



# Sons of Confederate Veterans The Hunley Torpedo



The Lt. Dixon – CSS Hunley Camp # 2016, Sparks, NV

Number Three

Website: [www.dixon-hunley.org](http://www.dixon-hunley.org)

Third Quarter

## Camp Report

The Lt. Dixon – CSS Hunley Camp of Sparks, Nevada welcomes its newest members. They are:

Charles Cusick  
Gerry Dunlap  
Michael Hutson  
Mike Meals

At the Virginia City Event on Labor Day Weekend, we connected with several men who demonstrated a sincere interest in joining the SCV. Most of them require genealogical work. Ads posted in the NRA magazines have also spurred interest.

## In Memoriam

Two of our people have passed away recently. Obits for them are included on page two. They are:

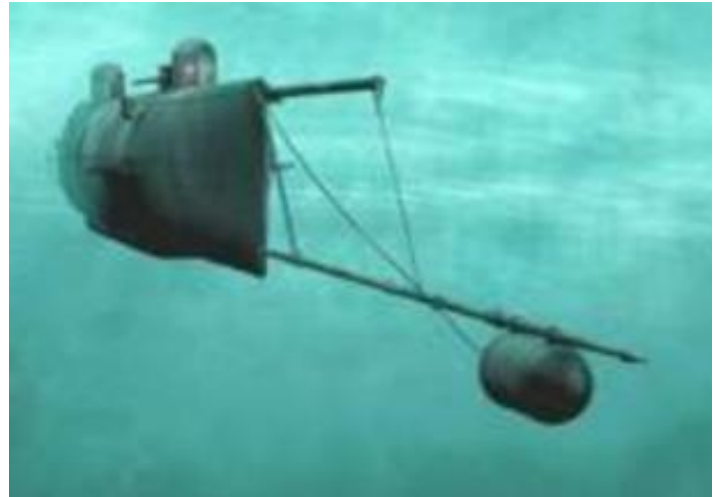
Ronald Monnin  
Greg Moran

## Camp Finances

As the dues have been rolling in, we now have over \$800 in our bank account. And we should receive approximately \$250 more in receivables for camp use when all of our members pay their dues. Of your \$42 in dues, we keep \$12 and send \$30 to SCV National. We put our camps funds to work!

Compatriots,

We are now in the 2011 dues year which began on August 1<sup>st</sup>. There is a three-month grace period before you become delinquent. Please don't let that happen if you wish to remain in the SCV. There is a \$5 re-instatement fee if you do. Many of you have verbally committed to send your dues, so please don't forget. Many of you still need to send them.



## Next Meeting

It will be on this coming **Saturday, October 1<sup>st</sup> at 9:30 a.m.** in the private room of Black Bear Diner on South Virginia Street in Reno.

A topic of special concern will be the disposition of those Confederate graves known to be in or about Virginia City and finding others through records.

**Special Thanks to:** Steve Duran, Mike Tocci, Fred Holt, Craig Beck and to Mrs. Isabella Eaves and the Re-enactors. Also to those of you who contributed extra funds when you sent in your dues—too numerous to enumerate here!

Steve Duran: He came up with the dynamite idea of identifying Confederate graves in Virginia City and forming a committee to periodically clean the grounds around them.

Mike Tocci, Fred Holt and Craig Beck assisted me at Virginia City in working at the recruitment table.

Mrs. Isabella Eaves was gracious in allowing us to set up a recruiting booth within the confines of the encampment. The re-enactors helped us with introductions and were generally helpful. **The event photos from Virginia City are on pages 4 & 5.**

## Our Departed

### Greg Moran

My brother Greg was born on 7-7-1955, he passed away on 5-4-2011. He was a California native, born in the Santa Clara Valley, resided in city of Santa Clara most of his life. After schooling there, he went into the Army, where he did an overseas tour in Germany. Returning to Santa Clara where he married, he became the father of two daughters, and went to work in the construction trade.

Carpentry in our family goes back three centuries. Our father was a contractor here in Santa Clara. Greg followed our family's tradition, but specializing in heavy equipment operation, he worked on countless "tilt up" type buildings. He completed 25 years in the construction business and retired from the union. Greg loved the outdoors, and he was quite an accomplished skier, both water and snow, enjoyed hunting, fishing, and had many hobbies.

