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A long way from home : the West Gulf Blockading Squadron and Union naval logistics in the Civil War

Colin E. Babb

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I am submitting herewith a thesis written by Colin E. Babb entitled "A long way from home : the West Gulf Blockading Squadron and Union naval logistics in the Civil War." I have examined the final electronic copy of this thesis for form and content and recommend that it be accepted in partial fulfillment of the requirements for the degree of Master of Arts, with a major in History.

Stephen Ash, Major Professor

We have read this thesis and recommend its acceptance:

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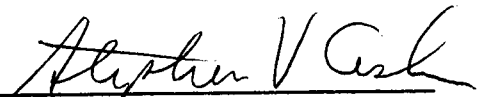
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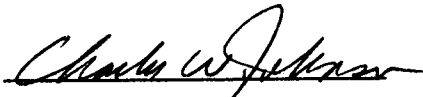
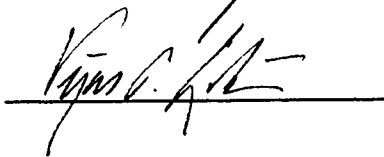
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Associate Vice Chancellor and
Dean of The Graduate School

A LONG WAY FROM HOME:
THE WEST GULF BLOCKADING SQUADRON
AND UNION NAVAL LOGISTICS
IN THE CIVIL WAR

A Thesis
Presented for the
Master of Arts
Degree
The University of Tennessee, Knoxville

Colin E. Babb
May 1998

ABSTRACT

The Western Gulf Blockading Squadron, the most distant of all the blockading squadrons from the industrial centers of the North during the Civil War, did not suffer significantly more supply shortages than the other three squadrons. This study presents a general picture of the operations of the Union Navy in the western Gulf of Mexico during the American Civil War, as well as a specific discussion of the logistical system created to supply the navy in that region and the ways in which this system was effective at accomplishing its tasks. The United States Navy's supply needs from 1861 to 1865 were unprecedented, and the efforts mounted to meet those needs were initially haphazard and unsatisfactory. By the end of the war, however, a sophisticated supply organization had been created that satisfied much of the navy's demands, despite problems arising from emergent new technologies--such as steam propulsion, larger weaponry, and iron armor--that strained logistical planning and implementation. On the whole, naval supplies sent to the Gulf were adequate for the tasks expected of the Western Gulf Blockading Squadron. The coast of Texas was an exception; Confederate forces exploited the weaknesses of Union forces there, and achieved a number of spectacular victories at sea as a result. The deficiencies in Union supply efforts, however, were offset by the Union's ability to maintain the strategic initiative in the region.

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CHAPTER I: INTRODUCTION

The USS *Pensacola* was one of the Union Navy's most powerful ships when she was finished in 1861. She was more than 230 feet long and 44 feet abeam and displaced 3,000 tons. Her armament consisted of sixteen 9-inch Dahlgrens and one 11-inch rifle, a powerful battery in her day.¹ Even greater than her size or armament were the expectations placed on her as one of the Navy's premier oceangoing vessels, designed to cruise the Atlantic and defend American shores from European navies. When rebellion broke out in the South as she was being finished in Pensacola, Florida, her value suddenly increased for a Navy starved of steam-driven vessels.

When the *Pensacola* arrived in the Gulf of Mexico in February 1862, she was expected to play an important part in the impending attack on New Orleans. Almost immediately, however, she ran into problems. Stuck on a reef for four days and her engines performing poorly, the *Pensacola* arrived at the fleet base of Ship Island on March 1, long after the rest of the fleet had arrived.² While her deep draft presented a significant problem--the squadron had to get over the sand bars at the mouth of the Mississippi River to attack the city--it was her engines that elicited even greater concern. "They represent the engines as perfectly worthless," Flag Officer David G. Farragut said of the *Pensacola*. "The engineer is afraid of the lives of his men, and said it would not last an hour longer;

¹ Donald L. Canney, *The Old Steam Navy. Volume One: Frigates, Sloops, and Gunboats, 1815-1885* (Annapolis: United States Naval Institute Press, 1990), 67.

