

The Delta General

Camp Website: www.humphreys1625.com

March 2022, Volume 25, Issue 3

Dedicated to the Memory of Brigadier General Benjamin G. Humphreys

March is Confederate Navy Month!



Commander's Comments—Larry McCluney

Compatriots,

Welcome to the newest edition of the Delta General. I hope you are enjoying the new layouts on this second issue. Spring is almost upon us and the Covid numbers are starting to go down it seems. Time to get out and shake off Old Man Winter and prepare for Spring. Lt. Commander Michael Anthony reports we will have a speaker for March, John Echols, Past Mississippi Division Commander. John is an excellent speaker so I encourage you to bring a friend.

We will also be adopting our budget and clarifying things for our Memorial Service in April. Please bring a friend or potential recruit at our March 12 meeting. As we gather to carryout our Camp's business and remember our Confederate ancestors. We hope to see you there.



Camp Adjutant's Report—Dan McCaskill

This report is a prelude to our Camp Meeting on March 12, 2022. We did not have a Camp Meeting in February since that night was so close to our Lee-Jackson Banquet. At the Lee-Jackson Banquet, the Meeting date was officially changed to the second Saturday of the month since the first Saturday had too many conflicts. The time and place have not changed, 6:00 pm at the First Presbyterian Church in Indianapolis.

Our speaker for this Meeting will be the esteemed Editor of the Jeff Davis Legion Division Newsletter, John Echols. The subject of John's program will be Commander Matthew Fontaine Maury. Just a hint, what we know of the oceans today is because of the work of Commander Maury. John will tell us the rest of the story.

There are a couple of important items we will be considering on the 12th. First, the Budget for Fiscal Year 2022 will be presented, discussed and voted on. For those who cannot attend the Meeting, a copy of the budget is included in this edition of The General. Secondly, our Annual Confederate Memorial Service is scheduled for April 29th and we need a speaker so be thinking of a speaker for the service for the members to choose. Third, the Camp has a project to rest money for a Confederate Headstone for Major Raymond Montaigne, 1st LA Heavy Artillery who died in Greenville shortly after the fall of Vicksburg. Under VA Rules, Raymond does not qualify for a Memorial Confederate Headstone since we do not know exactly where he is buried. The cost of a headstone is \$400 and \$141 has been raised to date. For those who cannot attend our monthly meeting, contributing will be a way to live The Charge. Donations can be sent to me at the below address.

If anyone can think of a Camp Project, please contact a Camp Officer.

Chaplain's Corner—Earl McCown

"A Nation in Crisis" - Zephaniah 3:1-7

Zephaniah, the prophet gives us a general picture of the moral state in Jerusalem at the time of his writing. Oh, the corruption of the city, Oh, the lack of conscience of the people, and Oh, the lack of godly counsel. This is the same Jerusalem, that Christ, our LORD, wept over during His earthly ministry.

It has a striking resemblance to our nation, America, today. I believe Christ probably weeps at times over the condition that our nation has sunken to. A nation founded by our forefathers on God and religious freedom that is now a land of corruption, conceit, and godlessness.

We see it all across America. In our text, Zephaniah 3:5, "*The just LORD is in the midst thereof;*" The LORD was available to Jerusalem, but instead of turning to God, the people had no shame in their deeds and they actually had pleasure in them! My! What a graphic description of America today! In our country, it is estimated that a violent crime takes place every 10-20 seconds. In the majority of these crimes, the assailant has little or no remorse for his or her deed. God help our nation!

Where is America headed? Unless we, as God's People, wake up and carry the message of reconciliation to the lost and dying world, judgment is on the horizon!

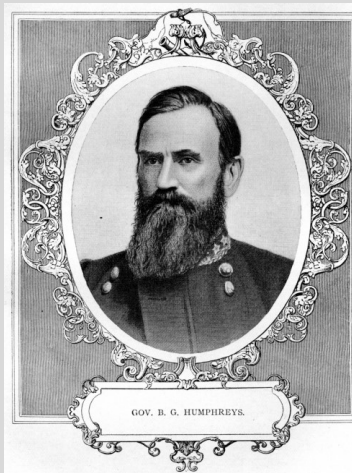
Zephaniah saw it in Jerusalem in his day and we can see it in America today! Zephaniah, in verse 1 of our text, uses the word "Woe" expressing grief over the condition of the city; the same can be said of America today!

Like Zephaniah saw in Jerusalem, we can see in our nation: Corruption in our country's people (v3:2). The people are deaf, disobedient, distracted and are distant from God. There is corruption in our country's leaders. Corruption in our courtrooms; justice is compromised, judges are corrupted. We see corruption in our churches; the ministry is perverted, the Message is polluted.

Is there hope for America? YES, if revival comes. If not, Ruin will come! Psalm 9:17 tells us, "*The wicked shall be turned into hell, and all the nations that forget God.*"

We are living in the last days spoken about by Paul to young Timothy in 2 Timothy 3:1, "*This know also, that in the last days, perilous times shall come.*" We must stand up for Christ and His cause stronger now, than ever before!

There is still hope for America, If we will carry the Gospel to this world! Listen to the words of 2 Chronicles 7:14, "*If my people, which are called by my name, shall humble themselves, and pray, and seek my face, and turn from their wicked ways; then shall I hear from heaven, and will forgive their sins, and will heal their land.*"



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Brig. – Gen. Benjamin G. Humphreys Camp # 1625

Sons of Confederate Veterans

Indianola, Mississippi 38751

Financial Statement: January 04, 2021 - February 07, 2022

Beginning Funds	\$ 1,548.98
Deposits	3,321.00
Amazon Smile (1%)	20.51
Closed Savings Account	1,001.22
Checks	-3,597.82
Accounts Payable: Lee-Jackson	-45.57
Account Balance	\$ 2,248.26
Confederate Headstone Project	-161.00 (need \$400.00)
Heritage Defense	\$ -299.50
Available Funds	\$ 1,787.76

<u>2021 Op. Budget as of Feb. 3, 2022</u>		<u>Proposed 2022 Operating Budget</u>		<u>2021 Budget</u>
Newsletter	\$ 25.32	Newsletter	\$ 75.00	\$ 75.00
Memorial Day	50.00	Memorial Day	50.00	50.00
Awards, JROTC	0.00	Awards, JROTC	0.00	0.00
Emergency Fund	110.00	Emergency Fund	100.00	110.00
Church	0.00	Church (\$ 25 per night)	300.00	300.00
Camp Website	0.00	Camp Website	151.00	130.00
1 st Lt. Cmdr Fund	91.00	1 st Lt Cmdr Fund	300.00	300.00
Lee – Jackson Banquet	0.00	Lee – Jackson Banquet	\$ 175.00	\$ 125.00
Unallocated	0.00		1,151.00	\$ 1,090.00
Balance	\$ 551.19	Capitol Reserve	\$ 636.76	

<u>Certificate of Deposit, (# 8206011183)</u>	<u>11-01-2020</u>	<u>11-01-2021</u>
	\$ 1,695.88	\$ 1,705.28

<u>Distribution of CD</u>	<u>11-01-2020</u>	<u>11-01-2021</u>
Capitol Reserve (83.42%)	\$ 1,414.70	\$ 1,422.50
MOS & B (16.58%)	\$ 281.18	\$ 282.78

Savings Account (12/31/2020) **\$ 1,001.16** Money transferred to checking Account

Distribution of Assets

	<u>02-01-2021</u>	<u>02-01-2022</u>	
Checking Account	\$ 1,530.18	\$ 2,248.26	
Certificate of Deposit	1,695.88	1,705.28	
Savings Account	\$ 1,001.16	0.00	
	\$ 4,227.22	\$ 3,953.54	\$ -273.68

Notes: Website; \$1.75/month increase

Decrease in total assets due to: Lee-Jackson expense, Forrest Re-interment



2022 SCV MS Division Reunion

Registration Form

126th Reunion—Mississippi Division, Sons of Confederate Veterans

28th Reunion – Mississippi Society, Order of Confederate Rose

Columbus, Mississippi – June 10-12, 2022

Hosted by the MS Division 2nd Brigade and MS Society, OCR

Courtyard Marriott, 1995 6th Street N., Columbus, MS 39701



SCV Member Name: _____

Title/SCV Camp Name & Number: _____

Title/OCR Chapter Name & Number: _____

Address: _____ City _____ State _____ Zip _____

Phone #: _____ Email: _____

Spouse/Guest: _____

All registered SCV members will receive a name badge, a convention medal, a program, and a bag of goodies (quantities limited). Registration at the door will receive the same as long as supplies last. OCR members will have a Tea and receive a medal if payment is provided below.

REGISTRATION AMOUNTS

SCV Member – on or before May 7, 2022, \$50.00 / After May 7, 2022, \$60.00 QTY _____ \$ _____

OCR Member – on or before May 7, 2022, \$25.00 / After May 7, 2022, \$30.00 QTY _____ \$ _____

Friday Night Commander's Reception – Free with Cash Bar

Saturday Morning Buffet Breakfast - \$15.00 per person QTY _____ \$ _____

Awards Banquet - \$35.00 per Adult QTY _____ / \$20.00 per Child QTY _____ QTY _____ \$ _____

Additional Reunion Medal (Quantities Limited) - \$25.00 each QTY _____ \$ _____

(NO RECEPTION OR BANQUET REGISTRATION AFTER MAY 27, 2022, INCLUDING WALK-UPS)

Ancestor Memorial - \$10.00 each QTY _____ \$ _____

Please type or print memorials on a separate page or on the back of this form and submit by May 1, 2022.

