

*High Seas Confederate takes readers aboard Confederate raiding vessels to meet one of the Civil War's most successful and colorful naval officers—John Newland Maffitt. In the first modern biography of the daring captain who penetrated Federal blockades and swept Northern commercial ships from the Atlantic, Royce Shingleton demonstrates that.*

Lifeline of the Confederacy: Blockade Running During the Civil War. University of South Carolina Press, c. Wise asserts that the topic of blockade running has been extensively addressed, but the works that have written on the topic relied on faulty data and half-remembered stories. Moreover, these previous works focused on the various episodes of high seas adventure displaying Southern heroism and daring. Instead, Lifeline of the Confederacy analyzes the larger effect that the totality of blockade running efforts had on Southern wartime logistics. Yet, Wise desires more than a simple shift in the framework surrounding the discussion on blockade running; he seeks the preeminence of blockade running within the analysis of Southern wartime logistics. The author does not state a coherent thesis to this effect explicitly, but the idea that the South would have lost the war without the logistics provided by the blockade runners subtly underlies the entirety of the text. Rather than a case study on a single ship or port, Wise attempts to tell the entire story of blockade running, however, he also does more than a statistical analysis of ledgers concerning how much material came into the South and how much cotton went to foreign markets. Wise methodically addresses each component of blockade running at each organizational level: This shows that a key concern of the work is not only presenting a convincing argument about the primacy of blockade running within the Confederate logistical structure but also compiling heretofore ignored data so that readers can enter a more engaging analysis of the physical capabilities of the South. Wise interacts with the Confederate system of logistics in such an all encompassing manner that there is something of Braudel in his descriptions of the South. He systematically assesses the ports available to the South for foreign trade at the start of the war as well as their ability to transport goods deeper into the heart of the Confederacy through rivers, railroads, or canals. Yet, his assessment of the South goes beyond the physical landscape into the mentality of Southerners in how they believed the war would unfold in their favor. Such a contention against the Southern mentality seems anomalous within the text, and may have only served to juxtapose his work with other established works in the field. On the whole, Lifeline of the Confederacy presents a compelling argument effectively identifying the importance of blockade running within the Confederacy. Moreover, he accurately depicts the relative success of corporate and state sponsored blockade runners in both the frequency of their success, somewhere around three out of every four attempts, as well as in the sheer quantity of desperately needed goods to fuel the war. However, the work seems to come short in its goal to make blockade running the tipping point in Confederate logistics. Klooster Lifeline of the Confederacy: University of South Carolina Press, Wise proposes an intriguing thesis that emphasizes the value of the Union naval blockade to the Northern victory. Wise suggests that historians have generally overlooked the role of blockade running in the Civil War, deeming it to be a romanticized event that had relatively little impact upon the war. He argues, however, that blockade running was an important lifeline for the Confederacy and, because of its role in securing weapons and provisions from Europe, was integral to the hopes for a Southern victory. Hence, Wise argues that the Northern victory was directly attributable to eventually negate the ability of Confederate vessels to run the blockade. Wise traces the history of blockade running from the beginning of the war until the months just after Appomattox when the Union secured the final open Confederate port at Galveston. Within days of the firing on Fort Sumter, Lincoln had set up the Union blockade around the Confederate coast. According to Wise, the effort constituted the first full-scale blockade of the modern military era. Due to a number of problems with Southern ports, Northerners assumed that the blockade would be relatively easy to implement and maintain. For the Confederacy, however, ports and shipping became a matter of national survival, intricately tied to the profits and international relationships of King Cotton Diplomacy. Further, the Confederate army stood in critical need of up-to-date rifles and weaponry to compete with the more advanced rifles wielded by the Union soldiers. In order to meet these

critical needs, the South was obliged to begin engaging in blockade running. In October, the first Confederate vessel successfully slipped past the Union blockade en route for England carrying a supply of cotton. Together with other successful runs, this ship demonstrated the possibility of success. This process became increasingly difficult as Union victories in the West eliminated ports at New Orleans and Mobile, thus narrowing the Confederate base of operations. These victories limited both the number of available ports for Confederate blockade runners and the number of supplies that could be successfully produced within the South. By the end of the war, the capture of the majority of the Confederate ports and the increased effectiveness of the Union blockade had created a crisis for Confederate officials who were no longer able to adequately supply the army. He demonstrates that blockade running was simultaneously critical to and detrimental toward the Confederate cause. While Wise clearly demonstrates that the Confederacy became increasingly reliant upon the supplies and weapons that the blockade runners brought from Europe, he likewise shows that the captains and crews of said ships often harmed the South by placing the importance of profits and private economic gains over the needs of the Confederacy. The demand for profits created an unsustainable burden for Confederate leaders who counted upon the patriotism of the profiteers who ran the blockades. Without question, *Lifeline of the Confederacy* is one of the most significant books to address the issue of blockade running. Wise skillfully provides the reader with both a detailed understanding of the history of blockade running, while at the same time placing the practice in a proper historical context and linking it to some of the larger questions of the Civil War. He accordingly reminds us that the outcome of the Civil War was not solely determined by tactical maneuvers on the battlefield. This book thus challenges us to broaden our interpretations of the Civil War and the factors that determined its ultimate outcome. After pulling their respective states out of the Union, Southern leaders faced a daunting task in preparing for a war against the federal government. The Confederate economy had very little industry so officials realized that they would have to import a large percentage of weapons, ammunition, clothing, and food from European nations. Importation of these goods faced two major challenges. The Confederacy possessed very few merchant vessels to haul the cargo and Union President Abraham Lincoln had declared a blockade of the Southern coastline. Despite these difficulties, Southern political leaders and businessmen managed to organize a blockade running operation that sought to supply the Confederate war machine with the equipment and supplies necessary to fight a war. In *Lifeline of the Confederacy*, historian Stephen R. Wise analyzes the blockade running effort and provides a comprehensive history of Southern efforts to maintain a supply route across the ocean to European manufacturers. According to Wise, the blockade running operation faced major reverses but succeeded in supplying most of the military needs of the South. Without this effort, Wise argues, the Confederacy would not have been able to sustain the war for four long years. Wise conducted extensive research into newspapers, consul reports, port records, memoirs, and action reports in order to determine the approximate number of ships and goods piercing the blockade in addition to the vessels seized by Union patrols. According to his research, blockade runners made over one thousand successful runs out of a total of 1, attempts. A majority of the arms, ammunition, and clothing used by the Confederacy entered military stores via the supply lines to Europe. Relatively few runners steamed or sailed directly from Europe. Instead, they loaded stores at intermediate facilities located at Nassau in the Bahamas, St. George in Bermuda, and Havana in Cuba. They relied upon speed and stealth in order to avoid Union warships. If caught, they tried to shield their intentions by using fake cargo manifests and sailing under foreign registry. Spread thin, the Union blockade squadrons managed to slow the trade but did not completely halt it until the end of the war. The numbers and statistics compiled by Wise are informative but they should only be used as estimates and not precise figures. No central authority kept comprehensive records so the documents that Wise researched, although numerous, do not provide a picture that is one hundred percent complete. In addition, Wise relied upon numerous secondary sources written years after the actual events so their accuracy may be a little distorted as well. Attempts by the Union Navy to seal off the coast enjoyed enormous victories but they failed to totally choke the flow of illicit goods into the Confederacy. Early in the war, the Union Navy achieved a huge success by taking New Orleans which was the premier port of the Confederacy. This defeat severely hampered supply efforts by the South through its Gulf ports. Wilmington, North Carolina and Charleston became popular blockade running ports with private Southern