He acquired some property in Montana where he was planning to retire, when he became ill. The last few years have had him up and down health wise. He was told on 12-21-2010 that he had liver cancer. A year ago last summer, his oldest daughter took him deep sea fishing for his birthday.

Greg was very proud of his southern heritage, as our mother is from Arkansas, and our father is from Mississippi.

Greg inherently was a pretty good cook.

Ed Moran, Greg's brother



### Ronald F. Monnin

Ron was ardent supporter of the SCV and became a good friend of mine. He was introduced to the SCV through the efforts of Joe Scamihorn and AMVETS. Ron attended our meetings and events whenever he could. He was a veteran of over twenty years service in the U.S. Navy. His wife preceded him in death over a year ago, after which time he moved to Idaho and lived with his daughter's family. His daughter there informed me that his cremated ashes would be mixed with his wife (her mother) and would be sent for interment to San Diego where Ron and his family had lived for so many years.

Lee Cross



Compatriot, Mike Tocci, will be giving us an account of his battlefield tour back east at our Saturday meeting. Mike signed up for a guided tour and just returned last week. These tours are on-going and may be of great interest to anyone wishing to participate.

## Our Virginia City Project

On Saturday, September 3<sup>rd</sup>, we made contact for the first time with Keith Schaal. Keith was proudly flying the Battleflag from a mast in his yard. He informed us that there were a few known Confederates buried by Virginia City; and later on emailed me the photos shown below. These go hand-in-hand with the grave identification and clean-up project that Steve Duran has proposed, and which we will bring up at our meeting on October 1<sup>st</sup>.

Keith also informed us, if my memory serves me right, that a master list of the interments in the Virginia City area is available through historical sources. This will facilitate our efforts.



Shown on the left:

Compatriot and Mrs. Warren White attending the Grand Ball at the SCV Reunion in Montgomery, Alabama in July.





Virginia City Re-enactment  
Labor Day Weekend, September 2011



The Virginia City event is always a lot of fun. Our boys did an outstanding job and the event is highlighted by the existence of the old steam locomotive of the Virginia and Truckee Railroad.





## When Is Slavery Not Slavery?

While in command of the Northern Department of Virginia, a part of his forces were soundly whipped by Confederates at Big Bethel.

Shortly after that debacle, Butler continued his climb to Yankee fame by issuing a ruling that made "escaped slaves of secessionist masters of be contraband," and thus subject to seizure and employment by the military." In other words, escaped southern slaves could now be enslaved by the Yankees to aid in the Union war effort as long as you took care to label that enslavement as "employment." You have to give those Yankee wordsmiths credit.

## THE CONFEDERATE CRUISERS

### Their Status in War

THE cruisers of the Confederate navy were the Sumter, the Alabama, the Florida, the Shenandoah, the Nashville, the Georgia, the Tallahassee, the Chickamauga, the Clarence, the Tacony, the Stonewall and the Olustee. These vessels were regular men-of-war and must not be confounded with privateers. Professor Soley says:

*It is common to speak of the Alabama and the other Confederate cruisers as privateers. It is hard to find a suitable designation for them, but privateers they certainly were not. The essence of a privateer lies in its private ownership. Its officers are persons in private employment; and the authority under which it acts is a letter-of-marque. To call the cruisers privateers is merely to make use of invective. Most of them answered all the legal requirements of ships-of-war. They were owned by the government, and they were commanded by naval officers acting under a genuine commission ....*

A great deal of uncalled-for abuse has been heaped upon the South for the work of the Confederate cruisers, and their mode of warfare has been repeatedly denounced as barbarous and piratical in official and unofficial publications. But neither the privateers, like the Petrel and the Savannah, nor the commissioned cruisers, like the Alabama and the Florida, were guilty of any practices which, as against their enemies, were contrary to the rules of war.



C.S.S. Sumter

The first man-of-war to get to sea under the Confederate flag was the *Sumter*. She was a screw steamer of 500 tons, and had formerly been the Spanish steamer Marquis de Habana. She was strengthened, a berth deck was put in, the spar deck cabins removed, and she was armed with an 8-inch shell gun, pivoted amidships, and four light 32-pounders in broadside. On April 18, 1861, Commander Raphael Semmes was ordered to the command of her, with the following officers: Lieuts. John M. Kell, Robert T. Chapman, John M. Stribling, and William E. Evans; Paymaster Henry Myers; Surg. Francis L. Galt; Midshipmen William A. Hicks, Richard F. Armstrong, Albert G. Hudgins, John F. Holden, and Joseph D. Wilson; Lieut. of Marines B. K. Howell; Engineers Miles J. Freeman, William P. Brooks, Matthew O'Brien, and Simeon W. Cummings; Boatswain Benjamin P. Mc-Caskey; Gunner J. O. Cuddy; Sailmaker W. P. Beaufort, Carpenter William Robinson, and Captain's Clerk W. Breedlove Smith.