TOTAL REGISTRATION AMOUNT ===== \$ _____

Please Make Checks Payable to MS Division 2nd Brigade & Mail to:

John Wiggins, P.O. Box 7722, Columbus, MS 39705-0004 SCV

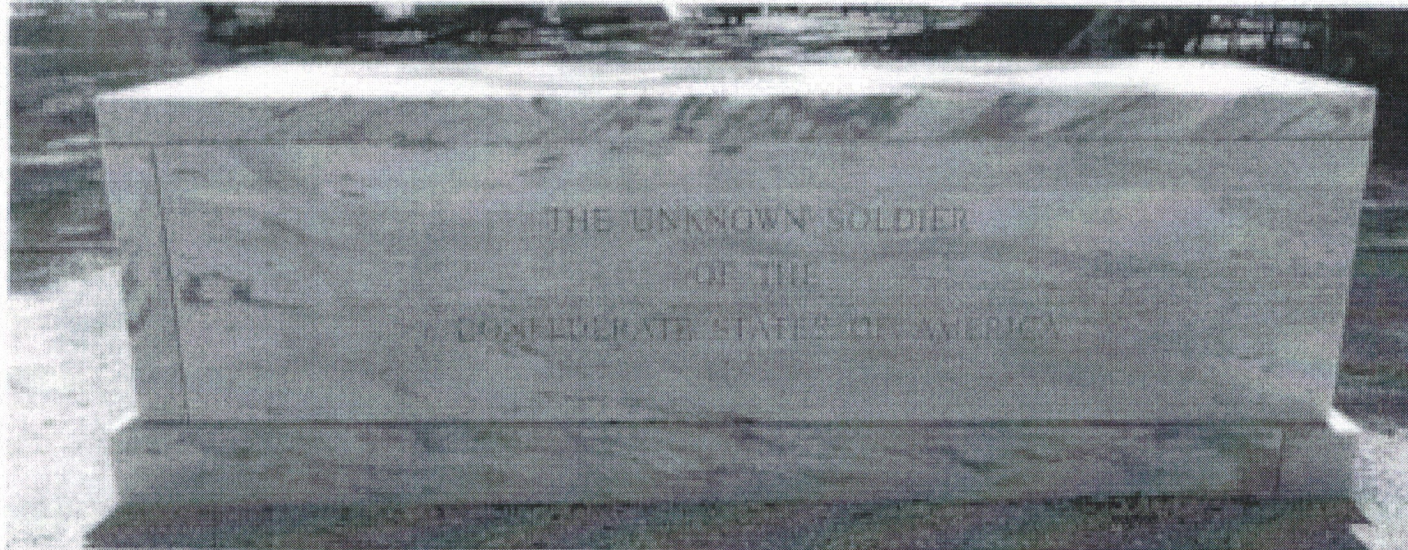
Contacts: John Wiggins (662) 386-5107 · Dennis Brown (662) 212-4621 · Buddy Ellis (662) 665-1419

OCR Contacts: Joy Potts Redwine (662) 654-1590 or Laura Moore (662) 554-0810

HOTEL INFO Host Hotel: Courtyard Marriott, 1995 6th Street North, Columbus, MS 39701 Ph: (662) 245-1540 SCV Rate: \$95.00 per night plus tax PLEASE NOTE: Hotel registration deadline is May 27, 2022

Bricks for Beauvoir and the Tomb of the Unknown Solider

Honor your confederate Ancestors by purchasing an Ancestral Memorial Brick for \$50.00 each in the Memorial sidewalk of the Confederate Cemetery at Beauvoir. The plans for the sidewalk are nearing completion, so if you want a brick put down for your ancestor you need to get your order in soon, so as not to miss out.



Each brick that you purchase will be engraved with your ancestors rank, name, unit and company. Memorial bricks will be laid, memorializing your ancestor, in a sidewalk from the UDC Arch to the Tomb of the Unknown Confederate Solider at Beauvoir.

Detach and send in the form below to the address listed to order your bricks.

Ancestral Brick Order Form

Instructions: Use the lines as laid out no more than 15 spaces per line. You may use abbreviations when necessary. Please include your name and address, for confirmation letter. (See Sample Below)

Line 1: _____

(First and Last Name)

Line 2: _____

(Rank)

Line 3: _____

(Unit)

ORDER YOUR ANCESTOR'S BRICK TODAY!

Make Checks out for \$50.00 per brick for:

Bricks for Beauvoir

Mail to: Bricks for Beauvoir

2244 Beach Blvd

Biloxi, MS. 39531

OR

Visit our gift shop where you
can pay by cash or credit!

Example:

Pvt. JAMES W.

McCluney

6th MS CAV, CO. F



GEORGIA 2022



SONS OF CONFEDERATE VETERANS

127th National Annual Reunion



The Atlanta Campaign Battlefield Tour Reunion July 19 to 23, 2022

Clarence Brown Conference Center
Cartersville, Georgia

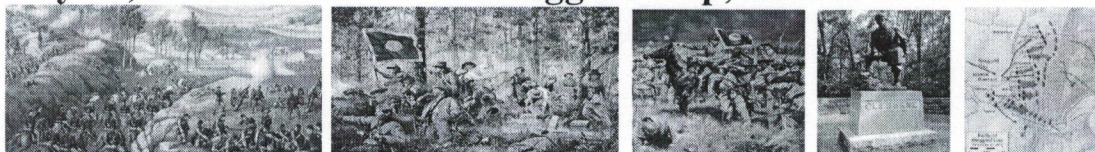
Hosted by: William J. Hardee Camp #1397
and Kennesaw Battlefield Camp #700

THREE DAYS OF BATTLEFIELD TOURS FOLLOWING THE 1864 ATLANTA CAMPAIGN WITH SOME OF THE MOST INTACT TRENCHES AND FORTIFICATIONS IN THE COUNTRY. FOURTH DAY CLIMAX SEE THE 1886 CYCLOGRAMA THE BATTLE OF ATLANTA.

July 20, Battlefield Tour of Chickamauga.



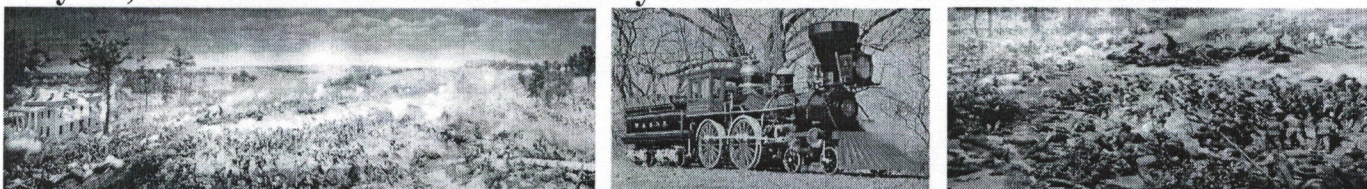
July 21, Battlefield Tour of Ringgold Gap, Resaca & Dalton.



July 22, Battlefield Tour of Kennesaw Mountain & Cheatham Hill.



July 23, Personal Tour of the 1886 Cyclorama of the Battle of Atlanta.





Sons of Confederate Veterans

127th National Annual Reunion, July 2022

Official Registration Form

Cartersville, Georgia * July 19 - 23, 2022 *

www.2022reunion.gascv.org

NAME (Print): _____

SCV CAMP NAME & NUMBER: _____

TITLE/POSITION: _____

PERSONAL ADDRESS: _____ Zip _____

PHONE: _____ EMAIL: _____

~ Tickets Purchased ~

Event / Date	Price	Qty.	Total
Reunion Registration (After July 1, 2022 = \$75) includes Reunion Medal	\$65		
Chickamauga Dinner & Presentation at the Clearance Brown Conference Center Tuesday, July 19, 2022 @ 6:00 pm	\$50		
Chickamauga Battlefield Tour (lunch included) / Wednesday, July 20, 2022 @ 10:00 am	\$68		
UDC Tour - "A Southern Tea Outing" Historic Woodstock / Wednesday, July 20, 2022 @ 1:00 pm	\$65		
Resaca Dinner & Presentation at the Booth WBTS / Cowboy Museum. (Admission included) / Wednesday, July 20, 2022 @ 6:30 pm	\$55		
UDC Tour- "A Day in 1850 Cartersville" / Thursday, July 21, 2022 @ 9:30 am.	\$35		
Battlefield Tours of Resaca, Ringgold Gap, & Dalton (lunch included) Thursday, July 21, @12:15 pm.	\$68		
SCV Heritage Luncheon / Thursday, July 21, 2022 @ 12:30 pm	\$40		
Kennesaw Mountain Dinner & Presentation at the Savoy Antique Automobile Museum. (Admission included) / Thursday, July 21, 2022 @ 6:30 pm	\$55		
Prayer Breakfast / Friday, July 22, 2022 @ 7:00 am	\$30		
Battlefield Tours of Kennesaw Mountain, Cheatham Hill & Marietta Confederate Cemetery (lunch included) / Friday, July 22, 2022 @ 12:15 pm	\$68		
SCV Awards Luncheon / Friday, July 22, 2022 @ 12:30 pm	\$40		
UDC Tour - "Gone with the Wind Tour" / Friday, July 22, 2022 @ 1:00 pm	\$45		
Mechanized Cavalry Breakfast / Saturday, July 23, 2022 @ 7:00 am	\$30		
Personalized Tour of the Cyclorama of the Battle of Atlanta and Atlanta History Center Museum. (Admission & Chick-fil-A lunch included)/Saturday, July 23, 2022 @ 12:30 pm	\$68		
SCV Banquet, Debutante Ceremony & Grand Ball / Saturday, July 23, 2022 @ 7:00 p.m. Note: Dress/Attire is Coat & Tie or Period Uniform/Civilian	\$70		
Honor your Confederate Ancestor by including his name in a special Remembrance section of the official program book; two lines of 45 characters. Write on back of this form.	\$10		
Final Total - total of Registration, Tours and Meals			

Make Checks Payable to: Georgia Division, SCV

Mail Form & Check to: Georgia Division, SCV, P.O. Box 1081, Macon Ga. 31202

For more information contact Secretary@gascv.org or (478) 305-7862



Walkways of Remembrance
Bricks and Pavers For the Walkways for the
General Headquarters for the Sons of Confederate Veterans at Elm Springs
and the
Confederate Museum at Elm Springs

Remember and honor your Confederate Ancestor, a family member or any cherished memory with the purchase of a Memorial Brick to be laid for a walkways at the General Headquarters for the Sons of Confederate Veterans and the Confederate Museum at Elm Springs.

