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Part 4: Battle with USS Kearsarge

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CSS *ALABAMA* : AN ILLUSTRATED HISTORY

In Six Parts:

You are
here

Part 1: Building of Ship 290

Part 2: Officers and Crew

Part 3: Cruise of the *Alabama*

---> Part 4: Battle with *USS Kearsarge*

Part 5: Wreck Exploration & Excavation

Part 6: Miscellaneous and Bibliography
(the Alabama Claims, poems, music, sword of
Raphael Semmes)

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CSS Alabama: An Illustrated History

BATTLE WITH *USS KEARSARGE*

Captain Semmes' address to the crew

Sunday morning, June 19, 1864

“OFFICERS AND SEAMEN OF THE ALABAMA! You have, at length, another opportunity of meeting the enemy—the first that has been presented to you, since you sank the Hatteras! In the meantime, you have been all over the world, and it is not too much to say, that you have destroyed, and driven for protection under neutral flags, one half of the enemy’s commerce, which, at the beginning of the war, covered every sea. This is an achievement of which you may well be proud; and a grateful country will not be unmindful of it. The name of your ship has become a household word wherever civilization extends. Shall that name be tarnished by defeat? The thing is impossible! Remember that you are in the English Channel, the theatre of so much of the naval glory of our race, and that the eyes of all Europe are at this moment, upon you. The flag that floats over you is that of a young Republic, who bids defiance to her enemies, whenever, and wherever found. Show the world that you know how to uphold it! Go to your quarters.”

Memoirs of Service Afloat, p.756

Log of the USS Kearsarge,

(Entry by Capt. John A. Winslow)

“June 19: Lying off Cherbourg. Moderate breeze from the westward. At 10:20 am discovered the *Alabama* steaming out of the port of Cherbourg, accompanied by a French ironclad steamer and a fore-and-aft rigged steamer, showing the white English ensign. Beat to general quarters and cleared for action. Steamed ahead, standing offshore, being distant from land about 2 leagues; altered our course and approached the *Alabama*. At 10:57 the *Alabama* commenced the action with her starboard broadside at 1,000 yards range. At 11 we returned her fire and came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At 12:10 a boat, with an officer from the *Alabama*, came alongside and surrendered his vessel with the information that she was rapidly sinking and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy. The English yacht, before mentioned, coming within hail, was requested by the captain to render assistance in saving the lives of the officers and crew of the surrendered vessel. At 12:24 pm the *Alabama* went down in 40 fathoms water, leaving most of her crew struggling in the water. Seventy persons were rescued by the boats.”

Official Records of Union and Confederate Navies, I, 3, p.64.



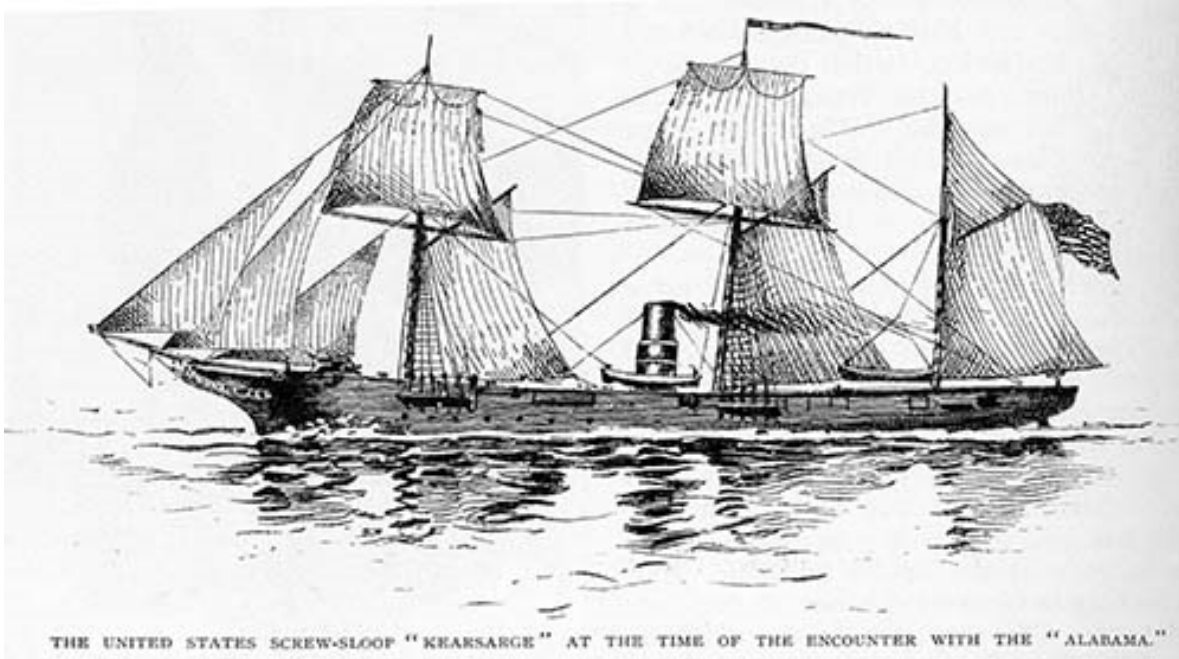
The *USS Kearsarge* off Portsmouth, New Hampshire, shortly after her return from the engagement with the *CSS Alabama* in June 1864. US Navy Historical Center Photograph NH78638

Captain John A. Winslow

U.S. Navy, U.S.S. *Kearsarge*

John A. Winslow was born in 1811 in North Carolina. He began his service in the U.S. Navy in 1827 as a midshipman. He served in the Mexican War where he was commended for gallantry. At the outbreak of the Civil War he first commanded the *USS Benton*, a gun boat in the Mississippi River, before taking command of the *USS Kearsarge* in 1863. He pursued and sank the *CSS Alabama* in 1864. He was promoted to commodore for this victory. In 1870 he was advanced to admiral and was given command of the Pacific Squadron. He died in 1873 in Boston, shortly after his retirement the previous year.





“A mathematically correct drawing of the *Kearsarge*, a few months before the battle with the *Alabama*, by Midshipman Edward E. Preble, from a photograph.”
Century Magazine, vol. 31, p. 922.



Rear Admiral John Ancrum Winslow,
From Ellicott's *The Life of John Ancrum
Winslow*, 1905

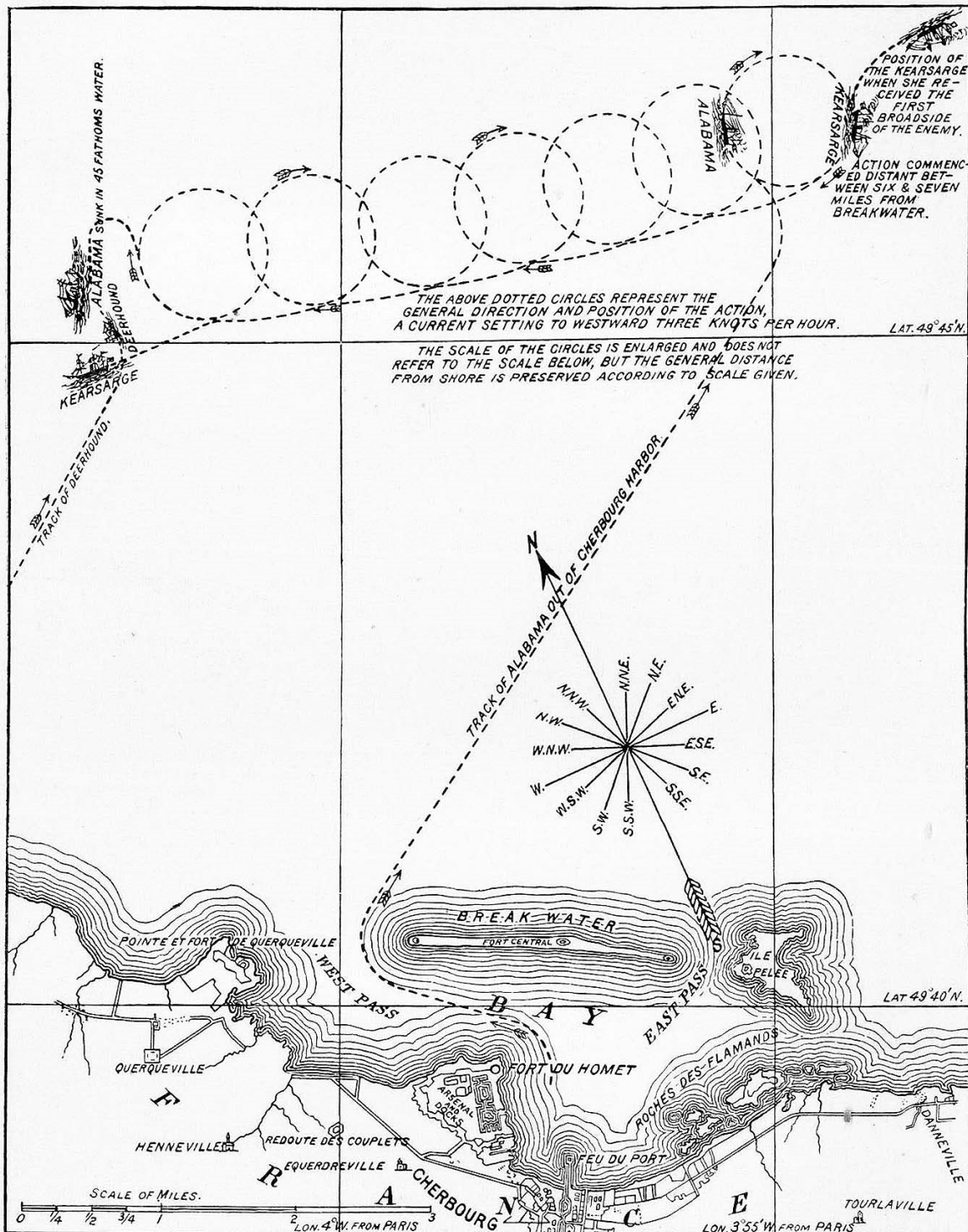


Diagram of the battle, from the Official Records, showing how the two ships circled each other.



Above: Crewmen of an 11-inch gun on the *Kearsarge* cheer as the *Alabama* lowers its flag.
Below: Original painting of "Shell Bursting on the Deck of the Alabama," by Michael J. Burns,
Both in Rosanna Blake Collection, Marshall University Special Collections.