² John Hawkins, *Memorandum Book, 1861-1864*, New York Historical Society, 242; *Official Records of the Union and Confederate Navies*, 31 vols. (Washington: Government Printing Office, 1894-1922), Ser. I, 18: 43-44; hereafter referred to as ORN.

that I will test.”³

While she did indeed have difficulty getting into the Mississippi as predicted, when the squadron finally passed Forts Jackson and St. Philip early on the morning of April 24 the *Pensacola* and her crew performed well. Attacked by the ram C.S.S. *Manassas* as she came in close to the guns at Fort St. Philip, the *Pensacola* managed to survive the morning's fight with only thirty-seven killed and wounded.⁴ The fight did not, however, tax the *Pensacola* much beyond the courage of her men. “The only bells I rang,” the officer at the wheel wrote afterwards, “were ‘slow’ and ‘stop her.’”⁵ Her greatest victory had been getting to the battle in the first place.

While the *Official Records* reveals a real concern over the ability of the *Pensacola* to perform her duties before the Battle of New Orleans, modern historians have largely chosen to pass over this part of the ship's history. Early histories of the war only briefly mention the ship. As one says, “The *Pensacola*, with her heavy batteries, drove the men from the guns at Fort St. Philip, and made it easier for the ships astern to get by.”⁶ Modern general histories of the naval war make little or no mention of the *Pensacola*'s problems, but shying away from this level of detail is understandable for works of that nature.⁷ Even

³ ORN, Ser. I, 18: 47.

⁴ Ibid., 177-78.

⁵ Ibid., 768.

⁶ David D. Porter, “The Opening of the Lower Mississippi,” in *Battles and Leaders of the Civil War* (New York: Thomas Yoseloff, 1956[1887]), 2: 43.

⁷ See Virgil C. Jones, *The Civil War at Sea* (New York: Holt, Rinehart, Wilson, 1961), Vol. 2, and William M. Fowler, Jr., *Under Two Flags: The American Navy in the Civil War* (New York: W.W. Norton & Co., 1990).

a modern study of the Battle of New Orleans, however, gives the reader only a hint of the problems encountered by the *Pensacola*.⁸

What even the *Official Records* does not show is the fact that the *Pensacola* spent much of the rest of the war after April 1862 sitting at anchor undergoing constant repairs and several congressional investigations into her seemingly permanent immobility. At the root of all of this were her unique, and chronically defective, engines. Designed by the New York lawyer/inventor E.N. Dickerson and his associate F.E. Sickels, the *Pensacola*'s massive machinery was several times the weight of that of her sister ships (among them the more famous *Hartford*). The engines had smaller boilers than the standard engines then in use, and they supplied steam to cylinders made extra large; the theory was that a smaller amount of steam could power a larger engine than normally thought at the time.⁹ The theory, condemned by most reputable engineers at the time of her construction in 1859, found a ready audience in Dickerson's friends in the U.S. Senate, Stephen Mallory and David Yulee of Florida--both on the Naval Affairs Committee. "Neither of the contractors had ever designed a steam-engine," Chief Engineer of the Navy Benjamin Isherwood wrote of Dickerson and Sickels in 1863. "What they proposed as novelties had long since been discussed and condemned by the great tribunal of engineering skill."¹⁰

⁸ See Chester G. Hearn, *The Capture of New Orleans, 1862* (Baton Rouge: Louisiana State University Press, 1995). Hearn deals at several points with the problem of *Pensacola*'s deep draft, but makes only brief mention of her engines (p. 131).

⁹ "Report on Marine Engines," 38th Congress, 2nd sess., *H. doc.* 8, p. 26.

¹⁰ "Letter of the Secretary of the Navy in relation to the war steamers *Ossipee* and *Pensacola*," 37th Congress, 3rd sess., *S. exdoc.* 45, p. 4.