Brick sizes:

The 4" x 8" brick will allow 3 lines with 21 characters (including spaces) per line and will cost \$50.

The 8" by 8" brick will allow 6 lines with 21 characters (including spaces) per line and will cost \$100.

Layout for 4" x 8" brick with 3 lines max and 21 characters per line max (including spaces) \$50

Layout for 8" x 8" brick with 6 lines max and 21 characters per line max (including spaces) \$100

Make checks payable to SCV and write "Bricks" in the memo line. Please fill out this form and mail to:
SCV, P.O. Box 59, Columbia, TN 38402
Credit card payments are available by calling 1-800-MYSOUTH and contacting Merchandising.

Please include all your contact information so we can contact you.

Name: _____
Address/City/State/Zip: _____
Phone number: _____
Email address: _____



Friends of The Confederate Museum at Elm Springs Annual Membership Application

All memberships are tax-deductible and include the E-Newsletter.

_____ Yes, I want to join the Friends of The Confederate Museum at Elm Springs

_____ Is this a Corporate Membership?

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email address: _____

Membership Levels & Benefits

Longstreet Level: \$25

- Membership for one
- Unlimited Tours of Elm Springs

Judah P. Benjamin Level: \$50

- Family Membership
- Unlimited Tours of Elm Springs

Patrick Cleburne Level: \$100

- Family Membership
- Unlimited Tours of Elm Springs
- 10% Gift Shop Discount

N. B. Forrest Level: \$250

- Family Membership
- Unlimited Tours of Elm Springs
- Unlimited Tours of The Confederate Museum
- 10% Gift Shop Discount
- Free Elm Springs Hat or T-Shirt

Robert E. Lee Level: \$500

- Family Membership
- Unlimited Tours of Elm Springs
- Unlimited Tours of The Confederate Museum
- 15% Gift Shop Discount
- Free Elm Springs Hat and T-Shirt

Jefferson Davis Level: \$1000

- Family Membership
- Unlimited Tours of Elm Springs
- Unlimited Tours of The Confederate Museum
- 20% Gift Shop Discount
- Free Elm Springs Hat, T-Shirt and Polo

Please check the following membership level:

_____ Longstreet Level

_____ Judah P. Benjamin Level

_____ Patrick Cleburne Level

_____ N. B. Forrest Level

_____ Robert E. Lee Level

_____ Jefferson Davis Level

Please make checks payable to Sons of Confederate Veterans and mail to:

Sons of Confederate Veterans, P. O. Box 59, Columbia, TN 38402

If paying by credit card, please call (931) 380-1844 or email at exedir@scv.org



Friends of Elm Springs

Annual Membership Application

All Proceeds go to the restoration and maintenance of the Home
Elm Springs built in 1837

All Memberships are tax-deductible and include the E-Newsletter

_____ Yes, I want to join the Friends of Elm Springs

_____ Is this a Corporate Membership?

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email address: _____

Membership Levels & Benefits

Elm Tree Level: \$25

- Membership for one
- Unlimited Tours of Elm Springs

Cool Spring Level: \$50

- Family Membership
- Unlimited Tours of Elm Springs

Todd Family Level: \$100

- Family Membership
- Unlimited Tours of Elm Springs
- 10% Gift Shop Discount

Susan Looney Level: \$250

- Family Membership
- Unlimited Tours of Elm Springs
- Unlimited Tours of The Confederate Museum
- 10% Gift Shop Discount
- Free Elm Springs Hat or T-Shirt

Abram Looney Level: \$500

- Family Membership
- Unlimited Tours of Elm Springs
- Unlimited Tours of The Confederate Museum
- 15% Gift Shop Discount
- Free Elm Springs Hat and T-Shirt

Frank Armstrong Level: \$1000

- Family Membership
- Unlimited Tours of Elm Springs
- Unlimited Tours of The Confederate Museum
- 20% Gift Shop Discount
- Free Elm Springs Hat, T-Shirt and Polo

Please check the following membership level:

_____ Elm Tree Level

_____ Cool Spring Level

_____ Todd Family Level

_____ Susan Looney Level

_____ Abram Looney Level

_____ Frank Armstrong Level

Please make checks payable to Sons of Confederate Veterans and mail to:

Sons of Confederate Veterans, P. O. Box 59, Columbia, TN 38402

If paying by credit card, please call (931) 380-1844 or email at exedir@scv.org

National SCV News:

Join the Confederate Legion

Membership fees & donations support the Southern Victory Campaign

- Individuals and organizations can join. Membership in the Sons of Confederate Veterans is not required.
- Businesses, associations and S.C.V. camps can join.
- An individual member can organize an independent Confederate Legion group and name it whatever he/she likes.
- Members are expected to follow moral standards, obey the law, and participate in the Southern Victory Campaign.
- Credit cards and checks are accepted. Credit card payments can be recurring.
- Payments are tax deductible because the S.C.V. is a 501 (c) (3) entity.
- Members receive an ID card, certificate, access to support and communications. Most of all, you get the satisfaction of knowing you're part of the offensive!

Dues and donations are used to mount a two-prong offensive that we call the Southern Victory Campaign. It's led by the Heritage operations Committee of the Sons of Confederate Veterans.

Phase One of the campaign offensive involves direct action by the Heritage Operations Committee of the S.C.V. Prong Two involves direct action by individual and group members of the Confederate Legion.

Objectives include:

- Reestablishing public support for the principles of liberty held by the founders of the United States and the Confederate States of America. Rebuilding respect for the Confederate States of America that preferred to leave the Union rather than abandon the principles of liberty like the Northern states were doing under Leftist influences of that day and age.

For those interested in more information on how you can help "Make Dixie Great Again" go to <https://www.makedixiegreatagain.com/>



**RECLAIMING THE NARRATIVE
ONE WEEK AT A TIME**

**SCV_CHAT
LIVE EVERY WEEK**



Candidacy Announcement For Commander-in-Chief

Men of the Sons of Confederate Veterans,

Unwilling to bear the yoke of tyranny, our Confederate forefathers stood before an invading army to protect their families, their homes, and their freedom. In April of 1906 these men of valor gathered again. Their great numbers had been diminished by the ravages of time. Many had crossed over the river to rest beneath the shade of the trees, and those that remained were beginning their last march. These men, these Confederate veterans, gave us the most wonderful inheritance. As descendants of Confederate soldiers, we have been given our marching orders to continue the fight.

I have had the honor to serve as Army of Tennessee Councilman, Army of Tennessee Commander and Lt. Commander-in-Chief. I am very aware that our enemies are many, and that they will use any and all tactics necessary to eliminate our heritage. It is with this knowledge that I announce my candidacy for Commander-in-Chief.

I have been a member of the SCV since 2004. I am a Life Member of National and the Tennessee Division. I am a member of Samuel R. Watkins Camp #29. I have held positions at the Camp, Division, and National levels. I attend National and Division Reunions and I have visited all over the Southland.

Today we stand in the stead and in the role that our ancestors did all those year ago, and we defend their honor. It will not be an easy fight, but it is necessary and honorable. I appreciate your support, and may we step forward together to do our duty.

May God Save Dixie,
Jason Bosher
Lt. Commander-in-Chief

**Every Monday Night on Facebook at 7:00 PM Central
time and on Thursday Nights at 7:00 PM for Look
Around the Confederation**



**Jointly hosted by the Mississippi Division and Col. W.P. Rogers Camp 321 of Corinth, MS
and the Tennessee Division and S. R. Watkins Camp 29 of Columbia, TN
Saturday, March 19, 2022 9:00 am – 5:00 pm
The Lodge at Pickwick Landing 120 Playground Loop Counce, TN 38326 S**

SPEAKERS WILL BE JIMMY HILL, CARL JONES, DONNIE KENNEDY, AND ERIC PREVITI

Registration is \$15.00 which includes lunch. Attendees must pre-register by March 12, 2022 in order to get a lunch. After March 12, 2022, the registration fee will still be \$15.00, but no lunch is guaranteed. If extra lunches are available, it will be on a first come, first served basis. We have blocked 50 rooms at The Lodge for attendees who wish to stay Friday and/or Saturday evenings. Room rates are \$140.00 per night. Please call The Lodge at (731) 689-3135 and give them Group Code 7619 to expedite your reservation.

Name _____ Title _____

Address _____

City _____ State _____ Zip _____

Telephone Number: Home _____ Cell _____

Email Address: _____

SCV Camp Name & Number _____ Division _____

Please send this completed form, together with a check or money order in the amount of \$15.00 made payable to Mississippi Division SCV by March 12, 2022 (for guaranteed lunch). After March 12, 2022 send this form and \$15.00 (no guaranteed lunch) and mail to:

AOT Workshop c/o Mike Moore
108 CR 5131 Booneville, MS 38829

Please contact Workshop Coordinator Mike Moore at 732-962-5335 if you have any questions.

From the Army Commander

Compatriots,

Happy New Year to all of you!

I am glad to see 2021 end and I hope things will be brighter in 2022. We still have COVID hanging around, Masks and Mandates; Some things may never change. The cost of a burger is up 35% and some items you will not even find to purchase. In the Confederate world we still have monuments being threatened, camps told they can't meet in a location anymore and attendance at meetings are down. Not necessarily membership, but attendance in general. Whether it is an event or a camp meeting it has been a struggle to get people to join in. That is one thing we can easily try to rectify. We have \$400 smart phones, are we using them to call our members who have been absent from several meetings in a row? Many camps use reminders for their members to let them know about upcoming meetings. Some take the old school approach to personally make a call. Whatever works is the option to use.