Color lithograph of "Naval Engagement Between the Kearsarge and the Alabama", by Louis LeBreton, Paris, France, ca. 1865.



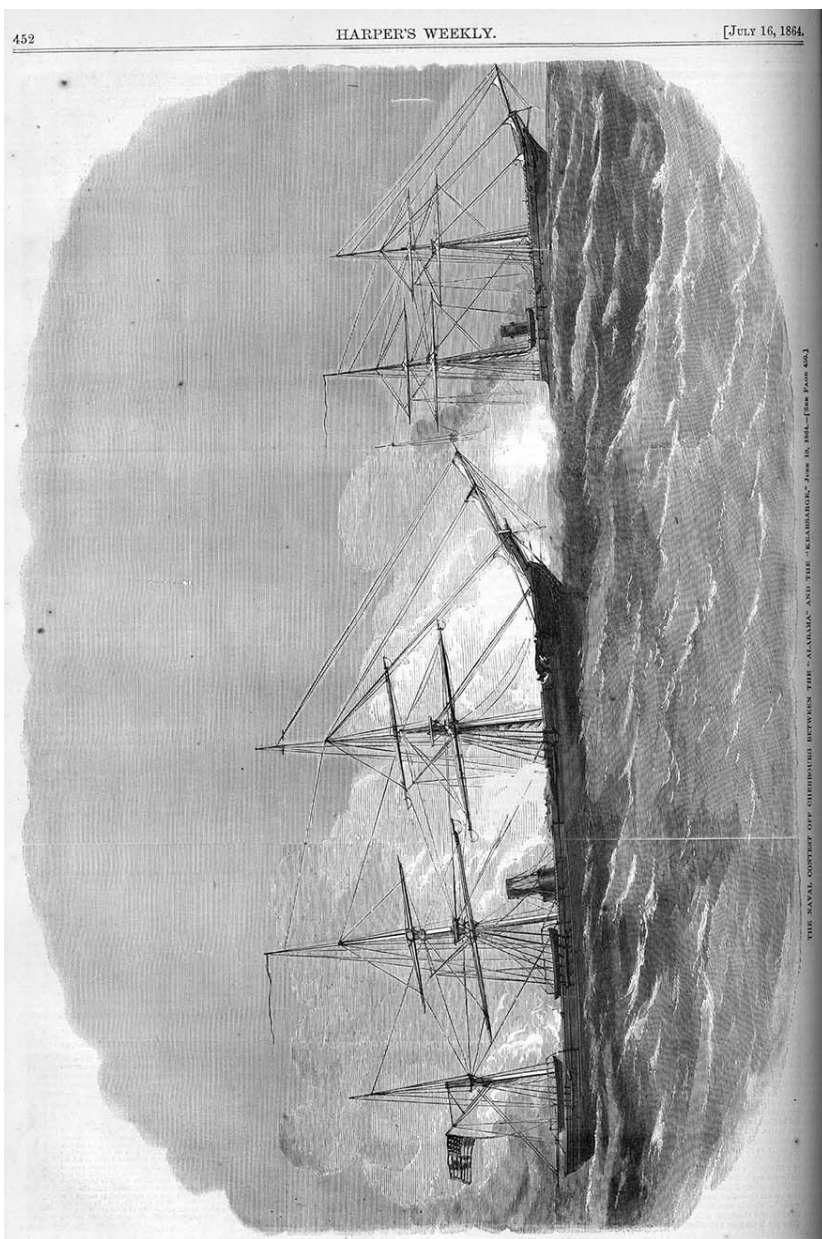
Lithographic Print: "Fight Between the Alabama and the Kearsarge off Cherbourg June 19, 1864," Verlag Druck v. Seitz, Hamburg, Germany. Both in Rosanna Blake Collection, Marshall University Special Collections.

THE "ALABAMA."

THE British pirate ship *Alabama* has been sunk by the American ship of war *Kearsarge*. The action took place off Cherbourg harbor on the morning of June 19, 1864, beginning about eleven o'clock and lasting more than an hour. The armament of the *Alabama* is reported by various authorities to have been three heavy rifled guns, with eight broadside 32-pounders; that of the *Kearsarge* two eleven-inch shell-guns, four 32-pounders, and two smaller guns. The crew of the *Kearsarge* is said by the same authorities to have been one hundred and fifty; that of the *Alabama* about the same number. The *Alabama* opened the fight by a single long-range shot at two thousand yards, the *Kearsarge* reserving her fire. The vessels sailed around each other in circles seven times, and the fighting was mainly done at the distance of a quarter of a mile. After the exchange of about a hundred and fifty rounds from the *Alabama* and a hundred from the *Kearsarge*, the pirate ship slacked fire, and seemed to be making sail for the shore, which was about nine miles distant. At half-past twelve she was in a sinking and disabled state. The English yacht *Deerhound*, which had been hovering near during the action, immediately made toward the *Alabama*, saving about forty men, including SEMMES and thirteen officers. Of the rest of her crew eight were killed, seventeen wounded, and sixty-eight captured. The *Kearsarge* sustained very little damage, and only three of her crew were wounded. She did not lose a man.

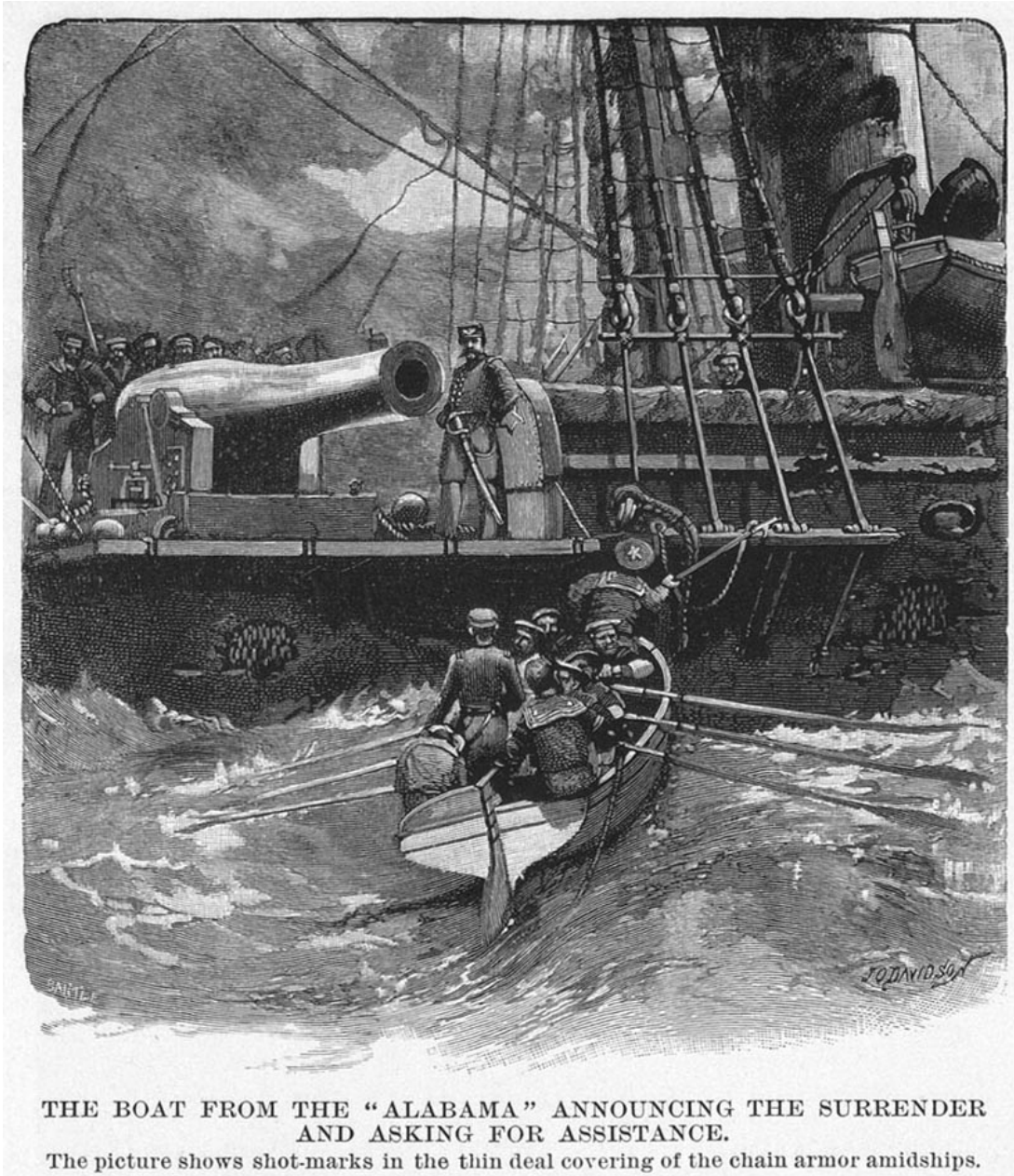
Thus, as was fitting, it appears that the Captain of the *Alabama* was saved by a party of his British abettors, who doubtless came out for that purpose. Others invited him to a public dinner at Southampton, which he declined, and went to Paris to make his dismal report to the rebel emissaries there. The English story that the yacht *Deerhound* saved him at the request of the Captain of the *Kearsarge* is a malignant libel upon the character of that officer. No man who has the honor of the navy at heart will easily suppose that an American captain would connive at the escape from just punishment of a buccaneer whose sole business has been to prey upon defenseless ships and burn them, and who has done more than any other man to drive American vessels from the ocean and destroy American commerce.

But the great fact remains that the British pirate ship, built by British hands in a British yard, manned by British sailors, paid for by British money, encouraged by British sympathy, and cheered by British lungs, as she sailed from a British port, has been destroyed in the British Channel, and under the noses of British sympathizers, by the brave Jack tars who fight under and for the American flag. "Built in the eclipse and rigged with curses dark" she has gone down to her own place. May the Rebellion, of which she was a fitting instrument, soon follow her!



THE NAVAL CONTEST OFF CHERBOURG BETWEEN THE "ALABAMA" AND THE "KEARSARGE," JUNE 19, 1864.—(From Ensign 402.)