On the 30th of June the *Sumter* sailed from the mouth of the Mississippi, and although chased by the United States steamer Brooklyn, got fairly to sea. Captain Semmes cruised along the south side of the island of Cuba, taking eight prizes, and thence went to Cienfuegos. From there he cruised down the Spanish main, and on the 13th of November anchored at St. Pierre, Martinique. Here he was blockaded by the United States ship Iroquois for nine days, but on the night of the 23rd he adroitly made his escape, and crossed the Atlantic to Cadiz, where he arrived January 4, 1862, taking several prizes on the way. Not being permitted to coal, he



proceeded to Gibraltar, which port he reached on the 19th of January. Here he was blockaded by the United States vessels Tuscarora, Kearsarge and Chippewa, and it was decided to lay the ship up. The Sumter captured 7 vessels, of which 2 were ransomed, 7 were released in Cuban ports, 2 were recaptured, and 6 were burned.



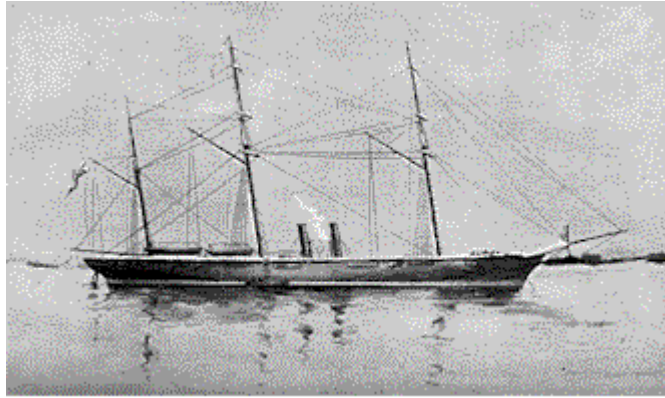
C.S.S. Alabama

The second cruiser built in England for the Confederates was the "290" or *Alabama*. The 290 was sent by Capt. James D. Bulloch, the accomplished agent of the Confederate government in England, to the Western islands. The bark *Agrippina* took her armament and stores there, and on August 24, 1862, she was commissioned by Capt. Raphael Semmes, C. S. N., with the following officers: Lieuts. John M. Kell, Richard F. Armstrong, Joseph D. Wilson, Arthur Sinclair, and John Low; Surg. Francis L. Galt; Asst. Surg. David H. Llewellyn; Paymaster Clarence R. Yonge; Lieut. of Marines B. K. Howell; Engineers M. J. Freeman, William P. Brooks, S. W. Cummings, Matthew O'Brien, and John W. Pundt; Midshipmen William H. Sinclair, Irvine S. Bulloch, Eugene Maffitt, and Edwin M. Anderson; Master's Mates George T. Fulham and James Evans; Boatswain B. P. McCaskey; Gunner J. O. Cuddy; Carpenter William Robinson; Sailmaker Henry Alcott, and Captain's Clerk William B. Smith.

Captain Semmes first cruised off the Western islands and the banks of Newfoundland, taking many prizes; next off the coast of the United States, and on November 18th he anchored at Port of France, Martinique. From Martinique he went to the Gulf of Mexico, capturing the Pacific Mail company's steamer *Ariel* on the way. Arriving off Galveston he decoyed the United States steamer *Hatteras* from the fleet, engaged and sunk her in fifteen minutes, and proceeded to Port Royal, Jamaica, with his prisoners. Sailing from Port Royal, Semmes cruised down the Brazilian coast, and on July 28, 1863, anchored at Saldanha bay. For the remainder of the year he cruised in the straits of Sunda, the China Sea, and the Bay of Bengal. From the time of leaving Port Royal to April 27, 1864, the *Alabama* took some thirty prizes.