I had the pleasure in October to attend the Indiana Division Reunion in Bluffton. I was glad to be there in person this year instead of the hospital as was the case last year. The new Division Commander Del Felder is trying to improve the Division by using new ideas and bringing back tried ideas that worked in the past. On page 16 there are photos from the Indiana Division Reunion.

Spring is around the corner. Now is the time to start planning for camp activities. We have plenty of things going on in the AoT that you can take advantage of. There are countless Lee/Jackson banquets and celebrations across the Army. The S.D. Lee Institute will be held in Biloxi, Mississippi on February 18-19. Details are on page 6. Flag Day will be observed March 5th across the Confederation. It is time for everyone to come out of their bunker and reengage with their SCV brothers.

At the last GEC meeting Commander in Chief Larry McCluney started a new Museum Committee. The purpose of the committee is to develop "Our story". The new catch phrase is "Southern History is American History and Southern History is Confederate History." The Committee is small to start but will certainly grow as we develop the timeline. I have accepted the Chairman's position along with Co-Chairman Past CiC Chuck McMichael. Councilman

Carl Jones is on the committee along with William Gladdis of North Carolina, Executive Director Adam Southern, Lt. CiC Jason Boshers and CiC Larry McCluney. We have some ideas that we will present to the GEC on March 5th for approval and we hope to have phase 1 underway shortly thereafter.

I will leave the fundraising efforts to the Museum Fundraising Committee. There will be some new ideas discussed to pay for the museum. I hope you will support them. CiC McCluney's article in the current issue of the *Confederate Veteran* is a good place to start. The delegates at the 2009 reunion in Hot Springs voted to build a museum to tell our story. It was started in 2017 and is now in our possession. We need the members help to pay off the note.

My last portion of this article is to tell you that I have enjoyed my time as Army Commander. I was elected in 2020 in Florida and I have visited all of the Divisions except Illinois. Our Divisions are working hard. We have men who sincerely believe in growing and following the Charge. Like everyone else from time to time discouragement settles in. I went through a brief period where I wondered if this position was for me. I had an incident that happened that answered that question for me. So at this time I am announcing that I am committed to stand for the position of Army Commander for a second term.. I hope you will support me in my bid for reelection. I think the next two years will be critical for what we as Southerners believe in and if we are going to stop or slow down the attempts from our detractors, I think the "high tide" is quickly approaching. I will see you in July at the National Reunion in Georgia or sooner.

For the Cause,

Jimmy Hill
Commander
Army of Tennessee





Inside the museum



The Confederate Navy Invades Portland, Maine

Norman Dasinger, Jr., January 24, 2022
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Richard Poe wrote an article dated December 31, 2021 entitled "How the British Caused the American Civil War." In the commentary, he wrote, "On January 3, 1860, the *London Morning Post* bluntly called for the restoration of British rule in America. . . Should North and South separate, the colonies of British North America (later combined into the Dominion of Canada) would then 'hold the balance of power on the Continent.' Canada would find herself in a strong position to annex the quarrelsome fragments of the former USA. The first target should be Portland, Maine. Strategically located at the terminus of Canada's Grand Trunk Railway, Portland harbor provided Canada with access to the Atlantic during the winter months, when every port on the St. Lawrence River was frozen."

Would it be a stretch to assign the 1863 battle of Portland, Maine, by CSA Naval Officer Charles "Savez" Reed and 24 of his crew to a larger campaign to enrich the Brits? Probably so, but it is an interesting connection.

The battle of Portland Harbor began late in the evening of June 26, 1863. Reed and his men had been raiding the New England coast for some time, having destroyed 25 United States ships. The determined Confederates entered the harbor with their attention fixed on a particular U.S. Revenue (today's Coast Guard) cutter/ship. Reed's men overpowered the cutter's skeleton crew and sailed out virtually unnoticed.

The next morning, residents awoke to find the Revenue ship gone. Rumors flew about Confederate raiders and pirates, but apparently, most residents believed it was all a big joke and the men had taken the ship out for a bit of fun. Portland's Mayor Jacob McLellan did not believe it to be a joke and chartered two private steamships to chase Reed. With 30 soldiers from nearby Fort Preble and approximately 100 civilians, they set out. They found Reed and the stolen Revenue cutter, but McLellan ordered them not to shoot at the invaders. He knew the military capability of the cutter and that his two vessels stood no chance in a firefight. But Reed and his men did not know that the supply of ammunition on his captured boat was held in two secret compartments. In order to do all they possibly could, Reed loaded the 32-pound gun and the two 6-pound guns with metal bits, pie pans, ballast stones, potatoes, and even hard cheese and began to fire on the two pursuing ships. McLellan now returned fire but noticed that his boats were receiving no damage from the Confederate's guns. He finally decided to pull up alongside Reed's boat, ram it, and let his company of soldiers and men board it.

Realizing it was over, Reed set his commandeered ship ablaze and surrendered. Once back in Portland, due to the angry mob of locals, it was decided the 25 Confederate captives could not be held in nearby Fort Preble. They were transported to Fort Warren in Boston Harbor. Reed and the others were exchanged later that year.

Upon investigation by the officials in Portland, it was discovered that Reed had in his possession over \$100,000 in bonds. Perhaps to be paid after a treaty for peace with the North was ratified—maybe with the help of the British. And, maybe, in return, the Brits would have gotten Portland.

Confederate States Navy

The **Confederate States Navy (CSN)** was the naval branch of the Confederate States Armed Forces, established by an act of the Confederate States Congress on February 21, 1861. It was responsible for Confederate naval operations during the American Civil War against the United States's Union Navy.

The three major tasks of the Confederate States Navy during its existence were the protection of Confederate harbors and coastlines from outside invasion, making the war costly for the United States by attacking its merchant ships worldwide, and running the U.S. blockade by drawing off Union ships in pursuit of Confederate commerce raiders and warships.

It was ineffective in these tasks, as the coastal blockade by the United States Navy reduced trade by the South to 5 percent of its pre-war levels. Additionally, the control of inland rivers and coastal navigation by the US Navy forced the south to overload its limited railroads to the point of failure.

The surrender of the CSS *Shenandoah* in Liverpool, England marked the end of the Civil War and the Confederate Navy's existence.

The Confederate Navy could never achieve numerical equality with the Union Navy, as its adversary had 70 years of traditions and experience. It instead sought to take advantage of technological innovation, such as ironclads, submarines, torpedo boats, and naval mines (then known as torpedoes). In February 1861, the Confederate States Navy had 30 vessels, only 14 of which were seaworthy. The opposing Union Navy had 90 vessels. The C. S. Navy eventually grew to 101 ships to meet the rise in naval conflicts and threats to the coast and rivers of the Confederacy.

On April 20, 1861, the U.S. was forced to quickly abandon the important Gosport Navy Yard at Portsmouth, Virginia. 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 a large supply of much-needed war materials, including heavy cannon, gunpowder, shot, and shell. Of most importance to the Confederacy was the shipyard's dry docks, barely damaged by the departing Union forces. The Confederacy's only substantial navy yard at that time was in Pensacola, Florida, so the Gosport Yard was sorely needed to build new warships. The most significant warship left at the Yard was the screw frigate USS *Merrimack*.

The U.S. Navy had torched *Merrimack's* superstructure and upper deck, then scuttled the vessel; it would have been immediately useful as a warship to their enemy. Little of the ship's structure remained other than the hull, which was holed by the scuttling charge but otherwise intact. Confederate Navy Secretary Stephen Mallory had the idea to raise *Merrimack* and rebuild it. 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: above the waterline, the sides sloped inward and were covered with two layers of heavy iron-plate armor, the inside course laid horizontally, the outside course laid vertically.

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 warship was christened CSS *Virginia*. She later fought the Union's new iron-clad USS *Monitor*. On the second day of the Battle of Hampton Roads, the two ships met and each scored numerous hits on the other. On the first day of that battle *Virginia*, and the James River Squadron, aggressively attacked and nearly broke the Union Navy's sea blockade of wooden warships, proving the effectiveness of the ironclad concept. 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 on water through split seams and breaches from enemy shot. The engines of both ships were becoming dangerously overtaxed, and their crews were near exhaustion. The two ships turned and steamed away, never to meet again. This part in the Battle of Hampton Roads between *Monitor* and *Virginia* greatly overshadowed the bloody events each side's ground troops were fighting, largely because it was the first battle in history between two iron-armored steam-powered warships.

The last Confederate surrender took place in Liverpool, United Kingdom on November 6, 1865 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.

The act of the Confederate Congress that created the Confederate Navy on February 21, 1861 also appointed Stephen Mallory as Secretary of the Department of the Navy. 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 1861, Mallory recruited former U.S. Navy Lieutenant James Dunwoody Bulloch into the Confederate navy and sent him to Liverpool. Using Charleston-based importer and exporter Fraser Trenholm, who had offices in Liverpool, Commander Bulloch immediately ordered six steam vessels.

As Mallory began aggressively building up a formidable naval force, a Confederate Congress committee on August 27, 1862, reported: 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. [The Navy Department] had erected a powder-mill which supplies all the powder required by our navy; two engine, boiler and machine shops, and five ordnance workshops. 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 8,000 yards per month Of vessels not ironclad and converted to war vessels, there were 44. 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, 23.

In addition to the ships included in the report of the committee, the C.S. 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. When Virginia seceded the Virginia Navy was absorbed into the Confederate Navy.

On April 17, 1861, 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." Then, on May 14, 1861, "An act regulating the sale of prizes and the distribution thereof," was also passed. 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 1856 Declaration of Paris outlawed privateering for such nations as the 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. U.S. 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.S. prisoners of war.

Initially, Confederate privateers operated primarily from New Orleans, but activity was soon concentrated in the Atlantic, as the Union Navy began expanding its operations. 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.