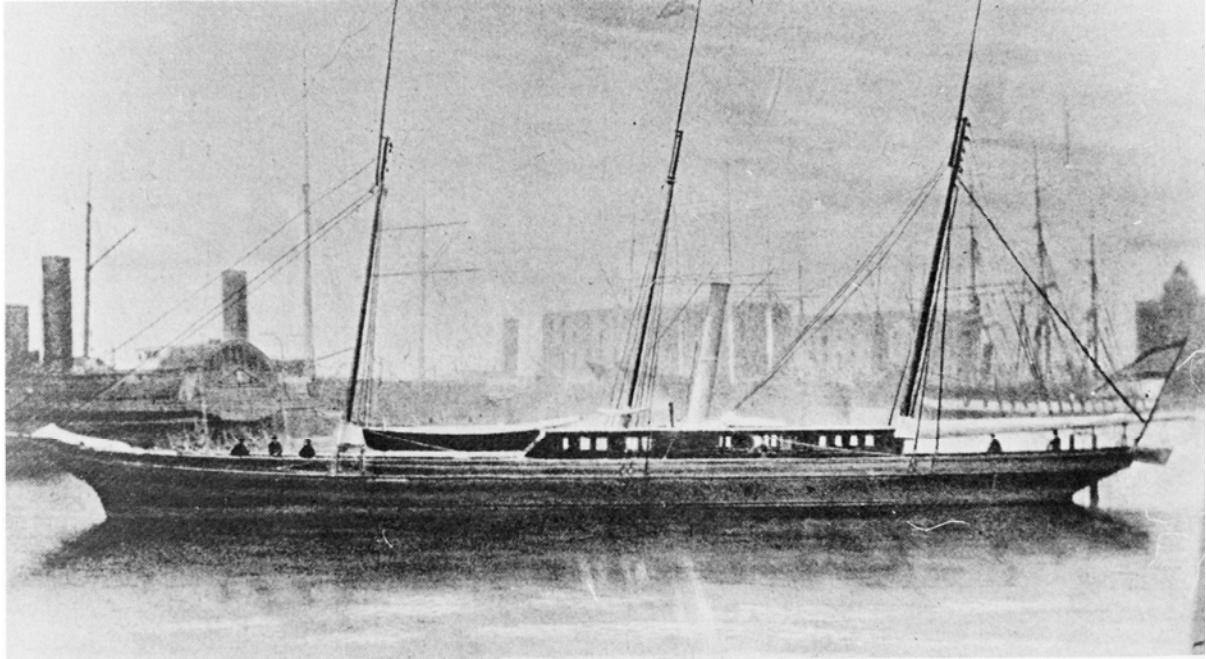
Account of the battle and image from *Harper's Weekly*, July 16, 1864.



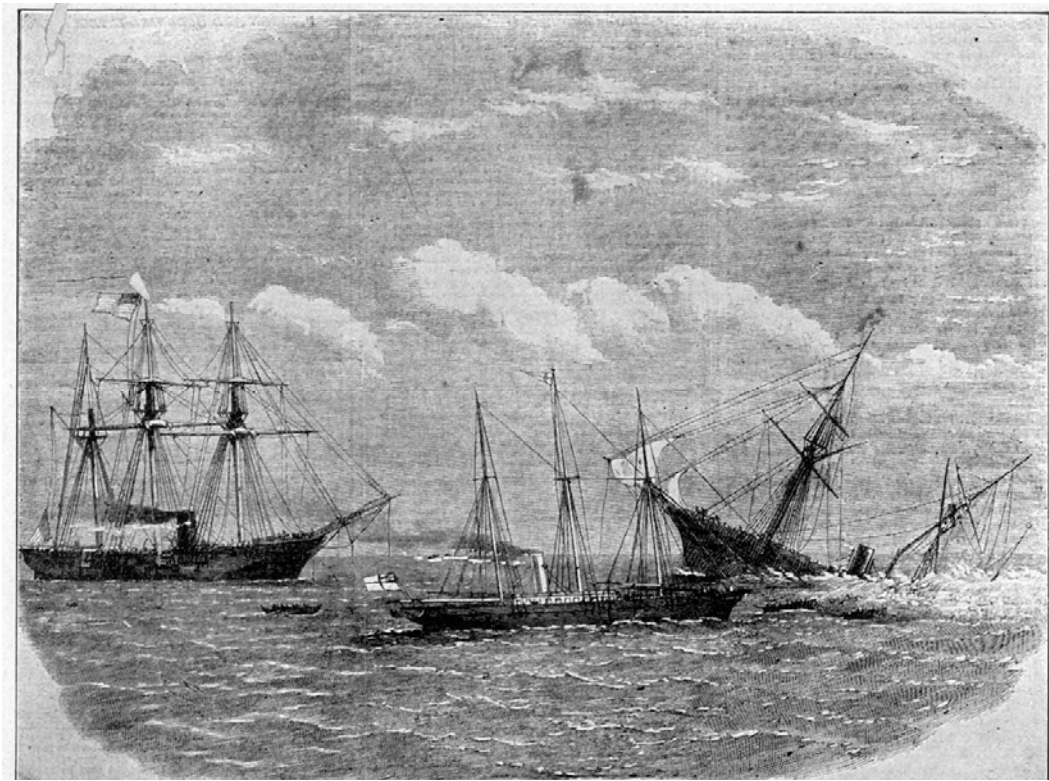
THE BOAT FROM THE "ALABAMA" ANNOUNCING THE SURRENDER
AND ASKING FOR ASSISTANCE.

The picture shows shot-marks in the thin deal covering of the chain armor amidships.

Battles and Leaders of the Civil War, People's Pictorial Edition, 1894, p. 300.



The English yacht *Deerhound*. Owned by John Lancaster. It rescued Semmes, Kell and many others after the sinking of the *Alabama*. It was the “fore-and-aft rigged steamer” that came out of Cherbourg Harbor with the *Alabama*, referred to in Capt. Winslow’s report.
From: Sinclair, *Two Years on the Alabama* (1896), p. 258.



The English yacht, *Deerhound*, rescuing a portion of the crew of the *Alabama*.
The Confederate Soldier in the Civil War, p.425

“Joint resolution of thanks to Mr. John Lancaster, of England, for his friendly conduct toward the commander, officers and crew of the *Alabama*.”

Resolved by the Congress of the Confederate States of America, That the thanks of Congress and of the people of the Confederate States are due and are hereby tendered to Mr. John Lancaster, of Lancashire, England, for his friendly and humane conduct in receiving in his yacht, the *Deerhound*, from the imminent peril of death by drowning, Captain Raphael Semmes, the commander, and a portion of the officers and crew of the late Confederate States steamer *Alabama*, on the occasion of the combat between that vessel and the United States steamer *Kearsarge* in the waters of the British Channel on the nineteenth day of June, eighteen hundred and sixty-four; and that his Excellency the President of the Confederate States be requested to inform Mr. Lancaster of the passage of this resolution, and to communicate to him a copy thereof.

Th. S. Boccock,
Speaker of the House of Representatives
R. M. T. Hunter,
President of the Senate pro tempore

Approved, 14th February, 1863
Jefferson Davis

Official Records of the Union and Confederate Navies, I, 3, p.668.

Report of Captain Raphael Semmes

SOUTHAMPTON, *June 21, 1864.*

SIR: I have the honor to inform you, in accordance with my intention as previously announced to you, I steamed out of the harbor of Cherbourg between 9 and 10 o'clock on the morning of June 19 for the purpose of engaging the enemy's steamer *Kearsarge*, which had been lying off and on the port for several days previously. After clearing the harbor we descried the enemy, with his head offshore, at a distance of about 9 miles. We were three-quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and bringing his head inshore presented his starboard battery to me. By this time we were distant about 1 mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides. The enemy now pressed his ship under a full head of steam, and to prevent our passing each other too speedily, and to keep our respective broadsides bearing, it became necessary to fight in a circle, the two ships steaming around a common center and preserving a distance from each other of from a quarter to half a mile. When we got within good shell range, we opened upon him with shell. Some ten or fifteen minutes after the commencement of the action our spanker gaff was shot away and our ensign came down by the run. This was immediately replaced by another at the mizzenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down; killing, and disabling a number of men in different parts of the ship. Perceiving that our shell, though apparently exploding against the enemy's sides, were doing but little damage, I returned to solid shot firing, and from this time onward alternated with shot and shell. After the lapse of about one hour and ten minutes our ship was

ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between decks, opening large apertures, through which the water rushed with great rapidity. For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam and set such of the fore-and-aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colors to prevent the further destruction of life, and dispatched a boat to inform the enemy of our condition. Although we were now but 400 yards from each other, the enemy fired upon me five times after my colors had been struck, dangerously wounding several of my men. It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally. We now turned all our exertions toward the wounded and such of the boys as were unable to swim. These were dispatched in my quarter boats, the only boats remaining to me, the waist boats having been torn to pieces.

Some twenty minutes after my furnace fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given to the crew, jumped overboard and endeavored to save himself. There was no appearance of any boat coming to me from the enemy until after the ship went down. Fortunately, however, the steam yacht *Deerhound*, owned by a gentleman of Lancashire, England (Mr. John Lancaster), who was himself on board, steamed up in the midst of my drowning men and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about forty others, all told. About this time the *Kearsarge* sent one and then, tardily, another boat.

Accompanying you will find lists of the killed and wounded, and of those who were picked up by the *Deerhound*. The remainder there is reason to hope were picked up by the enemy and by a couple of French pilot boats, which were also fortunately near the scene of action. At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded that her midship section on both sides was thoroughly iron-coated, this having been done with chains constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath. This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell. It is believed he was badly crippled.

My officers and men behaved steadily and gallantly, and though they have lost their ship they have not lost honor. Where all behaved so well it would be invidious to particularize; but I can not deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserves great credit for the fine condition in which the ship went into action, with regard to her battery, magazine, and shell rooms; also that he rendered me great assistance by his coolness and judgment as the fight proceeded.

The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also ironclad. Our total loss in killed and wounded is 30, to wit, 9 killed and 21 wounded.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES, Captain

To: Flag-Officer SAMUEL BARRON, C. S. Navy

Official Records of the Union and Confederate Navies, I, 3, pp.649-651



**“THE ALABAMA SETTLING STERN
FOREMOST,
LAUNCHING HER BOWS HIGH IN THE
AIR”**

Century Magazine, vol. 31 (April 1886), p. 921.

A drawing accompanying the article, “The Cruise and Combats of the ‘Alabama,’” by Her Executive Officer (John McIntosh Kell.)