entrepreneurs, official government bureaus, and foreign firms all participating in the business. Some firms made huge profits while others lost ships and cargos and went bankrupt. Many hazards existed in the enterprise. In addition to Union warships, storms and hazardous shoals claimed many ships. Historians need to be careful not to romanticize the blockade by giving it too much emphasis on the war effort. Although its efforts kept the Confederacy in the fight, it was more akin to life support than full-fledged nourishment. Losses to Union warships and storms, fiscal problems, and competition between different blockade running groups always strained the capabilities of Southern logistics. Focusing solely upon their own needs, states competed with the Confederate government, government departments competed with one another, and private firms competed with government organizations. These competing interests vied with one another for cotton bales, pilots, storage facilities and ships. The lack of coordination between the different factions only served to exacerbate an already critical supply situation. Although the confederacy never had the amount of supplies it wanted, blockade running did meet minimum requirements for fighting a war. According to Wise, the Southern dearth of manpower at the end of the war proved more crippling than a lack of war materiel. Wise, *Lifeline of the Confederacy*: University of South Carolina Press, , v In *Lifeline of the Confederacy*, Stephen R. Wise demonstrates the importance of blockade running and how these ships and sailors aided the Confederacy. During the four years of battle, the South relied on the illegal importation of commodities, in order for their fledgling nation to survive. After the South seceded from the Union, the Confederacy soon noticed that its lack of industries would hinder its cause. Southerners looked to England to supply these wares and services. With the capture of port cities, such as New Orleans, the Union further prevented goods from entering the Confederacy. Wise contends that the Confederacy did not lose the war because this nation was not well-supplied. Wise posits that the South lost because it required more military men to engage the North in battle. When British reporter William Howard Russell journeyed to the Confederacy, he soon realized that the South required factories and raw materials. Russell was unsure how the Confederacy could endure. Russell questioned where these items would come from. Early in the war, the South refused to send their cotton to Europe. In , a Union vessel known as the *Mercedita* captured the British ship *Bermuda*. When the *Mercedita* stopped the *Bermuda*, an investigation revealed that the *Bermuda* was sent to bring supplies to South Carolina. The Union captured the *Bermuda*, and in court, it was declared that this ship was a legitimate war prize. No longer did the British flag provide immunity. From Europe, the South received cargoes of goods for soldiers and upper class imports. As the Union captured Confederate port cities and blockade runners, these seizures began to take their toll on the Confederacy.

**Chapter 2 : Confederate States Navy - Wikipedia**

*The high point of his career, however, was his captaincy of the commerce-raider C.S.S. Florida. In only two cruises, Maffitt took 57 prizes, wreaking over \$4 million worth of damage to Union shipping.*