One of the more well-known ships was the CSS *Virginia*, formerly the sloop-of-war USS *Merrimack* (1855). In 1862, after being converted to an

ironclad ram, she fought the USS *Monitor* in the Battle of Hampton Roads, an event that came to symbolize the end of the dominance of large wooden sailing warships and the beginning of the age of steam and the ironclad warship.

The Confederates also constructed submarines, among the few that existed after the early *Turtle* of the American Revolutionary War. Of those the *Pioneer* and the Bayou St. John submarine never saw action. However, *Hunley*, built in Mobile as a privateer by Horace Hunley, later came under the control of the Confederate Army at Charleston, SC, but was manned partly by a C. S. Navy crew; she became the first submarine to sink a ship in a wartime engagement.

The prevailing theory is that *Hunley* later sank because the crew was killed instantly from the large blastwave that traveled *through her hull and the crew* from the exploding spar torpedo's 500-pound black powder charge, during their successful attack on the sloop-of-war USS *Housatonic*. The sinking of the *Housatonic* became the first successful submarine attack in history.

Confederate Navy commerce raiders were also used with great success to disrupt U.S. merchant shipping. The most famous of them was the screw sloop-of-war CSS *Alabama*, a warship secretly built for the Confederacy in Birkenhead, near Liverpool, United Kingdom. She was launched as *Enrica* but was commissioned as CSS *Alabama* just off the Azores by her captain, Raphael Semmes. She began her world-famous raiding career under his command, accounting for 65 U.S. ships, a record that still remains unbeaten by any ship in naval warfare. CSS *Alabama*'s crew was mostly from Liverpool, and the cruiser never once dropped anchor in a Confederate port, though she sank a blockading Union gunboat off the coast of Texas. She was sunk in June 1864 by USS *Kearsarge* at the Battle of Cherbourg outside the port of Cherbourg, France.

A similar raider, CSS *Shenandoah*, fired the last shot of the American Civil War in late June 1865; she did not strike her colors and surrender until early November 1865, in Liverpool, England five months after the conflict had ended.

Between the beginning of the war and the end of 1861, 373 commissioned officers, warrant officers, and midshipmen had resigned or been dismissed from the United States Navy and had gone on to serve the Confederacy. The Provisional Congress meeting in Montgomery accepted these men into the Confederate Navy at their old rank. In order to accommodate them they initially provided for an officer corps to consist of four captains, four commanders, 30 lieutenants, and various other non-line officers. On 21 April 1862, the First Congress expanded this to four admirals, ten captains, 31 commanders, 100 first lieutenants, 25 second lieutenants, and 20 masters in line of promotion; additionally, there were to be 12 paymasters, 40 assistant paymasters, 22 surgeons, 15 passed assistant surgeons, 30 assistant surgeons, one engineer-in-chief, and 12 engineers. The act also provided for promotion on merit: "All the Admirals, four of the Captains, five of the Commanders, twenty-two of the First Lieutenants, and five of the Second Lieutenants, shall be appointed solely for gallant or meritorious conduct during the war."

By 1862 regulations specified the uniforms and rank insignia for officers. Non-commissioned officers wore a variety of uniforms, or even regular clothing. Additionally a Confederate States Naval Academy was established on a steamer near Richmond, Virginia.

The Department of the Navy was responsible for the administration of the affairs of the Confederate Navy and Confederate Marine Corps. It included various offices, bureaus, and naval agents in Europe.

By July 20, 1861, the Confederate government had organized the administrative positions of the Confederate navy as follows:

- Stephen R. Mallory – Secretary of the Navy
- Commodore Samuel Barron – Chief of the Bureau of Orders and Detail
- Commander George Minor – Chief of Ordnance and Hydrography
- Paymaster John DeBree – Chief of Provisions and Clothing
- Surgeon W. A. W. Spottswood – Bureau of Medicine and Surgery
- Edward M. Tidball – Chief Clerk



The Confederate States Marine Corps

The Confederate States Marine Corps (CSMC)

was a branch of the Confederate States armed forces during the American Civil War. It was established by an act of the Confederate Congress on March 16, 1861. The CSMC's manpower was initially authorized at 45 officers and 944 enlisted men, and was increased on September 24, 1862 to 1,026 enlisted men. The organization of the corps began at Montgomery, Alabama, and was completed at Richmond, Virginia, when the capital of the Confederate States was moved to that location. The CSMC headquarters and main training facilities remained in Richmond, Virginia throughout the war, located at Camp Beall on Drewry's Bluff and at the Gosport Shipyard in Portsmouth, Virginia.^[1] The last CSMC unit surrendered to the United States on April 9, 1865, with the Confederacy itself capitulating to the U.S. a month later.

Before the war, the United States Marine Corps had been an "exceptionally fine and well-disciplined" organization, and "from it came the nucleus of the corresponding establishment of the Confederate service", the CSMC.^[2] The CSMC was modeled after the United States Marine Corps, but there were some differences: the Confederates organized themselves into permanent companies, replaced the fife with the light infantry bugle, and wore uniforms similar to those of British Royal Marines. Like the USMC, when ashore they provided guard detachments for Confederate naval stations at:

Richmond, Virginia
Camp Beall, located near Fort Darling at Drewry's Bluff, Virginia
Wilmington, North Carolina – Fort Fisher
Charlotte, North Carolina
Charleston, South Carolina
Hilton Head Island, South Carolina
Savannah, Georgia
Pensacola, Florida – (manned naval shore batteries)
Mobile, Alabama

Seagoing detachments served aboard the various warships and even on commerce destroyers.

The C.S. Marine Corps was formed in the early days of the Civil War from three sources:

- ◆ Sixteen officers (and 100 enlisted men) resigning or deserting from the U.S. Marine Corps^[3]
- ◆ The amalgamation of state organizations such as the Virginia State Marines
- ◆ Active recruitment

The Colonel-Commandant of the CSMC, Lloyd J. Beall, said the CSMC "was composed of enlisted men, many of whom were old soldiers and commissioned officers, a number of whom had seen service before in the U.S. Marine Corps and elsewhere." The record of US Marine officers who "resigned and tendered their swords to the Confederate Government" were:

US Marine Officers who resigned

Name	State
Major Henry B. Tyler (USMC Adjutant)	Virginia
Brevet Major George H. Terrett	Virginia
Captain Robert Tansill	Virginia
Captain Algernon S. Taylor	Virginia
Captain John D. Simms	Virginia
First Lieutenant Israel Greene	Virginia
First Lieutenant John K. H. Tatnall	Georgia
First Lieutenant Julius E. Meire	Maryland
First Lieutenant George P. Turner	Virginia
First Lieutenant Thomas S. Wilson	Missouri
First Lieutenant Andrew J. Hays	Alabama
First Lieutenant Adam N. Baker	Pennsylvania
Second Lieutenant George Holmes	Florida
Second Lieutenant Calvin L. Sayre	Alabama
Second Lieutenant Henry L. Ingraham	South Carolina
Second Lieutenant Beckett K. Howell	Mississippi

These officers assembled with the CSMC as it stood up in Richmond, Virginia, with the exception of Captain Tansill, who had resigned while still on board USS *Congress* at sea. Captain Tansill was arrested by order of Secretary Welles of the U.S. Navy when he arrived in New York on August 23, 1861 and was held without charge, hearing or trial. He was released on

January 10, 1862 as part of a prisoner exchange, and subsequently joined the CSMC in Virginia. "The gross injustice done him was recognized in an act of the Confederate Congress of April 11, 1863, which provided that 'officers of the navy and Marine Corps who resigned from the navy and Marine Corps of the United States in consequence of secession, and who were arrested and imprisoned in consequence of such resignation, and who subsequently joined the navy and Marine Corps of the Confederate States,' should receive 'leave of absence, pay for and during the term of such imprisonment, and up to the time of their appointment in the navy and marine corps of the Confederate States.'"

The breakdown of officer manpower composition was:

- One colonel-commandant
 - One lieutenant colonel
 - Three majors (a quartermaster, paymaster, and an adjutant)
 - Ten captains
 - Ten first lieutenants
 - Twenty second lieutenants
- The breakdown of enlisted manpower composition as of Sep 24, 1862 was:
- One sergeant major
 - One quartermaster sergeant
 - Sixty sergeants
 - Sixty corporals
 - 840 privates
 - Thirty drummers
 - Thirty fifers
 - Two principal musicians and two musicians

Although the CSMC had an authorized manpower of 1,026 men, its enrollment never approached that number; the figures for October 30, 1864 list only 539 officers and enlisted men.^[6] Though the officers were mostly former U.S. Marine officers, the head of the corps, Colonel-Commandant Lloyd J. Beall, was a former U.S. Army paymaster with no Marine experience. Major Lloyd J. Beall, USA graduated from the United States Military Academy, and had served in the First Infantry and Second Dragoons before becoming a paymaster from 1844 until the outbreak of the war. He resigned his commission on April 22, 1861 and was appointed Colonel-Commandant of the CS Marine Corps on May 23, 1861. Colonel Beall served throughout the war as the only Commandant of the Marine Corps.

The C.S. Marine Corps was organized into several lettered companies and numerous shore-based and shipboard detachments. Companies A, B, and C were originally formed between April 10 and June 29, 1861 at New Orleans, LA. Company D, initially recruited in Memphis, Tennessee and Mobile, Alabama (August - September 1861) served in Pensacola, FL before being disbanded there and reformed at Mobile in November, 1861. Company E was formed at Savannah, Georgia in July 1862. There was also a Company F, initially formed at New Orleans in the spring of 1861, where it served for a brief period before being disbanded; it was later reformed at Mobile in April 1863 and disbanded for the second time in June 1864.

Companies A, B, and C were individually transferred from New Orleans to Pensacola from April through June 1861. Company A was subsequently transferred to Savannah in September 1862 before being transferred to Camp Beall, Virginia, to join Companies B and C, already there. Company B was briefly transferred to Mobile in February 1862 before being transferred to Camp Beall a few weeks later to join Company C, which had already been transferred there in November, 1861 to form the nucleus of what would become the organization (with the addition of Companies A and B) known as the "field battalion."