On the 11th of June, 1864, she anchored at Cherbourg, France, and on the 19th she went out and engaged the United States steamer *Kearsarge*, a vessel slightly her superior. After an engagement of about one hour, the *Alabama* was reduced to a sinking condition. Her loss in killed, wounded and drowned was 40; the loss of the *Kearsarge* was but 1 killed and 2 wounded. The survivors of the *Alabama* were saved by her own boats and those of the *Kearsarge* and the English yacht *Deerhound*.

Thus ended the career of this historic vessel. The name of Semmes has become immortal. In two short years he captured some seventy vessels, and swept the seas of American commerce. Space precludes further mention of the *Alabama*. The reader will find in Captain Semmes' "Service Afloat" a detailed and very valuable account of his proceedings.



C.S.S. Florida

The *Florida* was the first of the commerce destroyers of English origin. She was built at Liverpool in the fall of 1861. On the 22nd of March, 1862, she cleared from Liverpool under the name of the Oreto. She arrived at Nassau April 28th, and was there delivered to Capt. John N. Maffitt, C. S. N., who commissioned her under the name of the Florida and fitted her out. Maffitt first went to Cuba. Here the yellow fever broke out, and finding himself without the necessary officers, men, and ordnance stores, he determined to go to Mobile. He ran by the blockading vessels under English colors, and anchored under the guns of Fort Morgan, September 4, 1862.

The Florida was here refitted, and on the night of January 15, 1863, she successfully ran the blockade again, and proceeded on a cruise. The following is a list of her officers: Capt. John N. Maffitt; Lieuts. S. W. Averett, J. L. Hoole, C. W. Read, and S. G. Stone; Midshipmen R. S. Floyd, G. D. Bryan, J. H. Dyke, G. T. Sinclair, W. B. Sinclair, and Robert Scott; Engineers John Spidell, Charles W. Quinn, Thomas A. Jackson, and E. H. Brown; Surg. Frederick Garretson, and Paymaster Lynch. Maffitt first cruised in the West Indies and then made his way to the coast of Brazil, commissioning one of his prizes, the brig Clarence, Lieut. C. W. Read, by the way. On the 16th of July, Maffitt anchored at Bermuda, having made 17 prizes, 14 of which he burned. From Bermuda he went to Brest; and there, his health being broken, relinquished the command to Lieut. Charles M. Morris, C. S. N. Morris got to sea in January, 1864, and went first to the West Indies and the coast of the United States, capturing many prizes. In the summer of that year he crossed the ocean to Teneriffe, and then to Bahia, Brazil, where he anchored October 4th. He found here the U. S. S. Wachusett; but confiding in the neutrality of the port, he permitted his officers and men liberty to visit the shore. On the night of October 6th the Florida was treacherously captured by the Wachusett; and so ended her cruise. She had made 37 prizes.



C.S.S. Shenandoah

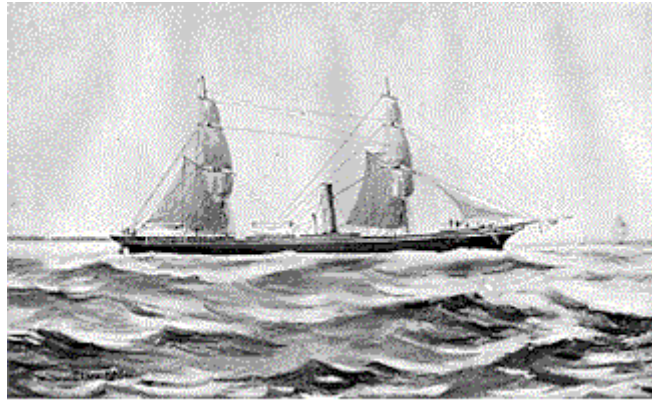
The *Shenandoah* was the last of the Confederate cruisers. She was bought by Captain Bulloch and sent to the Desertas, an uninhabited island near Madeira. The officers and stores were sent to the same place in the steamer Laurel, and on October 20, 1864, the Shenandoah was commissioned by Capt. James Iredell Waddell,



with the following officers: Lieuts. William C. Whittle, John Grimball, S. Smith Lee, Francis T. Chew, and Dabney M. Scales; Acting Master I. S. Bulloch; Engineers Matthew O'Brien, W. H. Codd, John Hutchinson, and Ernest Mugguffeny; Surg. C. E. Lining; Paymaster Breedlove Smith; Passed Midshipmen O. A. Browne and John T. Mason; Asst. Surg. F. J. McNulty; Master's Mates C. E. Hunt, J. T. Minor, and Lodge Colton; Boatswain George Harwood; Carpenter J. O'Shea; Gunner J. L. Guy, and Sailmaker Henry Alcott.