Navy Commander George Preble, the senior officer of the blockading squadron off Mobile, Alabama, spotted a strange sail approaching from the southeast. It was flying the British Union Jack, but that meant little, since flying false colors was a common ruse. It seemed unlikely that this was a blockade runner, since it was still broad daylight and this vessel was making no effort to disguise its approach. Besides, it looked more like a warship than a merchantman. When the vessel failed to respond to his signals, Preble closed on it in his flagship, Oneida, and hailed its deck. He got no reply, and the ship continued to steam on passively toward the entrance to the bay. Preble next fired a warning shot across its bow, but this did not elicit any response either. Concerned that it might be a Royal Navy warship, and unwilling to provoke an international incident, Preble fired two more warning shots before he finally fired for effect, his shells smashing into the hull and rigging of the ship. That, at least, provoked a response from the still-unidentified vessel: The British flag fluttered down. But the ship, actually the commerce raider CSS Florida, formerly known as Oreto, neither stopped nor fired back; as a frustrated Preble watched, it simply continued on toward Mobile Bay. The French had pioneered this form of maritime economic warfare, and privateering was sometimes referred to by its French name, *guerre de course*, or war on commerce. Often privateer owners avoided the expense of paying a captain and a crew by making them junior partners in the enterprise. The officers split a quarter share, and the crew split the remaining fourth. Though the Declaration of Paris had officially abolished privateering among civilized nations, the United States declined to sign the protocol because it had previously relied so heavily on privateering. Secretary of State William Seward tried to reverse that decision, but was told that while the United States was certainly welcome to accept the Declaration of Paris, its terms could not be applied *ex post facto* to the current war. Seward let the matter drop, and he and Lincoln next adopted the position that while privateering might still be legal for nations that had not signed the Declaration of Paris, the Confederacy was not a real government, and therefore letters of marque issued in its name were invalid. But for all the panic it provoked, Confederate privateering soon played itself out. There were two reasons for this development. The first was that privateers found it increasingly difficult to send their prizes into port, where they could be condemned and sold. On June 1, Britain announced that as part of its policy of strict neutrality, it would not allow prizes of either belligerent to be sent into its ports for condemnation. Other European powers soon followed suit, which meant that Confederate privateers had to send their prizes into a Confederate port rather than to Nassau, Bermuda or Havana. The waxing strength of the Union blockade along the Atlantic coast meant that sending prizes into Confederate ports was very risky. The prizes, after all, tended to be broad-beamed, sail-driven tubs with no turn of speed that were helpless against the faster, well-manned blockaders and were frequently recaptured. The second reason privateering faded was there was more money to be made, and fewer risks, by blockade running. Many Confederate privateers quickly gave up on the notion of getting rich by raiding Union shipping and reconfigured themselves as blockade runners. Confederate Secretary of the Navy Stephen Mallory had moved quickly to acquire more, bigger and better-armed ships for commerce raiding. To orchestrate this effort, he relied on Georgia-born year-old former U. Navy officer James Dunwoody Bulloch, the uncle of then 4-year-old future president Theodore Roosevelt. Bulloch went to England to contract for a ship originally called Oreto, a bark-rigged wooden-hulled steamship with two horsepower engines, an oversize suite of sails and a retractable brass propeller that allowed it to sail more efficiently. Bulloch ordered Oreto to sea on March 22, , under the command of a British captain and with a British crew. A month later Oreto arrived at Nassau. There it met a cargo vessel carrying its guns and ammunition, and a week later Confederate Navy Lieutenant John N. Maffitt arrived at Nassau on a blockade runner. This was a serious setback because Florida required a crew of Worse, yellow fever soon broke out on board, and it was evident that Maffitt would have to find a friendly port where he could lay up for a time, recruit a crew and allow his sick sailors to recover their health. Maffitt first put in at Cardenas, Cuba,

butâ€”concerned that Federal warships might attack him at that semiremote portâ€”sailed for Havana, where he thought Spanish officials were more likely to interpret the neutrality laws in his favor. Unable to obtain a crew there, Maffitt determined to take his ship into the nearest Confederate port, Mobile, which led to the confrontation with Commander Preble. He therefore simply held his course and hoped that he could make it safely into Mobile Bay before he was sunk by Union warships. Once Florida reached the protection of Fort Morgan, on the eastern headland at the entrance to Mobile Bay, the Union ships hauled off. Preble was forced to report to the squadron commander, David G. Welles took the complaint to Lincoln, whose normal patience had recently been strained by his dealings with George McClellan, and who decided to make an example of Preble. Preble bore one of the most honored names in the service; his grandfather, Edward Preble, had been the hero of the Barbary Wars back in the first decade of the century and the role model for a whole generation of officers. In response, Lincoln restored Preble to his former rank in February. By then through the blockade in the dark of a rainy night as easily as it had run in. With a full crew and all the necessary equipment, it began a campaign of maritime destruction. Maffitt took its officers and crewâ€”eight menâ€”on board, and set it afire. The next day Maffitt put into Havana to recoup. He received a warmer welcome from Spanish authorities there than Raphael Semmes had at Cadiz. In general, the farther a port was from the political pressure of European capitals, the more welcoming the representatives of European governments were to Confederate visitors. That same afternoon, Florida took two more prizes: Maffitt burned them both, though he was embarrassed when the latter vessel, still afire, drifted into the harbor at Cardenas, which may have moderated the enthusiasm of his welcome when he put in there soon afterward. After a week of fruitless cruising, Maffitt took Florida into the British port of Nassau in the Bahamas. Tasting sour grapes, Maffitt noted in his journal that only two of those sailors had been of much service anyway. He managed to recruit six new crewmen before leaving. Florida had its way with every merchantman it encountered, but on February 1 the lookout espied an armed side-wheel steamer that Maffitt pegged as a Yankee warship. He therefore turned away from this stranger, which began at once to pursue him. For most of two days the vessels raced across the ocean. Finally, with all sails set and the engines working at full capacity, Florida pulled away and left the Yankee warship over the horizon. Jacob Bell also carried 41 passengers, including two women. Instead of burning the captured vessel, Maffitt put a prize crew on board and ordered it to keep in company. That proved difficult, however, and the two ships became separated in the night. Maffitt reluctantly decided that he would have to burn the ship after all. He brought the passengers on board Florida and set fire to Jacob Bell. Over the next seven months, Florida caught and burned 18 more ships before steaming into the harbor at Brest, France, for a refit. Among other things, its propeller shaft was so out of line that the resulting vibrations threatened to shake the ship to pieces. Maffitt, too, was out of sorts by that time. After making his way overland from Brest to Paris to report his arrival to the Confederate minister, John Slidell, he declared that he was too ill to continue in command. Lieutenant Commander Charles M. Morris relieved him of duty in January. The success of Florida and other ships like CSS Alabama led to a significant jump in maritime insurance rates. Moreover, Rebel raiders engendered such fear within the American maritime community that many merchants abandoned American-flag ships altogether and shipped their goods in foreign bottoms. After the war, the victorious Union states claimed that Britain should be held responsible for the role it had played in building and funding the Rebel raiders. An international court ruled that Britain should pay for the damage done by Florida and Alabama. Symonds, copyright by Craig L. Originally published in the February issue of Civil War Times. To subscribe, click here.

