbear (and his also-famous blockade-runner captain brother Robert. Anyone with runner ads, clippings, etc., please contact him at 5954 Eisenhower St., Great Bend, KS 67530.]

Where They Lie:

C.S.S. Stonewall



C.S.S. Stonewall at Lisbon in March 1865

One hundred and twenty-five years ago, most of the Confederate Navy was fighting a desperate defensive action, but in Europe one last hope of bringing the war back to the North was getting underway. It was the C.S.S. *Stonewall*, a seagoing ironclad ram that was believed capable of standing off any Northern port and bringing it to its knees. Built by the French originally for the Confederacy, it was sold due to political pressure to Denmark, who refused it on delivery and sold it back to a Southern agent. She slowly threaded her way south through heavy winter weather in European waters and by the end of March sailed from Lisbon, where she was shadowed by the U.S.S. *Niagara* and *Sacramento*. The unarmored Northern warships wisely chose not to engage her, for which their commander was later court-martialed.

By mid-April she had made her way to Cuba, but there her commander learned of the col-

lapse of the Confederacy and sold her to the Cuban government for enough money to pay off his crew, thus forever ending Southern hopes of supremacy at sea.

She was subsequently turned over to the U.S. Government who sold her to Japan in 1868 and where she was seized by the Emperor's forces. There she helped spearhead the Meiji Restoration and the overthrow of the Tokugawa Shogunate, which had ruled medieval Japan since the 1600's. She served out her final years under the name *Azuma*, eventually demoted to an accommodation ship, but how long she survived may be a mystery. Silverstone lists her (without comment) as broken up in 1908, but another story claims she was sunk by U.S. aerial attack at Yokohama in 1945, and later dredged up, her remains being incorporated as fill in a seawall in that Japanese port. We're still chasing that one down...

Artist Profile:

Scrimshander Joel Cowan



Artists have depicted Confederate naval themes in a variety of media, but so far Washington State scrimshander Joel Cowan is the only one we know of doing it in exquisitely detailed scrimshaw, the traditional sailor's craft now elevated by modern practitioners to a high art. The piece to the left, reproduced here actual size, was done on fossil mammoth ivory (no modern elephants died for this one) and in full color. Mr. Cowan has also done other CSN vessels, including one of the *C.S.S. Alabama*. He is one of the world's leading scrimshanders, with pieces in galleries coast to coast.

This piece is on display for purchase at the American Marine Model Gallery, 12 Derby Square, Salem, MA 01970, (508) 745-5777. Mr. Cowan may also be contacted directly for individually commissioned pieces at Box 705, Bellingham, WA 98227, (206) 671-6381.

Reviews:

Warships, Warships, Flags and Naval Tales

Warships of the Civil War Navies, by Paul H. Silverstone, Naval Institute Press. This is a first-rate reference book that lists all the technical information that's known about the warships of the navies of both sides and some blockade runners and revenue and coastal survey ships as well. Its format is similar to the section on ships in the ORN (Series II, Vol. 1) but with lots more information and plenty of contemporary pictures and drawings. It is not a history book, but a technical compendium with brief paragraphs about the acquisition and disposition of each ship. If you want to know their adventures you will have to dig elsewhere, but this is undoubtedly the work to have in your library to track down any vessel you can think of that was directly employed by either navy during the

War. Like the *Civil War Naval Chronology*, this is an essential reference work to have on your shelf.

Warships and Naval Battles of the Civil War, by Tony Gibbons, Gallery Books, is a book not so much for the reference shelf as for the coffee table. This lush work is filled with oversized full-color drawings by Gibbons of ironclads, cruisers, blockade runners and a host of other vessels executed with the kind of spark that makes you want to hop on board. In addition, there are a number of overview paintings of various engagements and plenty of text to tell the stories of many of the vessels rendered here. Unlike the previous book, this is not an attempt to cover every ship that sailed during the War, just every ship that caught Gibbons'

fancy. If the book suffers from anything, it is the artist's clear infatuation with his material, which leads to some structural inaccuracies and some ships looking a lot more beautiful here than they ever did in real life (the *Sumter*, for example). These are easily forgiven, if for no other reason than the whole book gives you a feeling of how ships of this era, as diverse as they were, were *conceived* by their creators, even though their actual realizations may have been a lot rougher and seedier than planned, the view as seen through the contemporary photos in Silverstone's book. The two volumes very much compliment each other and are welcome in the increasingly greater attention being given lately to the navies of the conflict.

Rebel Flags Afloat: A Survey of the Confederate States Navy, Revenue Service, and Merchant Marine by H. Michael Madaus, Flag Research Center, 3

News And Notes...

As promised last issue, we have gotten some CNHS patches in stock that are just right for a blazer pocket or anything else you'd like to sew or stick them on. They feature the CNHS logo (the Confederate Navy Seal with ship and seven stars) with our name around the edge of the circle, gold on navy with gray trim. They're \$10 ppd -- very trim, indeed, we think. Also coming soon, we hope, will be the same seal (but without the CNHS name) on brass buttons -- Firmin, the English company that originally manufactured the CSN's deepwater officers' buttons, has struck them from the original dies. The Confederate Naval Museum will be offering the crossed cannon and fouled anchor set (since it's their logo) and CNHS will be offering the navy department seal. Details next issue...