**Report of J. C. WALTON, Boatswain (U.S. Navy)
Damages to Kearsarge**

U. S. S Kearsarge,
Cherbourg, June 20, 1864.

SIR : I respectfully submit to you a statement of injuries sustained by the U. S. S. *Kearsarge* in her hull, sails, rigging, etc., during our late engagement with the rebel steamer *Alabama*, on the 19th instant. off this port:

1 shot in starboard gangway, cut chain and bruised plank.
1 shell under waist gun, cut chain and exploded, cutting outside planking.
1 shell under starboard main channel, cut off chain plate, going through and exploding.
1 32-pounder solid shot entered forward of forward pivot port; shot lodged inside, crushing waterways.
1 100-pounder rifle shell lodged in stern-post.

Spanker, badly torn by shell.

Fore-topmast backstay cut away.

IN HULL.

1 shell through top of the engine house.
1 shell through port netting abreast main rigging.
1 shot and 2 shells through port netting forward of mizzen rigging.
1 shell through smokestack, exploding inside stack.
2 shots through taffrail.
1 shot through netting forward of mizzen rigging on starboard inside.

IN SAILS.

IN RIGGING.

After shroud, starboard side of the main-

1 shroud in main rigging cut away.
1 screw in port main rigging.
Starboard maintopmast backstay cut
away.

topmast rigging.
Starboard swifter of mizzen rigging.
1 screw in port main rigging.
1 plate in starboard main channels.

Third cutter, 1 shot through bottom, star-
Board gunwale shot away

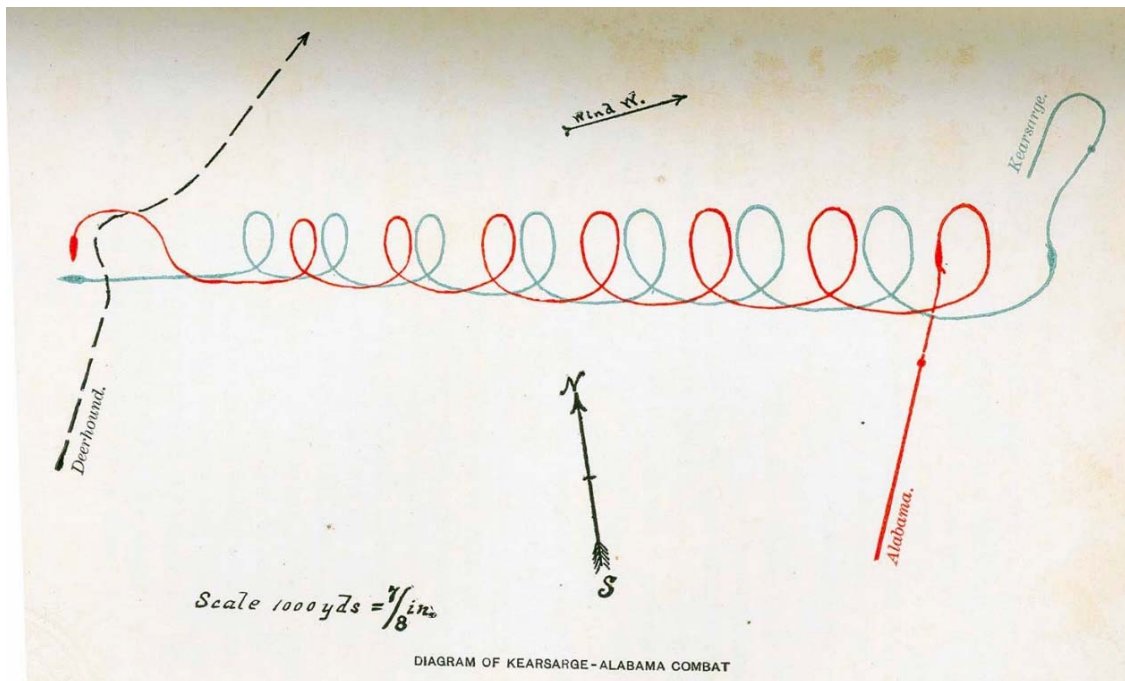
BOATS
Gig, badly shattered.

The spars all in good order.
Respectfully,

J. C. WALTON,
Boatswain.

(To:) J. S. THORNTON,
Lieutenant- Commander and Executive Officer.
Number of shot and shell struck the ship in various places, 28.

Official Records of the Union and Confederate Navies, I, 3, pp. 63-64.



MAP OF THE BATTLE OF THE C.S.S. ALABAMA AND U.S.S. KEARSARGE

John M. Ellicott, *The Life of John Ancrum Winslow* (1905), p. 198. Route of the CSS Alabama in red; the USS Kearsarge in light blue; the British yacht Deerhound in black.

"We're homeward bound; we're homeward bound,
 And soon shall stand on English ground,
 But ere that English land we see,
 We first must fight the Kearsarge."

Killed Peter Duncan Seaman
 James Davis do
 John Roberts Seaman
 Christian Vant Seaman
 Christian Odson Seaman
 James King Seaman

Wounded

David Williams O.S.
 Peter Hughes Boatman
 Martin King Seaman
 Wm. M. Gunley Capt. Cook
 Jas. Mason Seaman
 Saml. Williams "
 Geo. Winters "
 Robt. Wright Capt. M. J.
 John Meil "
 Jacob Berber Seaman

Drowned

D. H. Sewell
 Jas. Hart Seaman

List of Alabama's casualties in the battle, written by a crew member the day of the battle. Sinclair, *Two Years on the Alabama*, p. 267.

CREW OF THE CSS ALABAMA ON JUNE 19, 1864

Compiled by Lisle G Brown

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NOTE: In the various sources, there are difference in spelling of some of the crew’s names. I have followed the spelling found in William Marvel, *The Alabama and the Kearsarge: the Sailor’s War*, who has done extensive research on the ship’s crew. Any difference are given in the footnotes.

Sources in the footnotes:

- Casualty Note Photo of holographic note of casualties written by unknown officer on the *Deerhound* in Sinclair, *Two Years on the Alabama* (Boston: Lee and Shepard, 1896) p. 266.
- Edge List of Rescued List of men rescued by the *Deerhound* in Frederick Milnes Edge, *An Englishman’s View of the Battle between the Alabama and the Kearsarge* (New York: Anson D. F. Randolph, 1864), p. 42. Edge notes that the *Deerhound* rescued forty-two men, but only lists the names of twenty-two men that he knew about.
- Edge List of Captured List of men captured by the *USS Kearsarge* in Edge, *An Englishman’s View of the Battle between the Alabama and the Kearsarge*, pp. 39-41.
- Marvel List. *CSS Alabama* Crew list in William Marvel, *The Alabama and the Kearsarge: the Sailor’s War* (Chapel Hill: University of North Carolina Press, 1996), pp. 280-288.
- Muster Roll A General Muster Roll in A. Sinclair, *Two Years on the Alabama*, pp. 344-352.
- Sinclair List List of casualties in A. Sinclair, *Two Years on the Alabama* (1896), p. 291.

CABIN OFFICERS

Raphael Femmes, Captain ¹ Rescued by *Deerhound* (wounded)

WARDROOM OFFICERS

John M. Kell, 1st Lieutenant² Rescued by *Deerhound*

Richard Armstrong, 2nd Lieutenant ³ Rescued by pilot boat (wounded)

Joseph D. Wilson, 3rd Lieutenant⁴ Captured, *Kearsarge*

¹On Sinclair List as wounded; on Edge List of Rescued.

²On Muster Roll as Jno. McIntosh Kell; on Edge List of Rescued; on Marvel List as rescued by *Deerhound*.

³On Muster Roll as R. F. Armstrong; on Sinclair List of wounded; on Marvel List as wounded and rescued by pilot boat.

⁴On Muster Roll as Jos. D. Wilson; on Edge List of Captured as Joseph Wilson; on Marvel List as captured by *Kearsarge* and exchanged in late 1864.

Arthur Sinclair, 4th Lieutenant⁵ Rescued by Deerhound
 Irvine S. Bulloch, Master⁶ Rescued by Deerhound
 Francis L. Galt, Surgeon/Acting Paymaster⁷ Captured, Kearsarge
 David H. Llewellyn, Asst. Surgeon⁸ Drowned
 Miles J. Freeman, Chief Engineer⁹ Captured, Kearsarge
 Beckett K. Howell, Marine Lieutenant¹⁰ Rescued by Deerhound

STEERAGE OFFICERS

E. Anderson Maffitt, Midshipman¹¹ Rescued by Deerhound
 E. Maffitt Anderson, Midshipman¹² Rescued by Deerhound (wounded)
 William Breedlove Smith, Captain's Clerk¹³ Rescued by Deerhound
 George T. Fullam, Master's Mate¹⁴ Rescued by Deerhound
 James Evans, Master's Mate¹⁵ Rescued by Deerhound
 Max Von Meulnier, Master's Mate¹⁶ Rescued by Deerhound
 Julius Schroeder, Master's Mate¹⁷ Rescued by Deerhound
 William P. Brooks, 2nd Asst. Engineer¹⁸ Rescued by pilot boat

⁵On Muster Roll as Arthur Sinclair, Jr.; on Edge List of Rescued as Arthur Sinclair, Jun; on Marvel List as rescued by Deerhound.

⁶On Edge List of Rescued as J. S. Bullock; on Marvel List as rescued by Deerhound.

⁷On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁸On Muster Roll as D. Herbert Llewellyn; On Sinclair List of drowned; on Casualty Note as D. H. Llewellyn, drowned; on Marvel List as drowned.

⁹On Muster Roll as Mile I. Freeman; on Edge List of Captured; on Marvel List as captured by Kearsarge and held as prisoner of war at Fort Warren, Boston Harbor, until war's end.

¹⁰On Muster Roll as B. K. Howell; on Edge List of Rescued as R. K. Howell; on Marvel List as rescued by Deerhound.

¹¹On Muster Roll as E. A. Maffitt; on Edge List of Rescued as E. M. Maffitt; on Marvel List as rescued by Deerhound, as Eugene Anderson Maffitt.

¹²On Muster Roll as E. M. Anderson; on Sinclair List of wounded; On Edge List of Rescued as E. M. Anderson.

¹³On Muster Roll as W. B. Smith; on Edge List of Rescued; on Marvel List as rescued by Deerhound.

¹⁴On Muster Roll as Geo. T. Fulham; on Edge List of Rescued; on Marvel List as rescued by Deerhound.

¹⁵On Edge List of Rescued; on Marvel List as rescued by Deerhound.

¹⁶On Edge List of Rescued as Max Meulnier.; on Marvel List as Maximilian Von Meulnier, rescued by Deerhound.