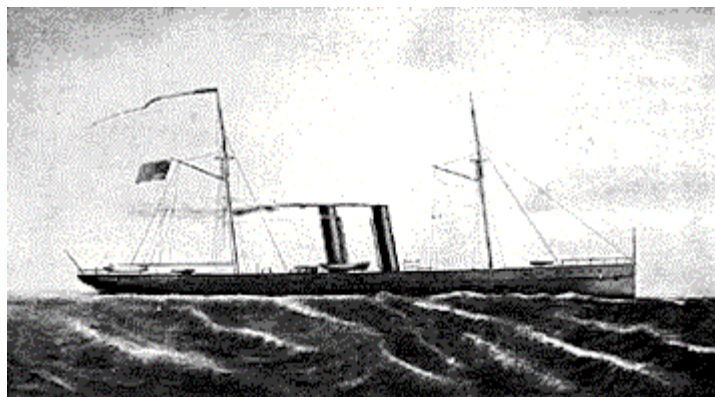
Waddell first went to Australia, and there, in pursuance of the plan projected by Com. John Mercer Brooke, C. S. N., proceeded to destroy the United States whaling fleet in the North Pacific. On the 2nd of August, 1865, Waddell learned of the collapse of the Confederacy, and returned to England, where he delivered the ship to the British naval authorities. The *Shenandoah* took 36 prizes.

The *Nashville* was commissioned as a man-of-war in the fall of 1861 with Robert B. Pegram, C. S. N., as captain; Lieuts. Charles M. Fauntleroy, John W. Bennett, and William C. Whittle; Master John H. Ingraham; Surg. John L. Auchrim; Paymaster Richard Taylor; Engineer James Hood, and Midshipmen Dalton, Sinclair, Cary, Pegram, Hamilton, Thomas, and McClintoc. She made a short voyage to England and back, in the course of which she burned the ship *Harvey Birch* and the schooner *Robert Gilfillan*. She was afterward engaged as a blockade runner, and was eventually destroyed by the United States monitor *Montauk*.



C.S.S. Georgia

The *Georgia* was bought at Dumbarton, Scotland, for the Confederate government. She was commissioned off Ushant in April, 1863, by Corn. William L. Maury, with the following list of officers: Lieuts. R. T. Chapman, Evans, Smith, and J. H. Ingraham; Passed Midshipman Walker; Midshipman Morgan; Paymaster Curtis, Surgeon Wheeden, and Chief Engineer Pearson. She cruised in the Atlantic, ran over to the coast of Brazil, and thence to the Cape of Good Hope. On the 28th of October she anchored at Cherbourg, having taken 9 prizes. Here Captain Maury turned over the command to Lieutenant Evans, but she made no other cruise.



C.S.S. Tallahassee

The *Tallahassee* was the blockade runner Atlanta. She was converted into a man-of-war, and on August 6, 1864, sailed from Wilmington, N. C., for a cruise off the coast. Her officers were: Capt. John Taylor Wood; Lieuts. W. H. Ward, M. M. Benton, and J. M. Gardner; Master Alex Curtis; Engineers J. W. Tynan, C. H. Leroy, E. G. Hall, J. F. Green, J. J. Lyell, H. H. Roberts, and R. M. Koss; Paymaster C. L. Jones; Asst. Surg. W. L. Sheppardson; Boatswain Cassidy; Gunner Stewart; Master's Mate C. Russell, and Lieut. of Marines Crenshaw. She cruised along the northern coast as far as Maine. On the 18th of August, Wood anchored at Halifax, but could only obtain coal enough to take the vessel back to Wilmington. On the 25th she arrived at that port, having in her short cruise burned 16 vessels, scuttled 10, bonded 5, and released 2--a remarkable record.

The *Chickamauga* was the small blockade runner Edith. She sailed for a cruise on the coast in the fall of 1864 under Capt. John Wilkinson, C. S. N. She made a short cruise, during which she captured 7 vessels.