The engineers aboard the *Pensacola* were the first ones to be blamed for all the problems her machinery encountered. In testimony before a congressional committee, Second Assistant Engineer John Hawkins explained in excruciating detail the nearly constant problems suffered by the *Pensacola*'s machinery. Chafing under the accusation that the ship's condition was due to faulty treatment and upkeep, Hawkins described an engineering section constantly at work to maintain even the five or six knots that the ship rarely exceeded. Despite countless repairs through her abbreviated combat career, the *Pensacola* still got underway most often using her sails. "Whenever this ship met the particular kind of obstacles that a steamship of all other kind of vessels should be able to overcome," Hawkins wrote, "she, so far as her steaming powers were concerned, became useless."¹¹ Even her one moment of glory was not beyond reproach--if anything it was a miracle that she entered combat at all. "I fear," Hawkins wrote of his ship's participation in the Battle of New Orleans, "that if the success of the attack had depended upon the speed of the *Pensacola*, it would have been a sad failure."¹²

The *Pensacola* was only one ship of the West Gulf Blockading Squadron, the force assigned by President Abraham Lincoln to enforce the Union blockade in the Gulf of Mexico from Brownsville, Texas to the panhandle of Florida from 1861 to 1865. Though perhaps an extreme example of the ways in which logistics can affect naval forces, the case of the *Pensacola* is a good illustration of the kinds of problems confronted by naval planners, officers, and enlisted men in the Civil War era on a day to day basis--the kinds

¹¹ Hawkins Memorandum Book, 249.

¹² Ibid., 245.

of problems that do not easily make their way into the history books. The purpose of this study is to discover the ways in which the logistical efforts of the Union affected the maintenance of the blockade in the Gulf of Mexico, the most distant station from the industrial and supply centers in the North.

The word "logistics," as used here, is defined as more than simply the supply of food, ammunition and fuel, and the effort to get it there. Logistics also involve the technology that supported the fleet in its assigned task--to sweep the seas of Southern vessels and strangle the economy of the Confederacy. Lastly, logistics include the ongoing maintenance that kept the fleet at sea. This composite meaning of supply, technology, and maintenance encompasses the daily tasks and obstacles that affected the way the fleet fought and performed.

There are several reasons for studying the logistical apparatus of the Western Gulf Blockade Squadron. While the blockade in the Gulf has received some historical analysis, the squadron itself as an organization has not been studied in any depth.¹³ The actual battles that took place in the Gulf theater have, like nearly all other Civil War battles, been dealt with exhaustively by several generations of historians; but this kind of history is disjointed and fails to reveal the activities of officers, crew, and vessels during the far lengthier periods of time when the guns were silent and boredom was the fiercest enemy.

¹³ See Robert W. Glover, "The West Gulf Blockade, 1861-1865: An Evaluation" (Ph.D. Dissertation, North Texas University, 1974). This concentrates on the diplomatic and economic consequences of the blockade in the Gulf, especially the blockade of Galveston.

Naval logistics in the machine age barely receive mention by historians,¹⁴ perhaps mostly because the term encompasses the most menial, backbreaking, and exhausting tasks that “Jack” is asked to carry out. Keeping every ship supplied is also one of the most essential tasks any navy faces. Without ammunition ships could not fight, without food crews would starve, without fuel ships would rust and rot at their moorings. It is not enough simply to know that these activities go on behind the scenes; they can and must be subject to historical analysis.

Describing the dynamics of such labors lacks the dash and flair of traditional naval history, so driven is it by the excitement of l'événement. But if naval history is to make any claim to being “complete” it must begin to include analyses of events beyond the heat of battle. The effort of Assistant Engineer John Hawkins to keep the engines of the *Pensacola* running was a scenario of a sort played out at one time or another on every ship in the squadron, every day of the year, for four long years of war. We cannot understand the lives of the crews who served the ships of the West Gulf Squadron without examining these frustrating, but vital, labors that kept those ships at sea.