¹⁷On Edge List of Rescued as J. Schroder; on Marvel List as rescued by Deerhound.

¹⁸On Muster Roll as Wm. P. Brooks; on Eddge List as rescued by Deerhound; on Marvel List as rescued by pilot boat.

Matthew O'Brien, 3rd Asst. Engineer¹⁹ Rescued by Deerhound
 John M. Pundt, 3rd Asst. Engineer²⁰ Captured, Kearsarge
 William Robertson, 3rd Ast. Engineer²¹ Drowned

FORWARD OFFICERS

Benjamin P. McCaskey, Boatswain²² Captured, Kearsarge
 Thomas C. Cuddy, Gunner²³ Rescued by Deerhound
 William Robinson, Carpenter²⁴ Captured, Kearsarge and died of wounds
 Henry Allcot, Sailmaker²⁵ Rescued by pilot boat

PETTY OFFICERS

James G. Dent, Quartermaster²⁶ Rescued by Deerhound
 William F. Forrestall, Quartermaster²⁷ Captured, Kearsarge
 Brent Johnson, Quartermaster²⁸ Rescued by Deerhound
 James Brosman, Chief Boatswain's Mate²⁹ Rescued by Deerhound
 Peter Hughes, Boatswain Mate³⁰ Captured, Kearsarge (wounded)
 James Clements, Yeoman³¹ Captured, Kearsarge

¹⁹On Edge List of Rescued as M. O'Brien; on Marvel List as rescued by Deerhound.

²⁰On Edge List of Captured; on Marvel List as captured by Kearsarge.

²¹On Muster Roll as Wm. Robertson; on Sinclair List of drowned; on Marvel List as missing.

²²On Muster Roll as Benj. P. Mecaskey; on Edge List of Captured ; on Marvel List as captured and transferred to Fort Warren, where he was a prisoner of war until the war's end.

²³On Muster Roll as Thos. C. Cuddy; on Edge List of Rescued as J. O. Cuddy; on Marvel List as rescued by Deer Hound.

²⁴On Muster Roll as Wm. Robinson; on Sinclair List of drowned on Marvel List as killed. He was wounded and transferred to the *Kearsarge*, where he died of his wounds.

²⁵On Muster Roll as Henry Alcot; on Edge List as Rescued by Kearsarge; on Marvel List as rescued by pilot boat.

²⁶On Muster Roll as I. G. Dent; on Edge List of Rescued as J. G. Dent; on Marvel List as rescued by Deerhound.

²⁷On Muster Roll as W. F. Forestall; on Edge List of Captured as William Forrestall; on Marvel List as captured by Kearsarge and paroled.

²⁸On Edge List of Rescued; on Marvel List as rescued by Deerhound.

²⁹On Marvel List as rescued by Deerhound; not on Edge List of Rescued.

³⁰On Sinclair List of wounded; on Casualty Note as wounded; On Edge List of Captured; on Marvel List as wounded, captured by Kearsarge and paroled.

³¹On Muster Roll as James Clemments; on Edge List of Captured as James Clemens.; on Marvel List as captured by Kearsarge and paroled.

George Freemantle, Captain's Coxswain³² Captured, Kearsarge
 William Wilson, Coxswain³³ Captured, Kearsarge
 William McGinley, Coxswain³⁴ Captured, Kearsarge (wounded)
 James Broderick, Coxswain³⁵ Captured, Kearsarge (wounded)
 William Burns, Quarter Gunner³⁶ Captured, Kearsarge
 Charles Seymour, Quarter Gunner³⁷ Rescued by Deerhound (wounded)
 William Crawford, Gunner's Mate³⁸ Rescued by Deerhound
 George Addison, Carpenter's Mate³⁹ Rescued by Deerhound or other vessel
 Frederick Myers, Carpenter's Mate⁴⁰ Missing in Action (presumed drowned)
 Edward Rawse, Master-at-Arms⁴¹ Captured, Kearsarge
 William Purdy, Sailing Master's Mate⁴² Rescued by Deerhound
 Robert Wright, Captain of the Maintop⁴³ Captured, Kearsarge (wounded)

³²On Muster Roll as Geo. Freemantle; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled. However he told Sinclair (*Two Years on the Alabama*, pp. 336-337) that he was rescued by a fishing boat and taken to Cherbourg, where he married and settled for a time.

³³On Edge List of Captured and wounded; on Marvel List as captured by Kearsarge and paroled.

³⁴On Muster Roll as Wm. McKinley; on Sinclair List of wounded; on Casualty Note as Wm M. Ginley as wounded; On Edge List of Captured as William McKenzie; on Marvel List as captured by Kearsarge and paroled.

³⁵On Muster Roll as Jas. Broderick; on Sinclair List of wounded; On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

³⁶On Muster Roll as Wm. Burns; on Edge List of Captured as William Barnes; on Marvel List as rescued by Kearsarge and paroled.

³⁷On Muster Roll as Chas. Seymour; on Sinclair List of wounded; on Marvel List as rescued by Deerhound; not on Edge List of Rescued.

³⁸On Muster Roll as Wm. Crawford; on Edge List of Rescued as W. Crawford; on Marvel List as rescued by Deerhound.

³⁹On Muster Roll as Geo. Addison; on Marvel List as missing. He actually survived; he was honorably discharged at Southampton. According to his grave stone in the Magnolia Cemetery, Charleston, SC, he "Was an officer on the Alabama. Saved the papers of the Ship and delivered them to Capt. Semmes." (Photo and email from Don Allen, 8 Jan. 2013).

⁴⁰On Marvel List as missing.

⁴¹On Muster Roll as Edw's Rawse; on Edge List of Captured as Edward Rawes; on Marvel List as captured by Kearsarge and paroled.

⁴²On Muster Roll as Wm. Purdy; on Marvel List as rescued by Deerhound

⁴³On Sinclair List of wounded (note: Sinclair writes that he was rescued by a fishing boat, p. 338); on Casualty Note as Robt Wright, wounded; On Edge List of Captured and wounded; on Marvel List as wounded, captured by Kearsarge and paroled.

William Morgan, Captain of the Foretop⁴⁴ Presumed rescued (wounded)
 Charles Steeson, Captain of the Foretop⁴⁵ Rescued by Deerhound
 Fred Columbia, Captain of the Hold⁴⁶ Captured, Kearsarge
 James Higgs, Captain of the Hold⁴⁷ Captured, Kearsarge
 Henry Eustachia, Captain of the Head⁴⁸ Captured, Kearsarge
 Joseph Connor, Captain of the After Guard⁴⁹ Rescued by Deerhound
 Charles Godwin, Captain of the After Guard⁵⁰ Rescued by pilot boat
 Abram Norhoek, Ship's Corporal⁵¹ Missing in Action (presumed drowned)
 Frederick Johns, Paymaster's Steward⁵² Drowned
 A. G. Bartelli, Captain's Steward⁵³ Drowned
 Richard Parkinson, Wardroom Steward⁵⁴ Captured, Kearsarge

FIREMAN, SEAMAN, ORDINARY SEAMAN, LANDSMEN AND BOYS

Henry Tucker, Wardroom Cook⁵⁵ Captured, Kearsarge
 Owen Duffy, 1st Class Fireman⁵⁶ Rescued by Deerhound
 Frank Curran, 1st Class Fireman⁵⁷ Captured, Kearsarge
 Andrew Shilland, Fireman⁵⁸ Missing in Action (presumed drowned)

⁴⁴On Muster Roll as Wm. Morgan; on Sinclair List of wounded; on Marvel List as wounded, captured by Kearsarge and paroled.

⁴⁵On Muster Roll as Charles Stetson; on Marvel List as rescued by Deerhound; not on Edge List of Rescued.

⁴⁶On Marvel List as captured by Kearsarge and paroled; not on Edge List of Captured.

⁴⁷On Edge List of Captured as James Hicks; on Marvel List as captured by Kearsarge and paroled.

⁴⁸On Muster Roll as Henry Ustaker; on Edge List of Captured as Henry Hestlake; on Marvel List as captured by Kearsarge and paroled.

⁴⁹On Muster Roll as Jos. Connor; on Marvel List as rescued by Deerhound; not on Edge List of Rescued.

⁵⁰On Muster Roll as Chas. Godwin; on Marvel List as rescued by pilot boat.

⁵¹On Muster Roll as Abram Nordhock; on Marvel List as missing.

⁵²On Muster Roll as Fred'k Johns; on Sinclair List of drowned; on Marvel List as missing.

⁵³On Sinclair List of drowned; on Marvel List as drowned.

⁵⁴On Muster Roll as R. Parkinson; on Edge List of Captured as R. Parkinson; on Marvel List as captured by Kearsarge and paroled.

⁵⁵On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁵⁶On Edge List of Rescued as Orran Duffy; on Marvel List as rescued by Deerhound

⁵⁷On Muster Roll as Frank Cunan; on Edge List of Captured as Frank Currian; on Marvel List as captured by Kearsarge and paroled.

⁵⁸On Muster Roll as Andw. Shilland; On Marvel List as captured by Kearsarge and paroled.

John Harrigan, Fireman ⁵⁹	Captured, Kearsarge
Patrick Bradley, Fireman ⁶⁰	Captured, Kearsarge
Pete Lanerty, Fireman ⁶¹	Captured, Kearsarge
Thomas Potter, Fireman ⁶²	Captured, Kearsarge
Thomas Murphy, Fireman ⁶³	Rescued by pilot boat.
James Foxtton, Fireman ⁶⁴	Rescued by Deerhound
Martin King, Fireman ⁶⁵	Captured, Kearsarge (wounded)
James Mason, Fireman ⁶⁶	(wounded)
Thomas Winter, Fireman ⁶⁷	Captured, Kearsarge (wounded)
Peter Duncan, Fireman ⁶⁸	Killed in action
Malcom McFarland, Fireman ⁶⁹	Rescued by Deerhound (wounded)
Samuel Williams, Fireman ⁷⁰	Captured, Kearsarge (wounded)
James Mair, Fireman ⁷¹	Killed in Action
Christian Pust, Coal Heaver ⁷²	Killed in action

⁵⁹On Muster Roll as Jno. Harrigan; on Edge List of Captured as John Origin; on Marvel List as captured by Kearsarge and paroled.

⁶⁰On Muster Roll as Pat'k Bradley; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁶¹On Muster Roll as Peter Laverty; on Edge List of Captured as Peter Laperty; on Marvel List as captured by Kearsarge and paroled.