The battalion served in the defense of Richmond against riverine attack, provided ship's detachments to warships based in the Norfolk area, and participated in the general Confederate retreat from Richmond, performing notable combat action in the rear guard of General Lee's army as the Marine Battalion of Brigadier General (formerly Rear Admiral and commander of the Charleston Squadron, CSN) John R. Tucker's Naval Brigade at the Battle of Saylor's Creek (Virginia) on April 6, 1865. The majority of the battalion surrendered at Saylor's Creek on April 7, 1865 with most of the remainder surrendering with the Army of Northern Virginia on April 9, 1865 at Appomattox, Virginia.

Company D, initially stationed in Pensacola was disbanded in December, 1861 after being used to fill-out Companies B and C, also serving at that station. Company D was reformed at Mobile and served there, where it remained until that city fell to U.S. forces. Company D was the last organized unit of the CSMC to surrender; elements of the company surrendered on May 9, 1865 at Citronelle, Alabama and the remaining platoon, under the command of 1st Lieutenant David G. Raney Jr., surrendered at Nanna Hubba Bluff, Alabama on May 10, 1865.

Company E, initially formed in Savannah, subsequently evacuated to Charleston, South Carolina. A detachment of the company was sent to Wilmington, NC and participated in the unsuccessful defense of Fort Fisher. The remainder of Company E, still at Charleston, ultimately evacuated to North Carolina and joined with General Joseph E. Johnston's Army of Tennessee near Raleigh, North Carolina and surrendered with Brigadier General (formerly Rear Admiral and commander of the James River Squadron, CSN) Raphael Semmes's Naval Brigade at Greensboro, North Carolina on April 28, 1865.

Company F served originally at New Orleans as a "depot" company (i.e., recruiting and training unit) before being disbanded. It was later reformed at Mobile, again as a depot company, supplying Marines for Company D and the battalion at Camp Beall, eventually being disbanded for the final time in June 1864.

CS Marine Corps units were stationed at Confederate naval bases, as well as helping garrison shore fortifications such as Fort Fisher in North Carolina. Marines also served on Confederate warships. In the famous battle between the ironclads USS *Monitor* and CSS *Virginia*, Company C, Confederate States Marine Corps, served aboard CSS *Virginia*, helping to man several of her guns.

In the summer of 1862, some CS Marine Corps troops were organized into squad-sized units and dispersed throughout the south.^[3] Dispersed Marine units were intended to provide training to overcome a shortage of trained naval gunners, with greater overall effect than their service as a single naval artillery battalion. With detachments spread at every major Confederate naval installation, Headquarters for the Confederate States Marines was established at Fort Darling and Camp Beall, located at Drewry's Bluff on the James River in Virginia. As described above, three companies (A, B, and C) were stationed semi-permanently as the "field battalion" at CSMC headquarters. New CSMC officers were trained in the battalion prior to assignment to one of the detached companies (viz., D or E) or directly to one of the shore-based or shipboard Marine detachments. The "field battalion" Marines helped repulse the attack made on the bluff by U.S. naval forces including USS *Monitor* and USS *Galena* in the summer of 1862.

Despite desertions and even near-mutinies, most Marines served competently and deserved Navy Secretary Stephen R. Mallory's praise for their "promptness and efficiency." The corps' weakness was due largely to internal squabbles over rank, shore duty, and administrative assignments. Also, with no funds for bounties, the corps could not easily enlist recruits. Until 1864 the monthly pay of enlisted men was \$3 less than that of equivalent army grades. Only late in the war were the Marines allowed to draw from army conscripts to augment their ranks.

Confederate Marines saw their first naval action aboard CSS *Virginia* (formerly USS *Merrimack*) off Hampton Roads, Virginia, March 8 to 9, 1862, and near the end of the war were part of the naval brigade that fought at Sailor's Creek, Virginia.

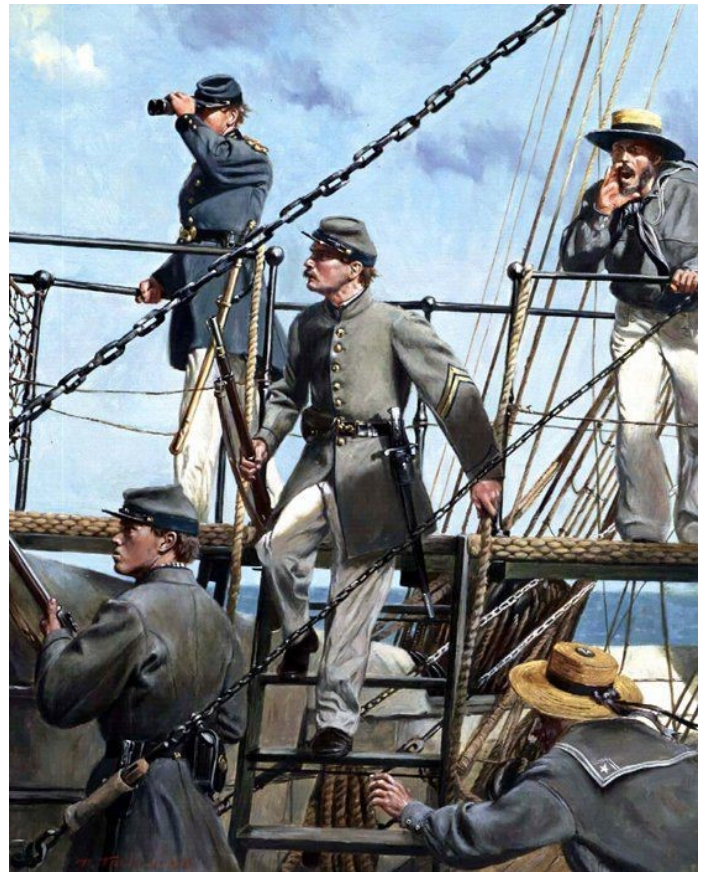
From the Drewry's Bluff and other major posts (Wilmington, Charleston, Pensacola, Norfolk, Galveston, and Savannah), Marine detachments were parsed out to serve on major warships and for special operations, including the captures of USS *Underwriter* and USS *Water Witch*, and an attack to free Confederate prisoners of war being held at Point Lookout, Maryland.

Marine sea-based amphibious operations included the "Old" CSS *Savannah* shore party at Fort Beauregard, Phillips Island, South Carolina to evacuate the garrison under attack. Marines under the command of Commodore Josiah Tattnall III were used to construct and man shore batteries which turned back Union gunboats and monitors both at Richmond and at Savannah.^[8]