Some fifty years later, at the beginning of World War I, Great Britain possessed the world's largest navy. It was composed entirely of steam driven vessels, the most complex machines of their age. The army on the other hand still mainly went into battle on foot. “Britain began the First World War,” one historian concludes, “with an

¹⁴ World War II has received most of the attention of existing studies. W.R. Carter and E.E. Duvall, *Ships, Salvage, and Sinews of War* (Washington: Department of the Navy, 1954) and Duncan Ballantine, *U.S. Naval Logistics in the Second World War* (Princeton: Princeton University Press, 1947) are the most notable of the limited literature on the subject. A more technical study is Henry E. Eccles, *Logistics in the National Defense* (Harrisburg: Stackpole Company, 1959).

essentially unmechanized army and a highly mechanized navy."¹⁵ A very similar conclusion could be reached about the relationship between the United States Army and Navy in the Civil War; by the end of the war the relative mechanization of the navy had only grown greater. And as most have forgotten all the energies and effort put into administering the Royal Navy's blockade of Germany, so too have historians forgotten the herculean efforts made to blockade the Confederacy.

The purpose of this study is not to provide a total picture of the blockade, but to highlight those aspects of it which have remained neglected: the technology, supply, and maintenance involved in carrying out the blockade. There were major problems for the squadron in the Western Gulf, but in the end it managed to capture important objectives such as New Orleans and Mobile, and hinder blockade runners heading for Gulf ports; this study will also assess the relative success of these achievements. Most of all this study will show that the most overlooked achievement was the very fact that the blockade worked at all in the Gulf. For all the problems of radical new technologies, inadequate shipbuilding facilities, sluggish industry, distant supply lines, and chronic manpower problems, the United States Navy managed to achieve a logistical feat without precedent: keeping a fleet of steam vessels at sea for four years of war. Less than to leadership and heroics, the implementation of the blockade was due to the perseverance and sweat of the

¹⁵ Jon Tetsuro Sumida, "Forging the Trident: British Naval Industrial Logistics, 1914-1918," in John A. Lynn, ed., *Feeding Mars: Logistics in Western Warfare from the Middle Ages to the Present* (Boulder: Westview Press, 1993), 217.

thousands of men who spent most of their days battling their own machines and the sea
itself--enemies at times more menacing than the Confederacy.

CHAPTER II: THE WAR IN THE WESTERN GULF

Although President Lincoln had declared a blockade of the secessionist states forty days before, the blockade of the Mississippi River and of the south's largest port, New Orleans, was only three days old. The U.S.S. *Brooklyn* took station off Pass à l'Outre on May 26, 1861, and found numerous vessels waiting to cross the bar and leave for the open sea. Pass à l'Outre was only one of several passes that allowed large vessels over the bar, and were three other entrances to the Mississippi that vessels could traverse, all completely unguarded. The *Brooklyn* was alone on May 29 when she captured her first prize, the barkentine *H.E. Spearing*. Bound from Brazil with a cargo of coffee, the crewmen of the *Spearing* were probably surprised to find themselves prisoners and their country in the midst of a civil war. The *Spearing* had the distinction of being one of the blockade's first victims in the Gulf of Mexico, though it would be four years before the last blockade runner was captured.¹

The blockade in the Gulf began, as it did elsewhere, more with a whimper than with a bang. It would be many months before Union efforts to stop the Confederacy's maritime trade would have even a moderate effect on the war. What would be called the Gulf Blockading Squadron was officially established with the appointment of Flag-Officer William Mervine to command in the Gulf on May 7, 1861, by order of Secretary of the Navy Gideon Welles.² When Mervine arrived in the Gulf on June 7, United States forces

¹ ORN, Ser. I, 4: 187-88, 190-91. The *Powhatan*, off Mobile, captured a schooner on the same day that the *Brooklyn* took the *Spearing*.