⁶²On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁶³On Muster Roll as Thos. Potter; on Marvel List as rescued by pilot boat; not on Muster Roll.

⁶⁴On Muster Roll as Jas. Foxtton; on Marvel List as rescued by Deerhound; not on Edge List of Rescued.

⁶⁵On Sinclair List of wounded; on Casualty Note as wounded; on Marvel List as wounded, captured by Kearsarge and paroled.

⁶⁶On Muster Roll as Jas. Mason; on Sinclair List of wounded; on Casualty Note as Jas Mason, wounded; on Marvel List as wounded, rescued by Deerhound.

⁶⁷On Muster Roll as Thos. Winter; on Sinclair List of wounded; on Casualty Note as Thos Winter; On Edge List of Captured; on Marvel List as wounded, captured by Kearsarge and paroled.

⁶⁸On Sinclair List of Killed in Action; on Casualty Note as Pete Duncan, killed; on Marvel List as killed.

⁶⁹On Muster Roll as M. McFarland; on Edge List of Rescued as James McFadgen; on Marvel List as wounded, rescued by Deerhound, as James McFarland.

⁷⁰On Muster Roll as Sam'l Williams; on Edge List of Captured; on Sinclair List of wounded; on Casualty Note as Saml Williams, wounded, ; on Marvel List as captured by Kearsarge and paroled.

⁷¹On Sinclair List as John Mair as killed; on Casualty Note; on Marvel List as killed.

⁷²On Sinclair List of Killed in Action; on Casualty Note as killed; on Marvel List as killed.

James Maguire, Coal Heaver⁷³ Captured, Kearsarge(wounded)
 John Benson, Coal Heaver⁷⁴ Captured, Kearsarge
 Joseph Pearson, Coal Trimmer⁷⁵ Captured, Kearsarge
 John Riley, Coal Trimmer⁷⁶ Captured, Kearsarge
 William Levins, Fireman⁷⁷ Rescued by Deerhound
 James Welsh, Coal Trimmer⁷⁸ Rescued by Pilot Boat
 Robert B. Hobbs, Seaman⁷⁹ Captured, Kearsarge
 George Appleby, Seaman⁸⁰ Drowned
 Thomas McMillan, Seaman⁸¹ Rescued by Deerhound (wounded)
 Michael Mars, Seaman⁸² Rescued by pilot boat
 John Caren, Seaman⁸³ Captured, Kearsarge
 John Roberts, Seaman⁸⁴ Killed in Action
 Samuel Henry, Seaman⁸⁵ Captured, Kearsarge
 William Hearn, Seaman⁸⁶ Rescued by Deerhound
 John Neil, Seaman⁸⁷ Captured, Kearsarge (wounded)

⁷³On Edge List of Captured as Wm.McGuire, wounded; on Marvel List as captured by Kearsarge and paroled.

⁷⁴On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁷⁵On Muster Roll as Jos. Pearson; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁷⁶On Muster Roll as Jno Reilly; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁷⁷On Muster Roll as Wm. Levins; on Edge List of Rescued as William Levins.; on Marvel List as rescued by Deerhound.

⁷⁸On Marvel List as captured by Kearsarge and paroled.

⁷⁹On Muster Roll as R. B. Hobbs; on Sinclair List of wounded; on Marvel List as Russell B. Hobbs, rescued by Kearsarge and paroled.

⁸⁰On Muster Roll as Geo. Applebee; on Sinclair List of drowned; on Marvel List as killed.

⁸¹On Muster Roll as Thos. MacMillan; on Sinclair List of wounded; on Marvel List as rescued by Deerhound.

⁸²On Muster Roll as Mich'l mars; on Marvel List as rescued by pilot boat.

⁸³On Muster Roll as Jno. Caren; on Edge List of Captured as John Casen; on Marvel List as wounded, captured by Kearsarge and paroled.

⁸⁴On Muster Roll as Jno. Roberts; on Sinclair List of Killed; on Casualty Note as killed; on Marvel List as killed.

⁸⁵On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁸⁶On Muster Roll as Wm. Hearn; on Edge List of Rescued; on Marvel List as rescued by Deerhound.

⁸⁷On Muster Roll as Jno. Neil; on Sinclair List of wounded; on Casualty Note as wounded; on Marvel List as wounded, captured by Kearsarge and paroled.

Henry Yates, Seaman ⁸⁸	Captured, Kearsarge
William Robinson, Seaman ⁸⁹	Rescued by pilot boat
Michael Shields, Seaman ⁹⁰	Captured, Kearsarge
William Clark, Seaman ⁹¹	Captured, Kearsarge
David Thurston, Seaman ⁹²	Captured, Kearsarge
David Leggett, Seaman ⁹³	Captured, Kearsarge
Walter Van Ness, Seaman ⁹⁴	Drowned
Henry Fisher, Seaman ⁹⁵	Drowned
James Hart, Seaman ⁹⁶	Drowned
John Williams, Seaman ⁹⁷	Missing in Action (presumed drowned)
Edward Burrell, Seaman ⁹⁸	Captured, Kearsarge
Juan Ochoa, Seaman ⁹⁹	Captured, Kearsarge
Jacob Verbot, Seaman ¹⁰⁰	Captured, Kearsarge (wounded)
Ralph Masters, Ordinary Seaman ¹⁰¹	Rescued by Deerhound

⁸⁸On Muster Roll as H. Yates; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁸⁹On Muster Roll as Wm. Robinso; on Marvel List as rescued by pilot boat.

⁹⁰On Muster Roll as Mich'l Shields; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁹¹On Muster Roll as Wm. Clark; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁹²On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

⁹³On Muster Roll as David Laget; on Edge List of Captured as David Leggett; on Marvel List as captured by Kearsarge and paroled.

⁹⁴Muster Roll has Walter Van Ass; on Sinclair List as Walter Van Ass, drowned; on Marvel List as drowned.

⁹⁵On Sinclair List of drowned; On Marvel List as missing.

⁹⁶On Casualty Note Jas Hart, drowned; on Marvel List as killed.

⁹⁷On Muster Roll as Jno. Williams, 2d; on Marvel List as missing. Arthur Sinclair noted on the Muster Roll in his book, *Two Years on the Alabama* (p. 351), "I owe my life to this man's assistance."

⁹⁸On Muster Roll as Edwd. Burrell; on Edge List of Captured as Edward Burrell; on Marvel List as captured by Kearsarge and paroled.

⁹⁹On Muster Roll as Ivan Ochoa; on Edge List of Captured as James Ochre; on Marvel List as captured by Kearsarge and paroled.

¹⁰⁰On Sinclair List of Wounded as Jacob Burbot; on Casualty Note as Jacob Berber, wounded; on Edge List of Captured as wounded; on Marvel List as Jacob Verber, captured by Kearsarge and paroled.

¹⁰¹ On Marvel List as rescued by Deerhound; not on Edge List of Rescued.

George Egerton, Ordinary Seaman ¹⁰²	Rescued by pilot boat
Edgar Fripp, Ordinary Seaman ¹⁰³	Captured, Kearsarge
John Emery, Ordinary Seaman ¹⁰⁴	Captured, Kearsarge
Frank Townsend, Ordinary Seaman ¹⁰⁵	Rescued by Deerhound
William Miller, Ordinary Seaman ¹⁰⁶	Captured, Kearsarge
David Williams, Ordinary Seaman ¹⁰⁷	Captured, Kearsarge (wounded)
William Bradford, Ordinary Seaman ¹⁰⁸	Missing in Action (presumed drowned)
Philip Wharton, Ordinary Seaman ¹⁰⁹	Rescued by Deerhound
John Russell, Ordinary Seaman ¹¹⁰	Captured, Kearsarge (wounded)
John Smith, Ordinary Seaman ¹¹¹	Captured, Kearsarge
Henry Angel, Ordinary Seaman ¹¹²	Rescued by Deerhound
John Mehan, Ordinary Seaman ¹¹³	Rescued by Deerhound
Richard Evans, Ordinary Seaman ¹¹⁴	Captured, Kearsarge
John Welham, Ordinary Seaman ¹¹⁵	Drowned
Andrew, Pfeiffer, Ordinary Seaman ¹¹⁶	Killed in Action
Thomas Kehoe, Ordinary Seaman ¹¹⁷	Rescued by Deerhound

¹⁰²On Marvel List as rescued by pilot boat.

¹⁰³On Edge List of Captured as Edgar Tripp; on Marvel List as captured by Kearsarge and paroled.

¹⁰⁴On Edge List of Captured as John Emory; on Marvel List as captured by Kearsarge and paroled.

¹⁰⁵On Muster Roll as F. Townsend; on Marvel List as rescued by Deerhound.

¹⁰⁶On Muster Roll as Wm Miller; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

¹⁰⁷On Casualty Note as David William, wounded; On Edge List of Captured; on Marvel List as wounded, captured by Kearsarge and paroled

¹⁰⁸On Muster Roll as Wm. Bradford; on Marvel List as missing.

¹⁰⁹On Muster Roll as P. Wharton; on Marvel List as rescued by Deerhound.

¹¹⁰On Sinclair List of wounded; On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

¹¹¹On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

¹¹²On Muster Roll as Henry Angell; on Marvel List as rescued by Deerhound.

¹¹³On Marvel List as rescued by Deerhound; not on Edge List of Rescued.

¹¹⁴On Muster Roll as R. Evans; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

¹¹⁵On Sinclair List as John Wellan, killed; on Marvel List as drowned.

¹¹⁶On Muster Roll as Andres Pfeiffer; on Sinclair List as Andres Pfeiffer, killed; on Marvel List as rescued by Deerhound.

¹¹⁷On Muster Roll as Thoas. Kehow; on Marvel List as rescued by Deerhound; not on Edge List of Rescued.