*High seas confederate: the life and times of John Newland Maffitt User Review - Not Available - Book Verdict. Maffitt's colorful career as a Confederate commander of the commerce raider C.S.S. Florida and as a blockade runner receives its due in this biographical recounting by Shingleton (Richard Peters).*

Overview Union flag In the presidential election , Republicans , led by Abraham Lincoln , supported banning slavery in all the U. The Southern states viewed this as a violation of their constitutional rights and as the first step in a grander Republican plan to eventually abolish slavery. The Republican Party, dominant in the North, secured a plurality of the popular votes and a majority of the electoral votes nationally, thus Lincoln was constitutionally elected president. He was the first Republican Party candidate to win the presidency. However, before his inauguration , seven slave states with cotton -based economies declared secession and formed the Confederacy. The first six to declare secession had the highest proportions of slaves in their populations, a total of 49 percent. Confederate Army flag Eight remaining slave states continued to reject calls for secession. Outgoing Democratic President James Buchanan and the incoming Republicans rejected secession as illegal. Speaking directly to the "Southern States", he attempted to calm their fears of any threats to slavery, reaffirming, "I have no purpose, directly or indirectly to interfere with the institution of slavery in the United States where it exists. I believe I have no lawful right to do so, and I have no inclination to do so. The Confederates assumed that European countries were so dependent on " King Cotton " that they would intervene, but none did, and none recognized the new Confederate States of America. Hostilities began on April 12, , when Confederate forces fired upon Fort Sumter. While in the Western Theater the Union made significant permanent gains, in the Eastern Theater , the battle was inconclusive from 1862 to 1863. Later, in , Lincoln issued the Emancipation Proclamation , which made ending slavery a war goal. In , Robert E. Western successes led to Ulysses S. Inflicting an ever-tightening naval blockade of Confederate ports, the Union marshaled the resources and manpower to attack the Confederacy from all directions, leading to the fall of Atlanta to William T. Sherman and his march to the sea. The last significant battles raged around the Siege of Petersburg. While the military war was coming to an end, the political reintegration of the nation was to take another 12 years, known as the Reconstruction Era. Confederate flag, the "Stars and Bars". The American Civil War was one of the earliest true industrial wars. Railroads, the telegraph , steamships and iron-clad ships, and mass-produced weapons were employed extensively. The mobilization of civilian factories, mines, shipyards, banks, transportation and food supplies all foreshadowed the impact of industrialization in World War I , World War II and subsequent conflicts. It remains the deadliest war in American history. From 1861 to 1865, it is estimated that , to , soldiers died, [21] along with an undetermined number of civilians. Bradford wrote that the issue has been further complicated by historical revisionists , who have tried to offer a variety of reasons for the war. The Republican Party was determined to prevent any spread of slavery, and many Southern leaders had threatened secession if the Republican candidate, Lincoln , won the election. After Lincoln won, many Southern leaders felt that disunion was their only option, fearing that the loss of representation would hamper their ability to promote pro-slavery acts and policies. The strategy of the anti-slavery forces was containment to stop the expansion and thus put slavery on a path to gradual extinction. Historian Thomas Fleming points to the historical phrase "a disease in the public mind" used by critics of this idea, and proposes it contributed to the segregation in the Jim Crow era following emancipation. Slavery was illegal in much of the North, having been outlawed in the late 18th and early 19th centuries. It was also fading in the border states and in Southern cities, but it was expanding in the highly profitable cotton districts of the rural South and Southwest. Subsequent writers on the American Civil War looked to several factors explaining the geographic divide. Slave and free states Between 1789 and 1848, the United States achieved a vast expansion of territory through purchase, negotiation, and conquest. At first, the new states carved out of these territories entering the union were apportioned equally between slave and free states. It was over territories west of the Mississippi that the proslavery and antislavery forces collided. The Compromise of 1850 over California balanced a free-soil state with stronger fugitive slave laws for a political settlement after four years of strife in the s. But the states

admitted following California were all free: Minnesota , Oregon and Kansas In the southern states the question of the territorial expansion of slavery westward again became explosive. Crittenden, of the Crittenden Compromise By , four doctrines had emerged to answer the question of federal control in the territories, and they all claimed they were sanctioned by the Constitution, implicitly or explicitly. The Crittenden Compromise of was an expression of this view. The Wilmot Proviso announced this position in Douglas proclaimed the doctrine of territorial or "popular" sovereignty" which asserted that the settlers in a territory had the same rights as states in the Union to establish or disestablish slavery as a purely local matter. Krannawitter points out, the "Southern demand for federal slave protection represented a demand for an unprecedented expansion of federal power. Constitution prior to the presidential election. Northerners including President Buchanan rejected that notion as opposed to the will of the Founding Fathers who said they were setting up a perpetual union. While one or more of these interpretations remain popular among the Sons of Confederate Veterans and other Southern heritage groups, few professional historians now subscribe to them. Sectionalism increased steadily between and as the North, which phased slavery out of existence, industrialized, urbanized, and built prosperous farms, while the deep South concentrated on plantation agriculture based on slave labor, together with subsistence farming for poor freedmen. Most historians now disagree with the economic determinism of historian Charles A. Beard in the s and emphasize that Northern and Southern economies were largely complementary. While socially different, the sections economically benefited each other. Northern manufacturing interests supported tariffs and protectionism while southern planters demanded free trade, [65] The Democrats in Congress, controlled by Southerners, wrote the tariff laws in the s, s, and s, and kept reducing rates so that the rates were the lowest since The Republicans called for an increase in tariffs in the election. The increases were only enacted in after Southerners resigned their seats in Congress. However, neo-Confederate writers have claimed it as a Southern grievance. In 1861 none of the groups that proposed compromises to head off secession raised the tariff issue. While practically all Northerners supported the Union, Southerners were split between those loyal to the entire United States called "unionists" and those loyal primarily to the southern region and then the Confederacy. Vann Woodward said of the latter group, A great slave society It had renounced its bourgeois origins and elaborated and painfully rationalized its institutional, legal, metaphysical, and religious defenses When the crisis came it chose to fight. It proved to be the death struggle of a society, which went down in ruins. The Republican national electoral platform of warned that Republicans regarded disunion as treason and would not tolerate it: Southerners did not realize how ardently the North would fight to hold the Union together. United States presidential election, Abraham Lincoln in The election of Abraham Lincoln in November was the final trigger for secession. Southern leaders feared that Lincoln would stop the expansion of slavery and put it on a course toward extinction. The slave states, which had already become a minority in the House of Representatives, were now facing a future as a perpetual minority in the Senate and Electoral College against an increasingly powerful North. Before Lincoln took office in March , seven slave states had declared their secession and joined to form the Confederacy. Prior to the war, South Carolina did more than any other Southern state to advance the notion that a state had the right to nullify federal laws, and even to secede from the United States. The first published imprint of secession, a broadside issued by the Charleston Mercury , December 20, Among the ordinances of secession passed by the individual states, those of three—Texas, Alabama, and Virginia—specifically mentioned the plight of the "slaveholding states" at the hands of northern abolitionists. The rest make no mention of the slavery issue, and are often brief announcements of the dissolution of ties by the legislatures. The southern states believed slaveholding was a constitutional right because of the Fugitive slave clause of the Constitution. These states agreed to form a new federal government, the Confederate States of America , on February 4, Buchanan said that the Dred Scott decision.