² *Ibid.*, 16: 519-20.

controlled only three points in the region: Key West at the southern extremity of Florida, Fort Jefferson in the Dry Tortugas, and Fort Pickens at the entrance to Pensacola harbor. The naval squadron consisted of fifteen warships and two supply ships.³

While vessels had blockaded Mobile and the mouths of the Mississippi for some weeks, it was not until June 11 that a vessel was dispatched to Apalachicola, Florida, and not until July 2 that a ship arrived off Galveston, Texas.⁴ Although by the beginning of July the main ports in the region were covered, hundreds of miles of coastline, harbors, and inlets remained unwatched by the blockaders. With few ships and, what is more important, no ground troops, the men of the Gulf Blockading Squadron spent most of their first year wishing they could do more than simply watch as most Confederate vessels slipped in and out of Gulf ports with impunity.

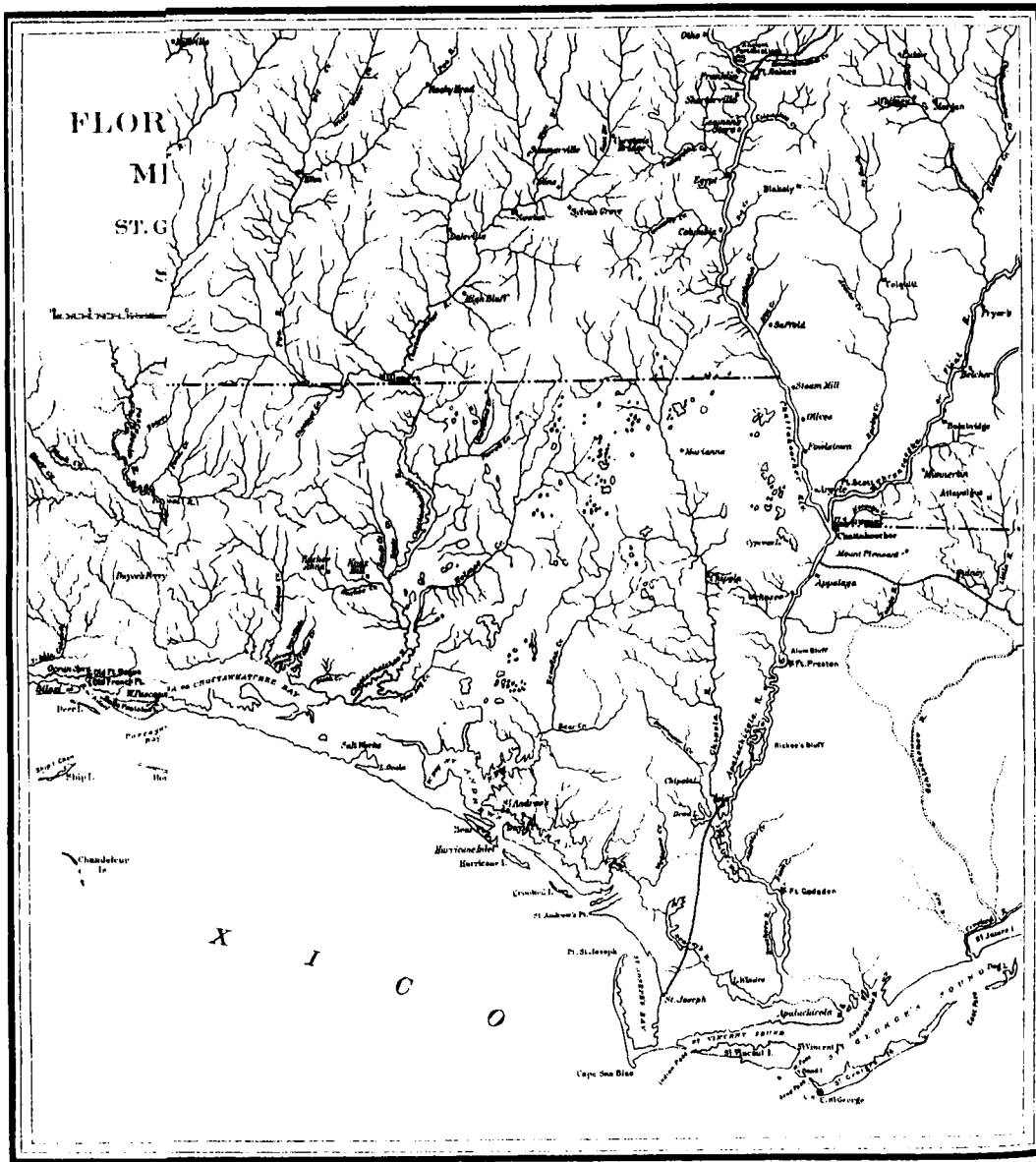
Even before Mervine left Boston for his command in the Gulf he complained to the Navy Department that little provision was made for the supply of his ships. "For the present coal will be shipped to Key West," Secretary Welles replied. "With regard to fresh water, the Department has no information. That, and the obtaining of fresh meat and vegetables, will engage your earliest attention."⁵