George Conroy, Ordinary Seaman ¹¹⁸	.....	Captured, Kearsarge
Thomas Watson, Ordinary Seaman ¹¹⁹	.....	Captured, Kearsarge
Robert Devine, Ordinary Seaman ¹²⁰	.....	Captured, Kearsarge
Carl Pajora, Ordinary Seaman ¹²¹	.....	Killed in Action
James King II, Ordinary Seaman ¹²²	.....	Killed in Action
Charles Colson, Ordinary Seaman ¹²³	.....	Missing in Action (presumed drowned)
John Jonson, Ordinary Seaman ¹²⁴	.....	Captured, Kearsarge
John Buckley, Ordinary Seaman ¹²⁵	.....	Missing in Action (presumed drown)
Henry McCoy, Ordinary Seaman ¹²⁶	.....	Captured, Kearsarge
Robert Longshaw, Ordinary Seaman ¹²⁷	.....	Rescued by Deerhound
George Yeoman, Ordinary Seaman ¹²⁸	.....	Rescued by Deerhound (wounded)
Martin Midich, Ordinary Seaman ¹²⁹	.....	Drowned
Charles Olson, Ordinary Seaman ¹³⁰	.....	Killed in Action
Henry Godson, Ordinary Seaman ¹³¹	.....	Captured, Kearsarge
Louis Dupois, Ordinary Seaman ¹³²	.....	Rescued by Deerhound

¹¹⁸On Muster Roll as Geo. Convoy; on Edge List of Captured as George Cousey.

¹¹⁹On Muster Roll as Thos. Watson; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

¹²⁰On Marvel List as captured by Kearsarge and paroled; not on Edge List of Captured.

¹²¹On Muster Roll as Carl Pjara; on Sinclair List as Carl Java, killed; on Marvel List as killed.

¹²²On Sinclair List of killed; on Casualty Note as killed as James King, killed; on Marvel List as killed.

¹²³On Muster Roll as Chas. Colson; on Marvel List as missing.

¹²⁴On Edge List of Captured as John Johnson; on Marvel List as captured by Kearsarge and paroled.

¹²⁵On Marvel List as missing.

¹²⁶On Muster Roll as H. Micky; on Edge List of Captured; on Marvel List as captured by Kearsarge and paroled

¹²⁷On Muster Roll as Robt. Longshaw; on Marvel List as rescued by Deerhound; on Edge List of Rescued.

¹²⁸On Marvel List as rescued by Deerhound; not on Edge List of Rescued.

¹²⁹On Muster Roll as Marton Miditch; on Sinclair List Martin Widitch, drowned; on Marvel List as captured by Kearsarge and paroled.

¹³⁰Likely Christian Olsen on Sinclair List killed; on Casualty Note as killed as Christian Olsen, killed (probably dittography, because the name above on the list is Christian Pust); on Marvel List as killed.

¹³¹On Muster Roll as H. Godson; on Edge List of Captured as Henry Godsen; on Marvel List as captured by Kearsarge and paroled.

¹³²On Marvel List as rescued by Deerhound; not on Edge List of Rescued.

William McClennan, Ordinary Seaman ¹³³	Rescued by Deerhound
William Jones, Ordinary Seaman ¹³⁴	Missing in Action (presumed drowned)
George Percy, Ordinary Seaman ¹³⁵	Captured, Kearsarge
Fred Lennon, Ordinary Seaman ¹³⁶	Rescued by Deer Hound
John Adams, Landsman ¹³⁷	Missing in action (presumed drowned)
Thomas Brandon, Landsman ¹³⁸	Captured, Kearsarge
Thomas White, Landsman ¹³⁹	Missing in Action (presumed drowned)
Henry Higgins, Landsman ¹⁴⁰	Captured, Kearsarge
Nicholas Adams, Landsman ¹⁴¹	Captured, Kearsarge
David H. White, Wardroom Boy ¹⁴²	Missing in Action (presumed drowned)
Maurice Bright, Boy ¹⁴³	Rescued by pilot boat
John Wilson, Boy ¹⁴⁴	Captured, Kearsarge
Thomas L. Parker, Boy ¹⁴⁵	Captured, Kearsarge

Total: 145 Officers and men.

¹³³On Marvel List as William McClellan, rescued by Deerhound,.

¹³⁴On Marvel List as missing.

¹³⁵On Edge List of Captured as George Peasey; on Marvel List as captured by Kearsarge and paroled.

¹³⁶On Marvel List as rescued by Deerhound; not on any other crew lists.

¹³⁷On Sinclair List of wounded,; on Marvel List as missing in action; on Edge List as Captured, Kearsarge (wounded).

¹³⁸On Muster Roll as Thos. Brandon; On Edge List of Captured; on Marvel List as captured by Kearsarge and paroled.

¹³⁹On Marvel List as missing.

¹⁴⁰On Muster Roll as H. Higgins; on Edge List of Captured as Henry Higgin; on Marvel List as captured by Kearsarge and paroled.

¹⁴¹On Muster Roll as Nich's Admas, on Marvel List as captured by Kearsarge and paroled.

¹⁴²On Sinclair List of drowned.; on Marvel List as missing.

¹⁴³On Muster Roll as Maurice Britt; on Marvel List rescued by pilot boat.

¹⁴⁴On Muster Roll as Jno. Wilson; on Marvel List as captured by Kearsarge and paroled.

¹⁴⁵On Muster Roll as Thos. L. Parker; on Edge List of Captured; on Marvel List as captured and paroled.

**ARTICLES ABOUT THE ENGAGEMENT
OF THE *C.S.S. ALABAMA*
AND THE *U.S.S KEARSRAGE***

in

THE ILLUSTRATED LONDON NEWS, 1864

THE FIGHT BETWEEN THE ALABAMA AND THE KEARSARGE OFF CHERBOURG.

The Illustrated London News, 44 (June 25, 1864), p. 607.

One of the most interesting naval engagements that has ever taken place near our shores was that of Sunday morning, between the Confederate cruiser Alabama, commanded by Captain Semmes, and the United States war-steamer Kearsarge, Captain Winslow. The Kearsarge it has been usually called; but the *Morning Star*, which assumes to speak with authority upon all that concerns the Federal party, says that the correct spelling is Kearsarge, which name is derived from "a range of mountains in free New England." After an hour's fighting, the Alabama sank, and the victory remained with the Kearsarge, which was armed with two 11-inch (120-pounder) smoothbore columbiads, besides six 32-pounders; while the Alabama had one 7-inch bore rifled pivot-gun forward, one 8-inch smoothbore pivot-gun at the stern, and six 32-pounders. It seems that the Alabama arrived in Cherbourg on the 11th inst., for the purpose of extensive repairs, after two years' service, latterly in the East Indies. Our readers may perhaps recollect that we published in our Number of April 2 an Engraving, from a sketch by Captain Allen Young, representing the Alabama in Malacca Straits on the day before Christmas Day, when she captured and destroyed the merchant-vessel Martaban, or Texan Star. A day or so after her arrival at Cherbourg the Federal steamer Kearsarge arrived there also, and, instead of coming to anchor, continued to cruise backwards and forwards just outside the breakwater at Cherbourg, challenging the Alabama to fight. The Alabama immediately accepted the challenge thus given, only asking for a few days to complete her arrangements. About ten o'clock on Sunday morning the Alabama left Cherbourg harbour, and the Kearsarge was then several miles out to seaward, with her steam up ready for action. The French plated ship of war Couronne followed the Alabama out of harbour, and stopped when the vessels were a league off the coast; her object being to see that there was no violation of the law of nations by a fight taking place within the legal distance from land. The English steam-yacht *Deerhound*, belonging to Mr. John Lancaster, of Hindley Hall, Wigan, Lancashire, and the schooner-yacht *Hornet*, belonging to Mr. James Bryant, of the Royal Western Yacht Club, followed at a safe distance to witness the conflict. We are indebted to Mr. Bryant for the sketch from which our Engraving is made. The action is thus narrated by Captain Semmes, in his official report to Mr. J. M. Mason, the agent of the Government of the Confederate States in London:--

Southampton, June 21, 1864.

Sir,--I have the honour to inform you that, in accordance with my intention, as previously announced to you, I steamed out of the harbour of Cherbourg, between nine and ten o'clock on the morning of the 19th of June, for the purpose of engaging the enemy's steamer Kearsarge, which had been lying off and on the port for several days previously. After clearing the harbour we descried the enemy, with his head off shore, at a distance of about seven miles. We were three quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and, bringing his head in shore, presented his starboard battery to me. By this time we were distant about one mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides.

The enemy now pressed his ship under a full head of steam; and to prevent our passing each other too speedily, and to keep our respective broadsides bearing, it became necessary to fight in a circle, the two ships steaming around a common centre, and preserving a distance from each other of from a quarter to half a mile. When we got within good shell-range we opened upon him with shell. Some ten or fifteen minutes after the commencement of the action our spanker-gaff was shot away, and our ensign came down by the run. This was immediately replaced by another at the mizenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down, killing, and disabling a number of men in different parts of the ship.

Perceiving that our shell, though apparently exploding against the enemy's sides, were doing him but little damage, I returned to solid-shot firing, and from this time onward alternated with shot and shell.

After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between decks, opening large apertures, through which the water rushed with great rapidity.

For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam, and set such of the fore and aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colours, to prevent the

further destruction of life, and dispatched a boat to inform the enemy of our condition.

Although we were now but 400 yards from each other, the enemy fired upon me five times after my colours had been struck. It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally.

We now turned all our exertions towards saving the wounded and such of the boys of the ship as were unable to swim. These were dispatched in my quarter-boats, the only boats remaining to us--the waist-boats having been torn to pieces.

Some twenty minutes after my furnace fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given the crew, jumped overboard and endeavoured to save himself.

There was no appearance of any boat coming to me from the enemy after my ship went down. Fortunately, however, the steam yacht *Deerhound*--owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board--steamed up in the midst of my drowning men and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about forty others, all told.

About this time the *Kearsarge* sent one, and then, tardily, another boat.

At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded that her midship section on both sides was thoroughly iron-coated; this having been done with chain constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armour beneath.

This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell; it is believed he was badly crippled.

My officers and men behaved steadily and gallantly; and, though they have lost their ship, they have not lost honour.

Where all behaved so well, it would be invidious to

particularize; but I cannot deny myself the pleasure of saying that Mr. Kell, my First Lieutenant, deserves great credit for the fine condition in which the ship went into action, with regard to her battery, magazine, and shell-rooms, and that he rendered me great assistance by his coolness and judgment as the fight proceeded.

The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also iron-clad.

Our total loss in killed and wounded is thirty--to wit, nine killed, twenty-one wounded.

I have the honour to be, very respectfully, your obedient servant,

R. Semmes, Captain.

The *Deerhound* brought to Southampton Captain Semmes, thirteen officers, and twenty-six men of the *Alabama*, who have thus escaped the fate of their comrades taken on board the *Kearsarge* and made prisoners of war. The crew of the *Alabama* was about 120 at the time she went out to fight. The *Kearsarge* returned to Cherbourg and anchored there in the afternoon. She had on board sixty-two of the *Alabama's* crew, and nine more were saved by a French pilot-boat. Ten wounded Confederates and three wounded Federals were taken to the Cherbourg hospital.