The brig *Clarence* was captured by the Florida and commissioned under Lieut. C. W. Read, C. S. N., on May 6, 1863. Read proceeded to the coast of the United States, and made his first prize off Cape Hatteras, the bark Whistling Wind. He next took and burned the Kate Stewart, Mary Alvina and Mary Schindler, and bonded the Alfred H. Partridge. He then took the Tacony and transferred his flag to her, burning the Clarence. In the Tacony he sailed along the coast of New England, capturing and burning 15 vessels. On June 25, 1863, he transferred to the prize schooner Archer, burning the Tacony. On the 27th he entered the harbor of Portland, Me., and cut out the revenue cutter Caleb Cushing. He got out with his prize, but the enemy sent out an overwhelming force and recaptured her, making prisoners of Read and his companions, who were sent to Fort Warren. Read, whose name occurs so frequently in these pages, was soon after exchanged. He was unquestionably one of the greatest naval officers the country has ever produced.

The *Olustee* was the steamer Chickamauga. She sailed from Wilmington, October 29, 1864, under the command of Lieut. William H. Ward, C. S. N. Ward made a short cruise on the coast, capturing some seven prizes, and returned to Wilmington about November 7th.



C.S.S. Stonewall

The *Stonewall* was the ironclad ram Sphynx. She was built in France, sold to Denmark, and transferred by that country to Capt. Thomas Jefferson Page, C. S. N. Page took her to the appointed rendezvous off Quiberon, where she was met by the steamer City of Richmond with stores. She was commissioned January 24, 1865, with the following list of officers: Capt. T. J. Page; Lieuts. Robert R. Carter, George S. Shryock, George A. Borchert, E. G. Read, and Samuel Barron, Jr.; Surg. B. W. Green; Asst. Surg. J. W. Herty; Paymaster R. W. Curtis; Engineers W. P. Brooks, W. H. Jack. son, and J. C. Kloss; Master W. W. Wilkinson; Boatswain J. M. Dukehart; Gunner J. B. King; Master's Mate W. H. Savage, and Paymaster's Clerk William Boynton. The Stonewall went to Corunna, and thence to Ferrol, Spain, for repairs. She was blockaded by the United States vessels Niagara and Sacramento. On the 24th of March Page steamed out of Ferrol, and defied the two vessels to battle, which they ingloriously declined. Page then crossed the ocean to Nassau and Havana. At the latter port he learned of the end of the war, and delivered his ship to the Spanish authorities.



## Southern Industry Copes with the Blockade

### Brierfield Iron Works

The Brierfield facility provided high quality iron that factory workers in Selma used to cast cannon and built ironclad vessels like the *C.S.S. Tennessee*. As a result, the ironworks along Furnace Creek played a critical part in the Confederate war effort, especially during the final years of the War Between the States.

The ironworks got their start in 1862 when a group of private investors started the Bibb County Iron Company. Initially serving local customers with a need for iron, the Brierfield furnace soon began supplying iron for the Confederate government. The iron produced by the operation proved to be of perfect quality for use in casting heavy cannon. The Confederate government attempts to contract for 100% of the output of the ironworks, but the owners declined.

This led to a government takeover of the Brierfield Ironworks in 1863, and the facility quickly became known as the Bibb Naval Furnaces.

Supervised by Major W.R. Hunt of the C.S. Nitre and Mining Bureau, workers at Brierfield soon added a second furnace and rolling mill. The government-built furnace was 40-feet tall and produced high quality iron for delivery to Selma, Alabama, where it was used to cast heavy Brooke cannon and plating for Confederate ironclads.

The Brierfield Ironworks operated on a large scale until March 31, 1865, when they were targeted as part of Wilson's Raid through Alabama and Georgia.



### Tannehill Iron Works

By 1863, the Tannehill Ironworks could produce 22 tons of desperately needed iron per day. Used for the casting of artillery, cookware and even cast iron stoves for the Confederate army, the iron produced at Tannehill contributed significantly to the Southern war effort. Around 500 workers lived in cabins on the site and the facility also included a gristmill, tannery and tax-in-kind warehouse.

Remarkably, Tannehill operated to within one week of the surrender of Robert E. Lee. The death blow to the facility finally came on March 31, 1865, when it was targeted by the troops of Union General James Wilson.

As Wilson and his men pushed south through Alabama, they targeted the iron facilities throughout the central part of the state. Three companies from the 8th Iowa Cavalry seized Tannehill on March 31st and by the end of the day, the wooden parts of the facility had been reduced to ashes and the massive stone furnaces were no longer operational.