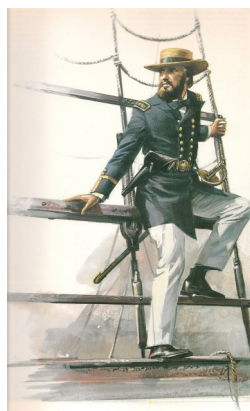
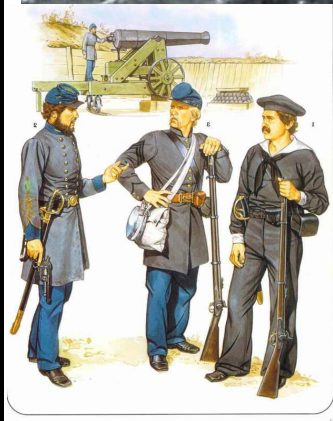
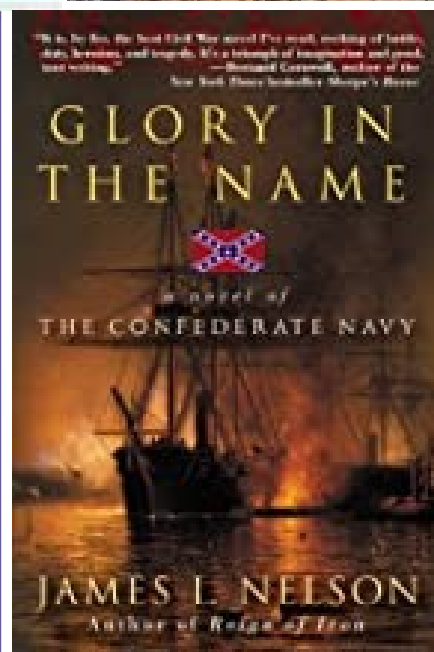
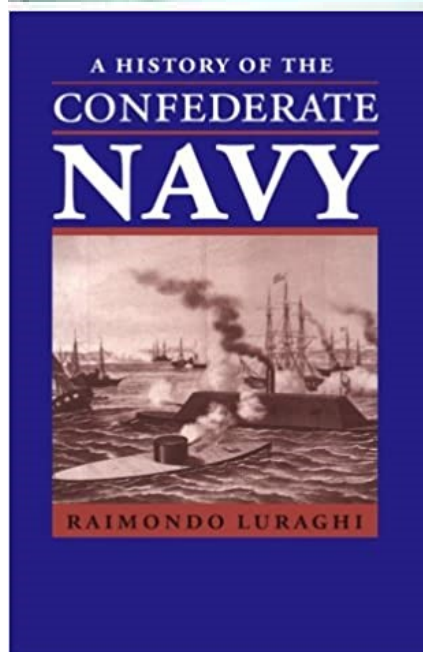
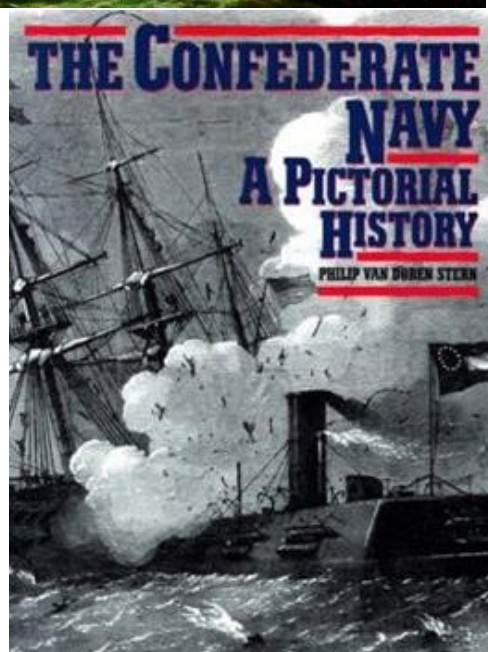
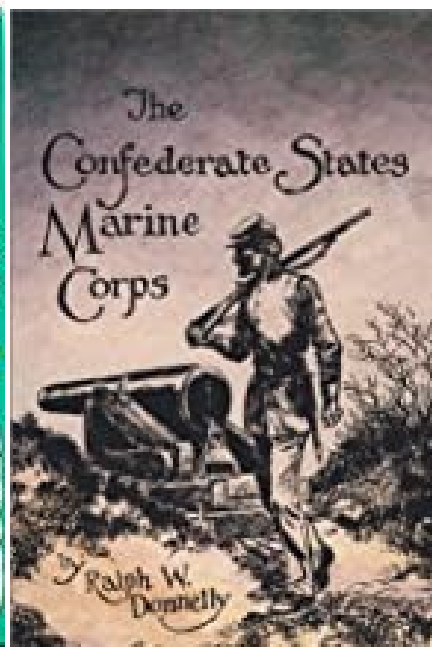
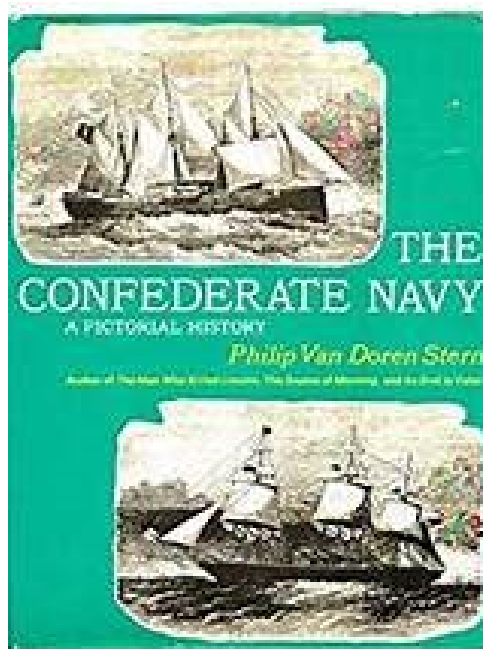
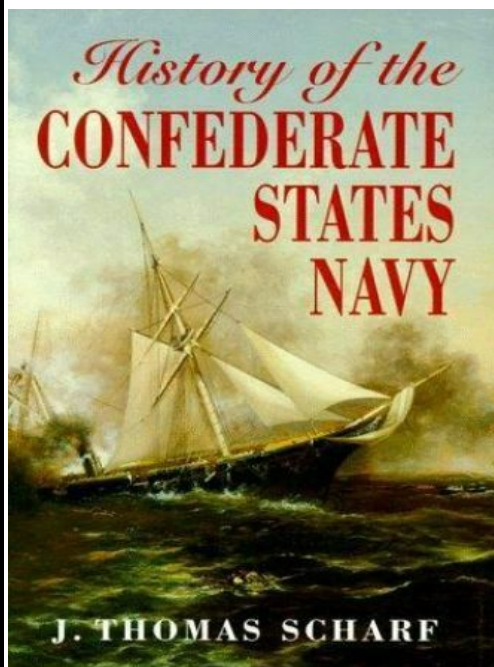
The end of the war found most surviving Confederate States Marines gathered together in Richmond in support of the last desperate defenses of the South.^[9] Marines in Virginia were part of the General Richard S. Ewell's Corps which fought with distinction at the Battle of Sayler's Creek, the last major battle before the surrender of Lee's Army at Appomattox.

Their uniform resembled that prescribed for the Confederate Army, but since the CSMC was not as large and many of its records were destroyed in 1865, there is controversy about the exact details of the uniform. It is clear, however, that the Marines were often equipped out of the stores of whichever garrison was nearest their location. One description has the Marines dressed in frock coats of a particular (and undetermined) shade of gray and dark blue or black trousers. It appears

that Confederate States Marines wore forage caps although it is unclear if there was any ornamentation on the cover. Much of the gear worn by the CSMC was imported from the United Kingdom and its empire, namely Canada, creating a fairly unusual look.



**Books on The Confederate Navy You May
Want to Check Out**



CSS *Arkansas*, The Terror of the Yazoo

The **CSS *Arkansas*** was a Confederate Ironclad warship which served during the American Civil War in the Western Theater. *Arkansas* ran through a U.S. Navy fleet at Vicksburg, Mississippi, on 15 July 1862, in a celebrated action in which she inflicted more damage than she received. She was later destroyed by her crew to prevent capture by Union forces.

Her keel was laid down at Memphis, Tennessee, by J.T. Shirley in October 1861.^[1] In April 1862, *Arkansas* was removed to Greenwood, Mississippi on the Yazoo River to prevent her capture when Memphis fell to the Union Navy. Her sister ship, **CSS *Tennessee***, was burned on the stocks because she was not near enough to completion to be launched.^[2]

In May 1862 Capt. Isaac N. Brown of the Confederate States Navy received orders at Vicksburg from the Navy Department in Richmond, Virginia, to proceed to Greenwood, and there assume command of the *Arkansas*. His orders were to finish and equip the vessel. When Captain Brown arrived, he found a mere hull, without armor, engines in pieces, and guns without carriages. Supplies of railroad iron, intended as armor for the ship, were lying at the bottom of the river. A recovery mission was ordered, and the armor was pulled up out of the mud. Captain Brown then had the *Arkansas* towed to Yazoo City, where he pressed into service local craftsmen, and also got the assistance of 200 soldiers from the Confederate Army as construction crews.^[3] After five strenuous weeks of labor under the hot summer sun, the ship had to leave due to falling river levels. She had been fully outfitted, except for the curved armor intended to surround her stern and pilot house. Boiler plate was stuck on these areas "for appearances' sake".

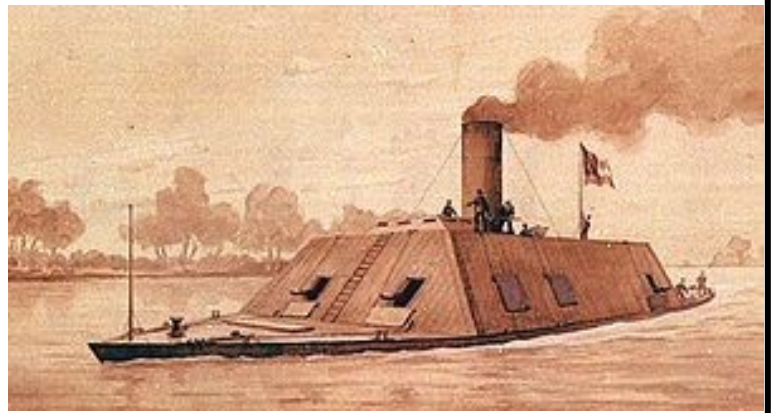
During this time, the Federal Navy had attacked Vicksburg with a large force made up of a squadron of ships, under Flag Officer David G. Farragut, that had come up from the Gulf of Mexico and a flotilla of United States Army gunboats and rams, under Flag Officer Charles H. Davis, from upriver.

Soon thereafter, General Earl Van Dorn, commanding the Confederate Army forces at Vicksburg, and as such in control of *Arkansas*, ordered Captain Brown to bring his ship down to the city. Brown filled out the crew of *Arkansas* with more than 100 sailors from vessels on the Mississippi, plus about 60 Missouri soldiers. These soldiers had never served big guns, and most of them had probably never even served aboard a ship before. Brown stated, "The only trouble they ever gave me was to keep them from running the *Arkansas* into the Union fleet before we were ready for battle." He then set sail for Vicksburg and the Union fleet.

After approximately 15 miles (24 km), it was discovered that steam from the boilers had leaked into the forward magazine and rendered the gunpowder wet and useless. Captain Brown and his men found a clearing along the bank of the Yazoo River, landed the wet powder and spread it out on tarpaulins in the sun to dry. With constant stirring and shaking the powder was dry enough to ignite by sundown. *Arkansas* proceeded on her way.^[4]

Shortly after sunrise on 15 July 1862, three Federal vessels were sighted steaming towards *Arkansas*—the iron-clad *Carondelet*, the wooden gunboat *Tyler*, and the ram *Queen of the West*. The Federal vessels turned downriver, and a running battle ensued. *Carondelet* was quickly disabled with a shot through her steering mechanism, causing her to run aground. Attention was turned to *Tyler* and the ram, which ran for their fleet with the *Arkansas* pursuing. Soon the Federal fleet came into view around the river bend above Vicksburg, "a forest of masts and smokestacks." Captain Brown determined to steam as close to the enemy vessels as possible in order to prevent his vessel being rammed and to sow confusion. The Federal ships were largely immobile, as they did not have their steam up. They and *Arkansas* exchanged shots at close range, but she soon passed to safety beyond them. *Arkansas* arrived at Vicksburg to the sound of enthusiastic cheering from the citizens and within sight of the lower Federal fleet.^[5]

That night, Farragut's fleet ran past the batteries at Vicksburg and attempted to destroy *Arkansas* while doing so. They did not move until so late



in the day, however, that they could not see their target. Only one shell hit home, killing two men and wounding three.^[6]

Although *Arkansas* did not destroy any enemy vessels, she inflicted severe losses among the personnel of the Federal fleets. In the engagement on the Yazoo and her passage of the fleet at Vicksburg, their total loss was 18 killed, 50 wounded, and an additional 10 missing (probably drowned).^[7] Farragut's fleet lost another 5 killed and 9 wounded when they ran past the Vicksburg batteries.^[8] The cost to *Arkansas* for the entire day's action was 12 killed and 18 wounded.^[9]