*High Seas Confederate: The Life and Times of John Newland Maffitt* by Royce Shingleton starting at \$ High Seas Confederate: The Life and Times of John Newland Maffitt has 1 available editions to buy at Half Price Books Marketplace.

In the months leading up to the war the Confederate government was well aware of the naval supremacy of the north and sought the help of Great Britain, which had great interests in the plantations of the South. Several courses of action soon developed. In the Southern fleet only consisted of about 35 ships, of which 21 were steam driven. Coming to their aid, an experienced and former U. Confederate President Jefferson Davis approved of the plan. On April 15 President Lincoln issued his first proclamation, calling out 75, troops in response to the Confederate bombardment of Fort Sumter. On April 17 Davis issued a proclamation, offering a letter of marque to anyone who would offer their ship in the service of the Confederacy. The North refused to recognize the sovereignty of the Confederacy along with its right to issue letters of marque and in little time on April 19, Lincoln issued a second proclamation, threatening the Confederacy with a blockade along its coastlines. Thaddeus Stevens angrily referred to it as a great blunder and a absurdity arguing that we were blockading ourselves and in the process would be recognizing the Confederacy as a belligerent of war. Throughout the conflict mail was carried also by blockade runners to and from ports in the West Indies Nassau and Bermuda. As the risk of capture or destruction increased, amateur blockade runners began to cease operations with most of the trade now being handled by courageous sea captains who were soon using specially made steamers that allowed them to evade or outrun Union ships on blockade patrol. Realizing the war would not be won quickly with a couple of decisive battles the Union military strategy was designed by General Winfield Scott who developed a naval strategy that would play a crucial role. It was Scott who devised the famous Anaconda plan that employed a naval blockade around the coastline of the Confederacy with the idea of adversely affecting its economy and supply lines. Because of the thousands of miles of coastline with its many rivers, bays and inlets, the blockade proved largely ineffectual during the first couple of years of the war. Deliveries of armaments and military supplies to the South and cotton to England, were coordinated by military agents like Major Walker, who played a key role for the Confederacy. Walker also served as fiscal agent. At the same time it was exporting cotton and other commodities to France and England whose textile industries were greatly dependent on these southern exports. Outgoing runners would also carry mail. During the last two years of the war the only vessels capable of getting through the blockade were the blockade runners that were specifically designed for speed. In the first ten months New Orleans, the largest cotton port in the world, gave port to more than blockade runners. When New Orleans fell to Union forces on April 25, the center for blockade running activity shifted to Mobile, Alabama. With New Orleans and the Mississippi river secured the blockade efforts along the Gulf coast were greatly increased, forcing blockade runners to use the port at Galveston. When Mobile came under siege in the Summer of , all activity there moved to Galveston. Blockade runners there were now using Havana as a stopover point for transferring cargoes to and from neutral ships. By the company had five seagoing vessels, among them the Kate, the Cecil and the Herald, [31] making shipping runs from Liverpool to New York and Charleston and back again. When the southern states seceded from the Union it opened the door to even greater business and in little time nearly all of their business was with the Confederate states. Taking advantage of the fact that neither side was fully prepared for war Trenholm and his partners began shipping arms from Liverpool and New York to Charleston. The state of South Carolina was the buyer for these first shipments which in turn sold them to the Confederacy for a substantial profit. There was also little gunpowder stored among the seceded states and the availability of fuses and percussion caps was also in very limited supply, the caps in the south amounting to only a half a million. There was no machine to produce them in any of the Confederate States. Grayson warned Jefferson Davis in Richmond: Nothing human can prevent it. Because of the incursions of the Union Army the Confederate navy was also in very short supply of coal, the only sources being located in North Carolina and Alabama. However the Confederacy had enough foresight to realize that it needed its own vessels bringing in