Despite this almost nonchalant attitude toward the requirements of the blockade, and despite the few ships the Gulf Squadron was given to carry out its tasks, Secretary

³ Ibid., 523.

⁴ Ibid., 544, 575-77.

⁵ Ibid., 523-24.



Welles nonetheless found Mervine's leadership unsatisfactory.⁶ To be successful, the squadron needed bases farther west than Fort Pickens; specifically, it needed bases closer to New Orleans. The escape of the C.S.S. *Sumter* on June 30 and an embarrassing defeat at the Head of the Passes on October 12 underscored the fact that merely patrolling the mouths of the Mississippi would not prevent the ingress or egress of vessels from the South's largest port. The taking of New Orleans itself was naturally the first great objective of the squadron in the closing months of 1861. The single most important event preparatory to the capture of the city would be the seizure of Ship Island, just a few miles from Biloxi, Mississippi, and less than seventy miles from the mouths of the Mississippi. Mervine's seeming unwillingness to take the island was a major factor in Welles's decision to replace the fifty-year veteran in early September. Ironically, the Confederate evacuation of Fort Massachusetts on the island several days later meant that an assault was unnecessary.⁷

Although Welles was probably correct in his assessment of Mervine as lacking in aggressiveness, the correspondence between the two men is very instructive, as it shows the conditions under which the squadron operated in the first year of the war, and Washington's misunderstanding of these conditions. The Secretary of the Navy was disturbed at the lack of any action by the squadron:

At this distance it is difficult to understand the reasons for the apparent inactivity and indifference that have governed in this matter. If the force under your command is not all that we wish or all that we intend it shall be, still it is sufficient for some demonstration,

⁶ *Diary of Gideon Welles*, Howard K. Beale, ed. (New York: W.W. Norton & Company, 1960), 1: 76.

⁷ ORN, Ser. I, 16: 677-78.

and it would be well to make up in activity and extra exertion for the want of numbers. You have large ships, heavy batteries, and young and willing officers, with men sufficient to dispossess the insurgents from Ship Island.⁸

In response, Mervine stated that assaulting the island would prove too difficult without vessels of shallower draft. More convincing is his argument that no ships could be spared for the effort:

In a recent dispatch I gave you the disposition of the vessels under my command, from which it appears that but a single vessel, the *Water Witch*, was not on blockading duty. Even then, all ports which should have been, were not, blockaded, and in one case, in compliance with intimated wishes of the Department, I made the blockade of one port (Apalachicola) effective only by raising that of another.⁹