On the Richmond front, bids

are being made to do surveys of the wrecks on the James, but none has been accepted yet. It's hanging up the Port of Richmond's plans for expansion, but that's the price of having valuable history on your doorstep.

Plans for the *C.S.S. Alabama* replica in Birkenhead, England are moving along apace with bids already tendered to complete the job, among them the original builder, Cammell Laird. Fundraising for the project in the U.S. is being spearheaded by the CNHS, so contact us if you want to give this worthy project money, *Alabama* memorabilia, expertise, etc., all tax deductible.

On the wreck of the *Alabama* off Cherbourg, little progress to report. Committees and representatives are still pending.

Meanwhile, we are sitting on a major CSN news story we hope you'll be reading about in the daily press soon, before we cover it in full in our next issue...

Reviews, cont'd

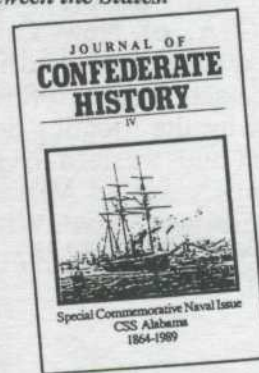
Edgehill Road, Winchester, MA 01890. This is actually a copy of *The Flag Bulletin* No. 115 from 1986 but it's definitely one to have and reveals the ingenuity of CSN and other Southern seamen in assembling bunting on a moment's notice. Our favorites are the revenue flags adapted from existing French tricolors in the New Orleans area by sewing on a few stars in a circle or a cross. Necessity is indeed the mother...

Damn The Torpedoes: Naval Incidents of the Civil War by A. A. Hoehling, pub. by John F. Blair. Hoehling has done a lot of historical books, many naval and some of this period, but this looks like a collection of incidents he made notes upon along the way in perhaps a variety of other research projects. It's sort of a "here and there at sea" that mixes more obscure (and therefore more interesting) tales like

that of the *Osage* on the Red River and the dreadful tragedy of the troop transport *Sultana* with more of the usual about the *Merrimack*, the cruise of the *Alabama*, and the Battle Of Mobile Bay. Because of this mix, the book comes off as neither fish nor fowl. Most would want to have seen more unusual incidents explored (those about which at least one full-length book hasn't been written), though even in these the pop style in which the book is written (with dramatic in-the-heat-of-battle direct quotes, for instance) makes you somewhat suspicious of how free the author has been with the actual research material he got it from. But it's entertaining and might make a good gift for someone you'd like to introduce to Civil War naval goings-on. All in all, easy and soft -- entertaining but not a must for most serious naval enthusiasts' bookshelves.

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CSN Research, Requests, and Commentary...

My grandfather was Edward Yonge Wooten of Wilmington, NC and I am seeking information on descendants of his kinsman Clarence Randolph Yonge of Savannah, assistant paymaster on the C.S.S. Alabama and Union spy. Also Civil War records of my forebear Col. Robert William James, CSA, of New Orleans, born in Wilmington, died in Biloxi on detached duty to find iron for armor for the "floating defense forces on the western rivers." Please write: J.A.L. Miller, Jr., 2810-K Carriage Drive, Winston-Salem, NC 27106-5328, (919) 723-0500.

Gentlemen:

Let me commend you on the excellent work that you are doing to preserve our Confederate Heritage. I would be pleased to assist you in promoting the growth of your organization in any manner I could. I would point out one suggestion to you, the ongoing use of the erroneous term "Civil War" does much to further confuse the mind of the general public. I would recommend the use of the term "War Between the States" instead of "Civil War." In this man-

ner, the public would better understand that our ancestors were fighting for their strong belief in States Rights and for individual liberty as they perceived it to be.

Again, congratulations on your excellent work. Please advise as to how I may assist you and accept my recommendation in the spirit in which it is offered.

-- William Earl Faggert,
Commander-in-Chief
Sons of Confederate Veterans

This is not the only note we have received chiding us on the use of the term "Civil War" as being a term that somehow implies inherent illegitimacy to the Southern cause. Our dictionary (Webster's Unabridged) defines the term as "the war between the North (the Union) and the South (the Confederacy)," with no judgments attached, and that is the way we mean it when we use it -- the shortest and most familiar term to identify the conflict.

Both sides of any civil war believe they have "right" behind them though the happenstances may vary from internal conquest, to rebellion, separation, racial or

cultural genocide and beyond. The generic term "civil war" does (or should) not imply one side or the other was right, only that there was a conflict between peoples sharing a previous political heritage and geographic proximity. If we find anyone interpreting it in any other way we will be the first to straighten them out. Further, as the chartered "non-profit corporation for preservation of the maritime history of the Confederacy," the CNHS is dedicated to the better understanding of the facts of the conflict regardless of the prejudices perpetrated by too many histories written by the victors, which inevitably distort the truth after any war. Just as the Soviet Union is in the painful process of rewriting its history in the light of new-found freedom to seek the truth, so we in this country are doing in our current spate of reevaluation of our own Civil War. It has been a long time coming, and the CNHS hopes to be in the forefront in engendering a new and better understanding.

We hope the SCV will help us by letting its membership know who we are and what we stand for so we can work together toward this end.

THE CONFEDERATE NAVAL HISTORICAL SOCIETY, INC.
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