supplies. Acting for the Confederate Navy Department James Bulloch began procuring vessels in Europe, most notably the Fingal which made its famous run into Savannah carrying 10 thousand Enfield rifles, 1 million cartridges, 2 million percussion caps, barrels of powder along with swords, revolvers and other military supplies. Foremost in this effort was Major Josiah C. Gorgas. Because the south lacked the industrial resources of the North it was forced to seek military supplies from other, often overseas, sources. Blockade runners became the chief means of supplying the blockaded Confederacy. Gorgas, a West Point graduate of who prior to the war had worked in the United States Ordnance Bureau and who served in nearly every arsenal in the nation. While working in the south he became sympathetic to the secessionist movement and eventually sided with the Confederacy, becoming the head of the Confederate Ordnance Bureau. Most of the arms sent to the Confederacy departed from Liverpool. During the summer of Gorgas stockpiled supplies and prepared his first load of cargo while Trenholm company procured a suitable ship for the voyage. A 1, ton iron-hulled steamer, the Bermuda, was chosen to make the voyage. Anderson was also sent to aid Huse and check on his activity. By February the Armoury had shipped over 70, rifles to the Confederacy. Through him they would procure the ships and arrange for the shipment of these goods to the Confederacy. Bulloch would work in close correspondence with Confederate Secretary of the Navy Stephen Mallory in the procurement of several British made blockade running vessels. Inside two months after the attack on Fort Sumter, Bulloch arrived at Liverpool where he established his base of operations. As his first order of business he made contact with Confederate Commissioners the Hon. William Yancy and the Hon. Dudley Mann in London. After being welcomed they discussed the diplomatic situation as they had not been officially received by the British Secretary of State for Foreign Affairs as the Confederate government had not permanently established themselves as an independent foreign power. In Bulloch contracted with the Laird shipyard for the construction of two iron clad rams to be used against the Union blockade. Adams, tried to do just that but could only gather circumstantial evidence as Bulloch went through great lengths to conceal his movements. Adams threatened the British government with reprisal, that if the rams escaped that the United States would consider it an act of war. After further consideration British authorities seized the two vessels and from that point on kept a close watch on Bulloch and other such propositions made by the Confederate government, forcing the Confederacy to turn to the French for future commissions. Randolph, the new Confederate Secretary of War appointed John Maffitt, an officer of the Confederate Navy [50] and a notorious privateer with a long success record, to be the acting agent in Nassau for the Confederacy. Nassau was one of several off shore stopover points for shipments coming into or leaving the Confederate States. His only condition was that he first confer with Louis Heylinger, Confederate agent in Nassau. The Confederate government only had about eleven ships of its own that were employed in the blockade-running effort. Lee a Scottish built iron-hulled, steamer which was eventually captured by Union forces in [53] and the privately owned SS Syren which made a record 33 successful runs through the Union blockade. Purchases of supplies made in England were first shipped to Nassau in the bottoms of British vessels where the cargoes would be transferred to blockade runners, ships of lighter draft and greater speed. From Nassau they would make their way to Wilmington, Charleston and Savannah. Lewis Heylinger of New Orleans was the agent and representative in Nassau for the Confederacy throughout the war. His job was to coordinate the transferring of cargoes arriving from England to the blockade runners and then arrange for shipping to the Confederacy.

**Chapter 5 : Lifeline of the Confederacy**

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Czech When an overzealous Union captain stopped and searched the British vessel Trent, a full-blown diplomatic crisis erupted between the United States and Great Britain. Interested Southerners watched with glee. Fairfax stood in the bow of a bobbing whaleboat at midday of November 8, , he was faced with a dilemma. Ahead loomed the bulk of the British mail steamer Trent. His orders were to removeâ€”forcibly if necessaryâ€”two Confederate agents on their way to London. He was also to seize the vessel as a prize of war. Either act, he believed, could lead to war between the United States and Britain. Yet the instructions received from his commanding officer were explicit. Such a dictate opened British ports to Confederate shipping as well as Northern. Likewise, British munitions and supplies could be transported by Union or Rebel vessels to North American ports. The Richmond government banked on the hope that both France and England could be induced to accept the Confederacy into the family of nations because of the need for Southern cotton by European mills. There was good reason for the South to court the European governments. Confederate President Jefferson Davis assigned a pair of trusted political cronies to represent the South in London and Paris. Mason, a former senator from Virginia, had gained experience as the chairman of the Senate Foreign Affairs Committee. A wily politician, Slidell had served as a Louisiana senator and had only minor diplomatic experience in previous dealings with Mexico. He was, however, fluent in French. Both Mason and Slidell hurried to Charleston, S. Accompanying them were two secretaries, James E. When they reached Charleston in early October , they found several Union warships blockading the harbor just beyond the range of Confederate coastal defense guns. Though armed, Nashville was too weak to provoke a battle with Yankee cruisers and usually relied on speed to sneak past picket ships. Realizing the dangers of trying to run the blockade, Mason and Slidell opted for going overland through Texas and into Mexico, where they hoped they could book passage on a British ship to take them to London. Before they could attempt the journey, however, the captain of a shallow-draft coastal packet, Gordon, offered to take the diplomats to Cuba, where British vessels regularly docked. Rain squalls buffeted Charleston as Gordon slipped from her quay just after midnight on October The little ship, packed with coal and passengers, threaded its way through shallow waters where the deep-draft Nashville could not have gone. The storms and darkness served as perfect cover as the Rebels slid past Federal blockaders and steamed toward the open sea. We ran the blockade in splendid style. The packet sailed into Nassau, in the Bahamas, where the Confederates had hoped a British vessel might be docked. When they discovered that English mail ships could be anchored at Cuba, Theodora did an about-face and steamed southwest. On October 15, with coal bunkers nearly empty, Theodora cruised in sight of Cuba. An approaching Spanish warship hailed the little vessel. Slidell and Eustis went on board and were informed that British mail steamers did indeed dock at the port of Havana, but the latest one had just left. The next British packet would not arrive for three weeks. The Federal government, in the meantime, reacted to the rumors that Slidell and Mason had made good their escape from Charleston aboard Nashville. DuPont to dispatch a fast warship to Britain to intercept the blockade runner. On October 15, Commander John B. Marchand steamed the heavily armed James Adger toward Europe with orders to pursue Nashville all the way to the English Channel if necessary. Little did Marchand or any of the Washington hierarchy realize that the Confederate emissaries were soaking up the Caribbean sun in Cuba while Nashville remained placidly moored to her pier in Charleston. They were well aware that Mason and Slidell would eventually arrive on a British mail packet. Certainly Marchand could do little against the ship if it was in British territorial waters, but on the high seas it was understood that the American vessel could, in fact, search the English steamer and claim it as a prize of war if Confederate dispatches were found aboard it. Once claimed, a maritime prize court, acting under international law, would determine whether the mail ship had been seized legally and if it should be sold for profit or released to the British government. Mason and Slidell and carry them off as prisoners, leaving the ship [the mail packet] to pursue her voyage. While a Federal envoy to London, Charles Francis Adams,