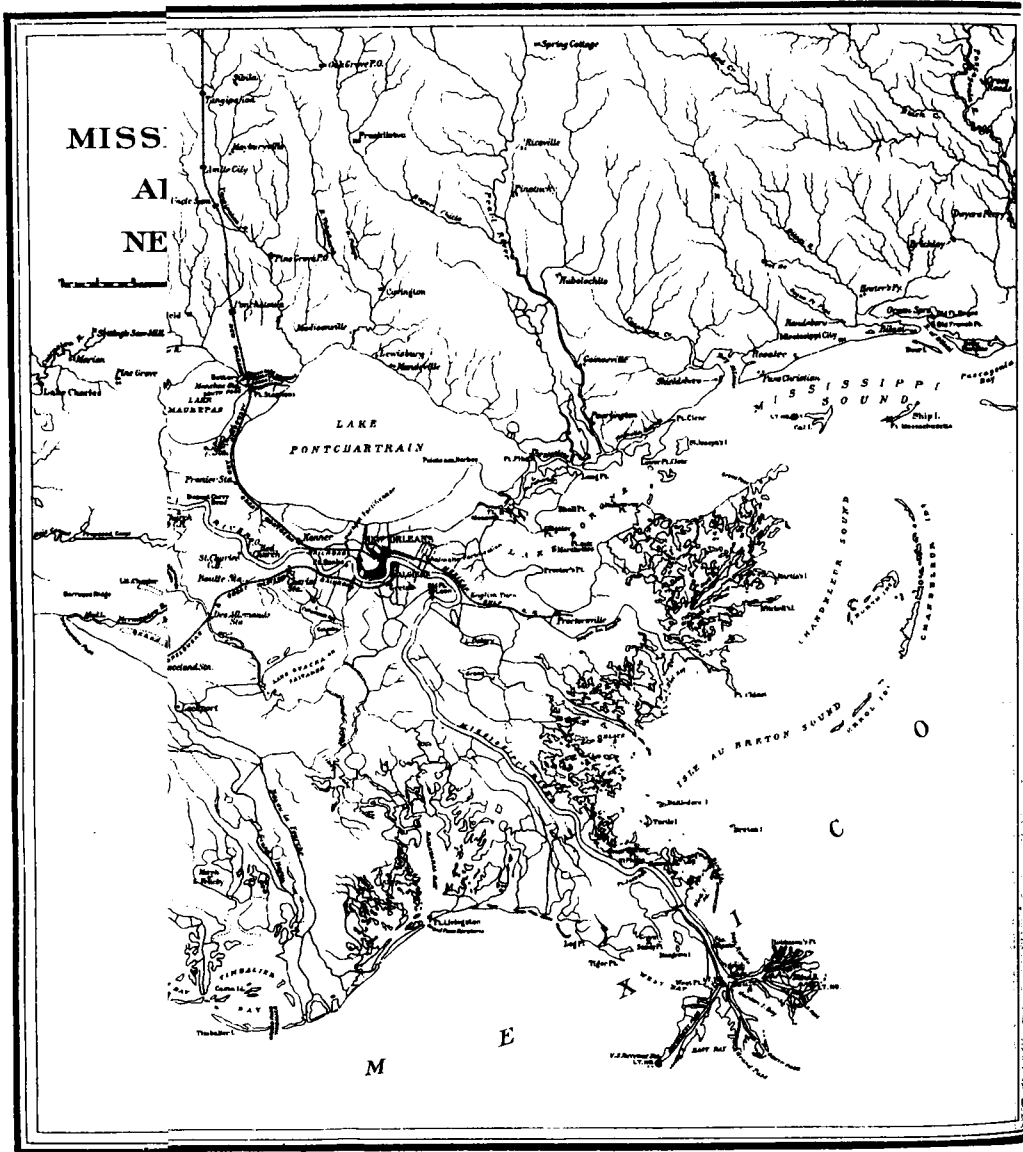
Even new ships that arrived in the squadron served only to replace vessels heading north for repairs. Ground troops available basically consisted of the small army garrison of Fort Pickens and the sailors of the fleet; perhaps this was sufficient for "some demonstration," but little else. Welles had his way, however, and Flag-Officer William McKean took over command of the squadron. Nevertheless, the problem of meeting high expectations with too little resources would continue to plague the blockaders in the Gulf throughout the war.¹⁰

By the end of 1861 the task of taking New Orleans consumed the creative and productive energies of the Navy Department as well as those of the Gulf Squadron. Even as the Twenty-Sixth Massachusetts and Ninth Connecticut Regiments landed on Ship Island in December, preparations were already well along in making the place a base for

⁸ Ibid., 644.