After repairs, the *Arkansas* again appeared to threaten her enemies, forcing them to keep up steam 24 hours a day in the hottest part of the summer. To remove the problem, the Union fleet tried once again to destroy the ironclad at her mooring. At this time, the severely reduced crew of *Arkansas* could man only three guns, so she depended for protection on the shore batteries. On the morning of 22 July, USS *Essex*, *Queen of the West*, and *Sumter* mounted an ill-coordinated attack. First *Essex* attempted

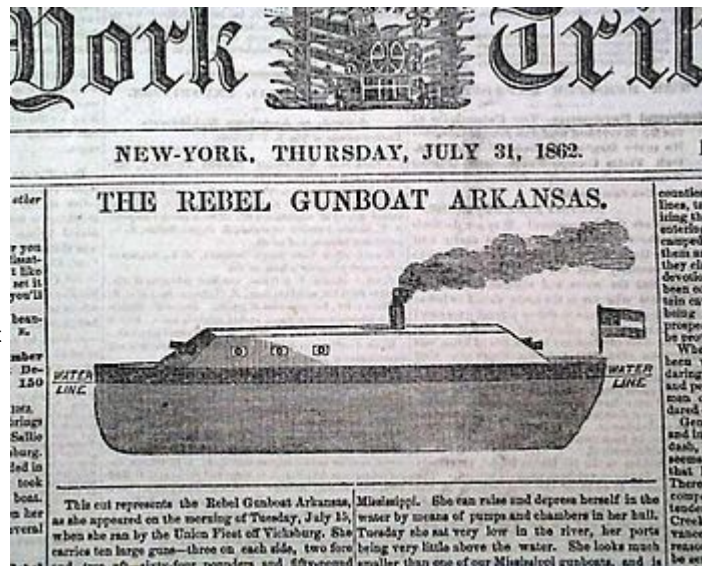
to ram, but as she approached, the *Arkansas* crew were able to spring her. As a result, *Essex* missed her target and ran aground instead, where for ten minutes she remained under fire from both *Arkansas* and the shore batteries. The armor on *Essex* protected her crew, however, so she lost only one man killed and three wounded. On the other hand, one of her shots penetrated the iron plating on *Arkansas*, killing six and wounding six. When *Essex* worked off the bank, she continued downstream, where she joined Farragut's squadron.

Meanwhile, *Queen of the West* was making her run. Her captain misjudged her speed, so she ran past *Arkansas* and had to come back and ram upstream. Although she struck fairly, her reduced momentum meant that the collision did little damage. She then returned to the flotilla above the city. She had been riddled by shot from the batteries, but surprisingly suffered no serious casualties.

Farragut had already been pressing the Navy Department for permission to leave Vicksburg. It

was clear that he would need assistance from the Army to capture the city, assistance that was not forthcoming. Sickness among his sailors, unacclimated to the heat of summer in Mississippi, reduced their fighting strength by as much as a third. Furthermore, the annual drop in the level of the river threatened to strand his deep-draft ships. The constant vigilance now necessitated by the presence of *Arkansas* finally tipped the balance. He got permission to return to the vicinity of New Orleans, and on 24 June his fleet left.^[10]

With nothing his flotilla could do, Davis also withdrew. He took his vessels back to Helena, Arkansas, where he could still watch the river north of Vicksburg.



The *Arkansas* as it appeared to readers of the New York

Tribune, July 31, 1862

CSS *Arkansas* running through the Union fleet above Vicksburg, Mississippi, 15 July 1862

With the Federal fleet gone, Captain Brown requested and was granted four days of leave, which he took in Grenada, Mississippi. Before leaving, he pointed out to General Van Dorn that the engines of his ship needed repairs before she could be used. He also gave positive orders to his executive officer, Lt. Henry K. Stevens, not to move her until he returned.

Unfortunately for the ship, Van Dorn disregarded his subordinate. He ordered Lt. Stevens to take *Arkansas* down to Baton Rouge, where she would support an attack on the Union position there by a Confederate Army force led by General John C. Breckinridge. Stevens demurred, citing his orders from Brown, and referred the question to "a senior officer of the Confederate navy." The "senior officer" chose not to intervene. Stevens, now under the orders of two superior officers, had to rush the ship down the river.^[11]

Confirming Brown's fears, the engines broke down several times between Vicksburg and Baton Rouge. Each time, the engineer was able to get them running again, but it was clear that they were unreliable. Nevertheless, the ship was able to get all the way to Baton Rouge, where she prepared for battle with a small Federal flotilla that included her old opponent USS *Essex*. On the morning of 6 August, *Essex* came in sight, and *Arkansas* moved into the stream to meet her. Just at this time, crank pins on both engines failed almost simultaneously, and *Arkansas* drifted helplessly to the shore.

Stevens prepared to abandon ship. He ordered the engines to be broken up, the guns to be loaded and excess shells spread around, and then the ship set afire. The crew then left. About this time, the ship broke free and began to drift down the river, and Stevens, the last man to leave, had to swim ashore. The burning vessel drifted down among the attacking Federal fleet, which watched from a respectful distance. At about noon, *Arkansas* blew up.^[12]

The *Arkansas* currently rests, aligned north/south, deep under a levee roughly 1.4 miles south of the auto/rail bridge just below Free Negro Point. The wreck is 690 feet past river mile 233.

Notes:

ORN I (Official records, Navies, series I): *Official records of the Union and Confederate Navies in the War of the Rebellion*

1. Still, *Iron afloat*, p. 62.
2. [↑] Soley, James Russell, "The Union and Confederate Navies," *Battles and leaders*, v. 1, p. 629.
3. [↑] Still, *Iron afloat*, p. 65.
4. [↑] Brown, Isaac N., "The Confederate gun-boat *Arkansas*", *Battles and leaders*, v. 3, pp. 572–573.
5. [↑] Brown, Isaac N., "The Confederate gun-boat *Arkansas*", *Battles and leaders*, pp. 575–576.
6. [↑] Still, *Iron afloat*, p. 72.
7. [↑] ORN I, v. 19, pp. 4, 7.

8. [↑] ORN I, v. 19, p. 8.

9. [↑] ORN I, v. 19, p. 69. The list of wounded is obviously incomplete; Brown himself is not listed, although he is known to have suffered a head wound.

10. [↑] Still, *Iron afloat*, pp. 74–75.

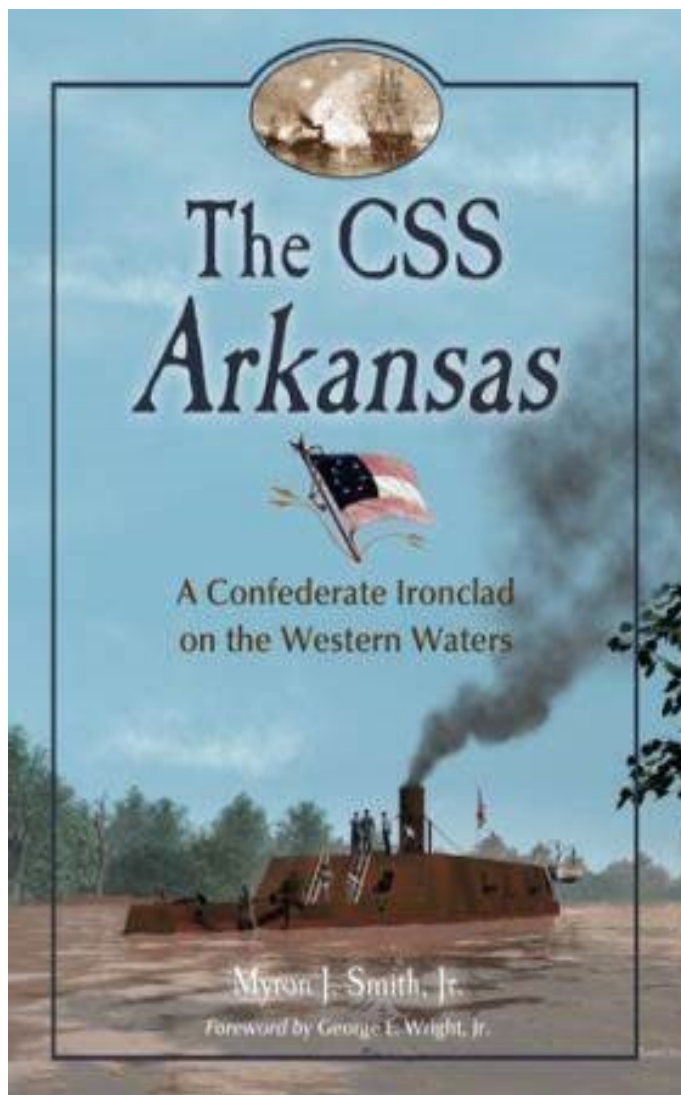
11. [↑] The "senior officer" was Flag Officer William F. Lynch. Brown did not forgive Lynch for his witless acquiescence to Van Dorn, and pointedly refused even to name him when he wrote his memoir years later. Brown, Isaac N., "The Confederate gun-boat *Arkansas*", *Battles and leaders*, v. 3, p. 579.

12. [↑] Still, *Iron afloat*, pp. 76–78. The motions of *Arkansas* just before the final breakdown of her engines are not clear. See Still's note on page 77.

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Silverstone, Paul H. (2006). *Civil War Navies 1855–1883*. The U.S. Navy Warship Series. New York: Routledge. ISBN [0-415-97870-X](#).
 Still, William N., Jr. (1985). *Iron Afloat: The Story of the Confederate Armorclads* (Reprint of the 1971 ed.). Columbia, South Carolina: University of South Carolina Press. ISBN [0-87249-454-3](#).

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