worked to convince British authorities that Marchand was on the lookout for Nashville alone, another Union naval officer in the Caribbean was about to light the fuse that would drive the United States and Great Britain to the brink of war. Sixty-two-year-old Captain Charles D. Wilkes had a less than enviable reputation in the United States Navy. Early in his career he had won accolades on his voyages of discovery to Antarctica and the Fiji Islands. A gifted astronomer, Wilkes had run afoul of his superiors with untimely displays of temper and insubordination. Consequently, he had been shunted aside to a minor bureaucratic role in Washington until receiving orders to take command of the steam warship San Jacinto on patrol off the coast of West Africa. Wilkes was simply to sail the ship home for refitting. He believed that this command might be his only chance for action, so he proceeded to cruise along the African coast for nearly a month in search of Confederate raiders. When he finally turned the prow of his ship westward, he set course for the West Indies, once more in search of Rebel shipping. There he learned that Mason and Slidell were leaving Havana for Europe. Wilkes was ecstatic when he discovered that the Confederate diplomats were still in Havana on October 1. They were due to leave on November 7 aboard the British mail ship Trent, which was bound for the island of St. Thomas before heading for England. Poring over his maritime law books, Wilkes decided he could legally take Trent with its passengers once she left Spanish territorial waters. As the mail packet neared, it unfurled the Union Jack. Wilkes responded by firing a shot well in front of its bow. When the British ship did not slow down, he ordered his forward pivot gun to place a shell just in front of the little steamer. Finally, Trent hove to. Lieutenant Fairfax was summoned to the quarterdeck, where Wilkes presented him with his orders. The agent, Richard Williams, promised he would see that the papers reached London. Fairfax was certain that Wilkes was creating an international incident and he had no intention of enlarging its scope. Ordering his armed escort to remain in the whaleboat, the lieutenant stepped aboard Trent to meet an obviously angry Captain James Moir, Slidell and their secretaries, and send them prisoners on board the United States war vessel near by. Union sailors, in turn, clambered on deck to protect Fairfax. For a long moment, it looked as if a scuffle would break out. Fortunately, cooler heads prevailed and violence was avoided. To gain access, he was sure, would require San Jacinto to take Trent as a prize—a certain act of war. In later descriptions of the affair, Fairfax would be charged with callous behavior. A strict disciplinarian, Wilkes was unhappy that Fairfax had not seized Trent as a prize of war. Fairfax also brought attention to the plight of innocent passengers, including British civilians, if the mail ship was taken north. As Wilkes steered along the eastern seaboard, he telegraphed news of his fateful seizure of the Confederate agents. Wilkes was ordered by an ebullient Federal administration to take the Rebel envoys to the prison at Fort Warren in Boston Harbor. The affair, they urged, should be settled peacefully with Great Britain—and the quicker, the better. In London, meanwhile, news of the Trent incident broke on November 1. Lord Palmerston, the British prime minister, called an immediate cabinet meeting. From the information that had filtered into the Foreign Office, it appeared that Wilkes had committed an illegal act at sea by taking passengers but not seizing the ship. It also appeared that the Federal government had ordered him to do so. War seemed imminent—British pride was at stake. Indignation and war fever flared among the British populace and newspapers. Canada, in fact, was woefully underprepared for hostilities with its powerful neighbor to the south. At the end of March there were only 4, British regulars in Canada, with 2, of those stationed in the maritime province of Nova Scotia. The available supply of ammunition consisted mostly of balls for antiquated muskets. Governor General of Canada Sir Charles Stanley Monck nevertheless ordered his provincial militia to be ready for action. Eighteen British transport ships loaded with men, arms and supplies were ordered to Canada to bolster the feeble force already there. Sixteen batteries of Royal Artillery were earmarked for the dominion, along with four companies of Royal Engineers and 11 battalions of infantry, a total of more than 11,000 men. Ice was already forming in the St. Lawrence River as the vessel steamed past Anticosti Island. Fifty miles from the nearest railhead at Riviere du Loup, the ship was forced to stop due to heavy ice. With its screws churning to keep the ice from forming, Persia disgorged its load of soldiers, but was forced to steam upriver with nearly all the heavy baggage still on board. Warned that ice had nearly locked in Persia, the other British transports unloaded at Halifax and St. John's. One vessel, Victoria, ran into trouble and returned to England. Another, Parana, ran aground during a severe snow squall. Canadians rallied to the plight of British soldiers stranded at isolated

landing points, far from railways, in the dead of winter. Locals acted as guides, while sleds and sleighs were provided for both men and equipment. As British soldiers marched from New Brunswick, Lt. An editorial in the St. Provocative in tone, the document was sent to Queen Victoria for her signature on November Albert, suffering from severe catarrh and insomnia, had probably been influenced by the moderating stand of the London Times.