We shall be able, in our next week's Number, to present some additional Illustrations of this naval duel in the English Channel. The sketch taken by Mr. Bryant on board the *Hornet* is engraved on another page. It was received by us on Tuesday, accompanied with the following note from that gentleman, to whom we owe our best thanks for his prompt assistance so courteously offered:—

Ryde, Isle of Wight, Monday, June 20, 1864.

Sir,--Having witnessed the fight between the *Alabama* and the *Kearsarge* yesterday morning off Cherbourg, I inclose a sketch done at the time the *Alabama* went down. If you will kindly put it in your Paper I shall feel obliged. Yours, truly, James Bryant.

THE FIGHT BETWEEN THE ALABAMA AND THE KEARSARGE.

The Illustrated London News, vol. 45 (July 2, 1864), p. 2.

We published last week an Engraving from the sketch which was sent us by Mr. James Bryant, owner of the yacht *Hornet*, representing the final scene of the combat between the *Alabama* and the *Kearsarge*, a few miles off Cherbourg, on the morning of Sunday, the 19th ult. We are now enabled, by the courtesy of Mr. Robert Lancaster, of Hindley Hall, Wigan, to present our readers with another Illustration of the same subject, which appears on our front page. Mr. Lancaster is the owner of the yacht *Deerhound*, which was present during the whole of the battle, and which was happily instrumental in saving the lives of Captain Semmes, thirteen officers, and twenty-six men of the *Alabama*, when they had leaped into the water as their ship went down. Whilst we may congratulate this gentleman upon the service to humanity which he was thus enabled to perform, we are bound no less to thank him for aiding us, by the work of his pencil, in producing a graphic record of the extraordinary spectacle that he witnessed. Mr. Lancaster says in his letter, which accompanied this drawing:--

“I have endeavoured to take the sketch just at the moment the *Alabama* was going down. We were then about one hundred yards from the sinking vessel, and about twice that distance from the Federal ship, and between the two. Our two boats were a little ahead of us and pulling towards the wreck and the crew, most of whom had jumped overboard and were floating about on loose spars and other things. One of the *Alabama*'s boats, after having taken the wounded on board the *Kearsarge*, returned and picked up another boatfull, and then came alongside the *Deerhound*, where, to prevent her falling into the hands of the Federals, she was sunk by some of the *Alabama*'s men. The sides of the *Kearsarge* were very much cut up, nearly all the chain-plating being exposed on the starboard side. Just as the *Alabama* went down, the mainmast, which had been struck by a shot, fell. The *Kearsarge*'s boats were not lowered until after the *Alabama* had disappeared altogether. I shall be most happy if this sketch will be of any use to you. It is the most correct you will be able to get as to the position of the vessels and boats.”

We have also engraved on another page of this Number a drawing which has been made from the plan and information which have been supplied to our Artist by Mr. George T. Fullam, an officer of the *Alabama*. It was he who conveyed the wounded from that vessel to the *Kearsarge*, and then came on board the *Deerhound*, which brought him to Southampton. He has remarked to our

Artist that it is an incident worth noting, with regard to the damage done to the spars of the *Alabama*, that the throat-blocks of both the main and mizen gaffs were shot away.

as we published last week the official report of Captain Semmes to the agent of the Confederate Government in London, we here subjoin a letter from the Federal commander, Captain Winslow, who writes from Cherbourg as follows:--

Sir,--There have been so many nonsensical publications on the engagement which took place between the *Alabama* and the *Kearsarge* that it is my wish that a correction should be made.

In the first place, no challenge was sent by Captain Winslow; to have done so would have been to have violated the order of the Navy Department. On the contrary, Captain Winslow received a request from Captain Semmes not to leave, as he would fight the *Kearsarge*, and would only occupy a day or two in his preparations. Five days, however, elapsed before they were completed. The *Kearsarge*'s battery consists of seven guns, two 11-inch Dahlgren's, four 12-pounders, one light rifle 28-pounder. The battery of the *Alabama* consisted of one 100-pounder rifle, one heavy 68 ditto, six 32-pounder's, that is, one more gun than the *Kearsarge*. In the wake of the engines on the outside the *Kearsarge* had stopped up and down her sheet chains. These were stopped by marline to eye bolts, which extended some twenty feet, and was done by the hands of the *Kearsarge*; the whole was covered by light plank, to prevent dirt collecting. It was for the purpose of protecting the engines when there was no coal in the upper part of the bunkers, as was the case when the action took place. The *Alabama* had her bunkers full, and was equally protected. The *Kearsarge* went into action with a crew of 162 officers and men. The *Alabama*, by report of the *Deerhound*'s officers, had 150.

The *Kearsarge* steamed to sea in order that no questions of neutrality jurisdiction should be raised; when far enough, she turned short round and steered immediately for the *Alabama* for close action. The *Alabama* fired, as she was coming down on her, two broadsides and part of another; no one shot came on board of the *Kearsarge*. The *Kearsarge* then sheered and opened on the *Alabama*, trying to get nearer. The action lasted one hour and two minutes from the first to the last shot. The *Kearsarge* received twenty-eight shots above and below, thirteen about her hull; the best shots were abaft the mainmast, two shots which cut the chain stops, the shell of which broke the casing of wood covering. They were too

high to have damaged the boilers had they penetrated. The Kearsarge was only slightly damaged, and I supposed the action for hot work had just commenced when it ended. Such stuff as the Alabama firing when she was going down, and all such talk, is twaddle. The Alabama towards the last hoisted sail to get away, when the Kearsarge was laid across her bows, and would have raked had she not surrendered, which she had done, and was trying to get her flags down and showing a white flag over the stern. The officers of the Alabama on board the Kearsarge say that she was a complete slaughter-house, and was completely torn to pieces. This is all I know of the Alabama. Yours, &c.,

John A. Winslow, Captain.

It may be observed that Captain Winslow does not mention the way in which the officers and crew of the Alabama were saved upon the sinking of their ship. It is clear, however, that he made no such attempt to rescue them as a generous enemy would have done; but the log kept on board the Deerhound records that, when the yacht was passing the Kearsarge, it was "requested to assist in saving the Alabama's crew." Both Captain Semmes and Mr. Lancaster have testified that the boats of the Kearsarge were not sent for that purpose until after the Alabama had disappeared, though the Alabama had not only surrendered but had sent her wounded to be received on board the Kearsarge as prisoners of war. It is therefore probable that, if it had not been for Mr. Lancaster's prompt interference, Captain Semmes and his brave comrades would have shared the fate of Mr. Herbert Llewellyn, the surgeon (an Englishman, the son of a clergyman in Wiltshire), who perished with their sinking vessel. The Deerhound has therefore earned, in our opinion, the fairest honours of the day. She was the object of much curiosity and admiration during her stay at Southampton from the Sunday to the Wednesday, when she left that port for Hull. As we have given her a conspicuous place in the Engraving on our front page, it may be stated that she is entered on the lists of the Royal Yacht Squadron of Cowes, the Royal Mersey Yacht Club of Liverpool, and the (Irish) Royal Western Yacht Club stationed at Queenstown. She was built, as it happens, upon the same model as the Alabama, in the same shipyard at Birkenhead, by Messrs. Laird and Co. She is a three-masted vessel, built of steel, with a screw-propeller, with a tonnage (builders' measurement) of about 190, and engines of a nominal power of seventy horse. When in her usual trim she steams twenty knots, being about two knots beyond the speed of the Alabama. She carries a crew of thirteen men. The Deerhound now proceeds from Hull to Norway. Mr. Lancaster and his captain indignantly deny the statement that an arrangement was made with the

Deerhound by Captain Semmes, before the engagement, that the yacht should hover about the combatants and render assistance to the Alabama. They knew that Captain Semmes had determined to engage the Kearsarge, but no arrangement of any kind was thought of.

The famous Alabama herself, which was originally called "No. 290," came from Messrs. Laird's building-yard in July, 1862, and received her armament and crew at Terceira, in the Azores, whence she started upon a career most destructive to the maritime commerce of the United States. She is said to have captured and burnt, in less than two years, one hundred American vessels. She was a barque-rigged wooden propeller, of 1040 ton's register. Length of keel, 210 ft.; length over all, 220 ft.; beam, 32 ft.; depth, 17 ft. Her engines, built by the same firm, were two horizontal ones, each of 300-horse power, with stowage for 350 tons of coals. Her sails, carried at all times, were as follows:--Fore, fore topmast, staysail jib, two large trysails; the usual square sails on fore and main, with the exception of the mainsail, which was a flying one; spanker and gaff-topsails; all standing rigging wire. Double wheel, with motto engraved thereon, "Aide toi, et Dieu t'aidera," placed just before the mizenmast. Bridge in the centre, just before the funnel. She carried five boats--viz., cutter and launch amidships, gig and whaleboat between the main and mizen masts, and dingy astern. The main deck was pierced for twelve gusts, elliptic stern, billet head, high bulwarks; cabin accommodation first class; wardroom furnished with a handsome suite of state-rooms; steerage--starboard for midshipmen, port for engineers; next came engine-room, and coal-bunkers; then the berth deck, capable of accommodating 120 men; under the wardroom were store-rooms; and under the steerage were shell-rooms; just forward of the firearms came the hold; next the magazines, and forward of all the boatswains' and sailmakers' store-rooms; the hold being under the berth deck.

The Kearsarge, named after a range of hills in Vermont, is a recent acquisition to the navy of the United States; in fact, she is one of the nine gun-boats completed within three months from the date of the order given. She is the sister ship of the Tuscarora, whose presence in the Solent, during the visit of the Confederate cruiser Nashville (since destroyed), occasioned considerable excitement some time since.

A correspondence is published between Captain Winslow and Mr. Bonfils, the French Confederate agent. Captain Winslow claims as his prisoners those of the Alabama's crew rescued by pilot-boats, and brought into Cherbourg. He allowed the pilot-boats to save the prisoners, from motives of humanity, but if the prisoners endeavour to free themselves from the obligation they must expect to meet no mercy another time. Mr. Bonfils

replies that there is nothing to hinder even a surrendered prisoner from escaping if he can, and he declines to act as a go-between between Captain Winslow and persons he

does not even name; nor can he understand how Captain Winslow can claim to hold prisoners within the territory of the French empire.