**Chapter 6 : Were Confederate commerce raiders on the high seas effective? | American Civil War Forums**

*Includes bibliographical references (p. ) and index. High seas confederate: the life and times of John Newland Maffitt Item Preview.*

History[ edit ] The Confederate navy could never achieve numerical equality with the United States Navy , then known as the Union Navy , with its near 70 years of traditions and experience, so it used technological innovation, such as ironclads , submarines , torpedo boats , and naval mines then known as torpedoes to attempt to gain advantage. In February , the Confederate States Navy had 30 vessels, only 14 of which were seaworthy. The opposing Union Navy had 90 vessels. Navy eventually grew to ships to meet the rise in naval conflicts and threats to the coast and rivers of the Confederacy. In their haste, they failed to effectively burn the facility with its large depots of arms, other supplies, and several small vessels. As a result, the Confederacy captured much needed war materials, including heavy cannon, gunpowder, shot, and shell. When the hull was raised, it had not been submerged long enough to have been rendered unusable; the steam engines and essential machinery were salvageable. The decks were rebuilt using thick oak and pine planking, and the upper deck was overlaid with two courses of heavy iron plate. The newly rebuilt superstructure was unusual: The vessel was a new kind of warship, an all-steam powered " iron-clad ". In the centuries-old tradition of reusing captured ships, the new ship was christened CSS Virginia. On the second day of the Battle of Hampton Roads , the two ships met and each scored numerous hits on the other. The two ironclads had steamed forward, tried to outflank or ram the other, circled, backed away, and came forward firing again and again, but neither was able to sink or demand surrender of its opponent. After four hours both ships were taking in water through split seams and breaches by enemy shot. The engines of both were becoming dangerously overtaxed, and their crews were near exhaustion. The two ships turned and steamed away, never to meet again. The last Confederate surrender took place in Liverpool , United Kingdom on November 6, aboard the commerce raider CSS Shenandoah when her flag battle ensign was lowered for the final time. This surrender brought about the end of the Confederate navy. The Shenandoah had circumnavigated the globe, the only Confederate ship to do so. Mallory was experienced as an admiralty lawyer and had served for a time as the chairman of the Naval Affairs Committee of the United States Senate. The Confederacy had a few scattered naval assets and looked to Liverpool, England, to buy naval cruisers to attack the American merchant fleet. In April , Mallory recruited former U. Using Charleston-based importer and exporter Fraser Trentholm, who had offices in Liverpool, Commander Bulloch immediately ordered six steam vessels. Before the war, nineteen steam war vessels had been built in the States forming the Confederacy, and the engines for all of these had been contracted for in those States. All the labor or materials requisite to complete and equip a war vessel could not be commanded at any one point of the Confederacy. It has established eighteen yards for building war vessels, and a rope-walk, making all cordage from a rope-yarn to a 9-inch cable, and capable of turning out 8, yards per month Of vessels not ironclad and converted to war vessels, there were The department has built and completed as war vessels, 12; partially constructed and destroyed to save from the enemy, 10; now under construction, 9; ironclad vessels now in commission, 12; completed and destroyed or lost by capture, 4; in progress of construction and in various stages of forwardness, In addition to the ships included in the report of the committee, the C. Navy also had one ironclad floating battery, presented to the Confederacy by the state of Georgia , one ironclad ram donated by the state of Alabama , and numerous commerce raiders making war on Union merchant ships. Flag from Savannah , Georgia The practice of using primary and secondary naval flags after the British tradition was common practice for the Confederacy; the fledgling Confederate navy therefore adopted detailed flag requirements and regulations in the use of battle ensigns , naval jacks , as well as small boat ensigns , commissioning pennants , designating flags, and signal flags aboard its warships. Despite the detailed naval regulations issued, minor variations in the flags were frequently seen, due to different manufacturing techniques employed, suppliers used, and the flag-making traditions of each C. Blockade runners of the American Civil War On April 17 , Confederate President Jefferson Davis invited applications for letters of marque and reprisal to be granted under the seal of the Confederate States, against ships and

property of the United States and their citizens: Now, therefore, I, Jefferson Davis, President of the Confederate States of America, do issue this, my proclamation, inviting all those who may desire, by service in private armed vessels on the high seas, to aid this government in resisting so wanton and wicked an aggression, to make application for commissions or letters of marque and reprisal, to be issued under the seal of these Confederate States President Davis was not confident of his executive authority to issue letters of marque and called a special session of Congress on April 29 to formally authorize the hiring of privateers in the name of the Confederate States. On 6 May the Confederate Congress passed "An act recognizing the existence of war between the United States and the Confederate States, and concerning letters of marque, prizes, and prize goods. Both acts granted the president power to issue letters of marque and detailed regulations as to the conditions on which letters of marque should be granted to private vessels, the conduct and behavior of the officers and crews of such vessels, and the disposal of such prizes made by privateer crews. The manner in which Confederate privateers operated was generally similar to those of privateers of the United States or of European nations. The Declaration of Paris outlawed privateering for such nations as United Kingdom and France , but the United States had neither signed nor endorsed the declaration. Therefore, privateering was constitutionally legal in both the United States and the Confederacy, as well as Portugal , Russia , the Ottoman Empire , and Germany. However, the United States did not acknowledge the Confederacy as an independent country and denied the legitimacy of any letters of marque issued by its government. President Abraham Lincoln declared all medicines to the Confederacy to be contraband and any captured Confederate privateers were to be hanged as pirates. Ultimately, no one was hanged for privateering because the Confederate government threatened to retaliate against U. Confederate privateers harassed Union merchant ships and sank several warships, although they were unable to relieve the blockade on Southern ports and its dire effects on the Confederate economy.

### Chapter 7 : High Seas Confederate

*The Confederate high seas raiders were beginning to reproduce. By the time she reached Cape Town, South Africa, in August , Alabama was an international sensation. "Three hearty cheers were given for Captain Semmes and his gallant privateer," declared the Cape Town Argus.*

### Chapter 8 : Blockade runners of the American Civil War | Military Wiki | FANDOM powered by Wikia

*Shingleton, Royce. High Seas Confederate: The Life and Times of John Newland Maffitt. Columbia: Univ. of South Carolina Press, pp. \$ In the summer edition of this journal, Royce Shingleton was featured in an article entitled "Rising Naval Historian." As it was in , it remains.*

### Chapter 9 : American Civil War - Wikipedia

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