⁹ Ibid., 663.

¹⁰ Ibid.



operations in the western Gulf.¹¹ It was also at this time that the Gulf Squadron was divided into the East and West Gulf Blockading Squadrons, the former to remain under McKean and the latter given to Flag-Officer David Glasgow Farragut. This division reflected the problem of maintaining a coherent command and communication structure over the entire Gulf under a single headquarters. The East Gulf Squadron's assigned zone, from St. Andrews Bay to Cape Canaveral, would become essentially a backwater in the war;¹² the Western Gulf Squadron would receive the lion's share of reinforcements and supplies for the rest of the war.

The decision-making process behind the appointment of David Farragut to command of the upcoming expedition has been covered at length elsewhere.¹³ High hopes were placed on Farragut to achieve great things with his new command, and certainly the historical record has been almost universally kind to the admiral and his part in leading Union forces to victory. It is easy to forget, however, that the victory at New Orleans was not due just to the aggressiveness of one man. The efforts of Northern shipbuilding and industry, growing to a wartime footing in the early months of 1862, gave Farragut ships and resources that his predecessors lacked. The West Gulf Squadron was given several new, powerful steam sloops, such as the *Hartford*, *Richmond*, and *Oneida*,

¹¹ *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, 128 vols. (Washington: Government Printing Office, 1880-1901), Ser. I, 6: 465. Hereafter referred to as ORA.

¹² David J. Coles, "Unpretending Service: The *James L. Davis*, the *Tahoma*, and the East Gulf Blockading Squadron," *Florida Historical Quarterly* 71 (1992): 41-42.

¹³ See Hearn, *The Capture of New Orleans*; Jones, *The Civil War at Sea*, Volume II; and Charles Dufour, *The Night the War Was Lost* (Garden City: Doubleday, 1960).

half a dozen "ninety-day" gunboats, and a fleet of twenty-some schooners armed with thirteen-inch mortars under the command of David Dixon Porter.¹⁴

Yet even with all this, the battle was not an easy victory for the Squadron. Farragut was forced to leave most of the Gulf ports blockaded by sailing vessels while he advanced up the Mississippi with his fleet; if battle had claimed any of the steam sloops, his expedition and the blockade would have been reduced to technological inferiority.¹⁵ The lengthy bombardment of Fort Jackson by the mortar flotilla left Farragut wondering whether the fleet would have any shells or fuses for the passing of the forts. The timely arrival of supply ships for Porter's schooners and the requisition of supplies from General Benjamin Butler's army transports assuaged some of Farragut's fears, but hardly inspired his full confidence in the probability of victory.¹⁶

In the event, the passing of Forts St. Philip and Jackson in the early morning of April 24, 1862, was immensely successful. The fears surrounding the Confederate ironclads *Manassas* and *Louisiana* proved to be unfounded; the former could make little headway in the swift current of the river, and the latter lacked engines. Losing only the *Varuna* to enemy action, the Squadron suffered more from the small flotilla of Confederate gunboats than from the guns of either fort or of the ironclads. Union casualties were relatively light: thirty-seven killed and one hundred forty-seven

¹⁴ "Opposing Forces in the Operations at New Orleans, LA," *Battles and Leaders*, 2: 73-74.

¹⁵ ORN, Ser. I, 18: 31-32.

¹⁶ *Ibid.*, 135-37.

wounded.¹⁷

Farragut's victory on the Mississippi was the first successful offensive operation in the Gulf. It was also a logistical triumph, showing what could be accomplished when adequate (if perhaps not abundant) ships, men, and supplies were provided to an aggressive commander. This logistical support, however, would not remain constant. When New Orleans was taken the ground troops assigned to take the city remained as a garrison, ships and supplies were reassigned to operations above the city against Vicksburg or elsewhere, and the old problem of keeping the Gulf ports closed remained much as before.

In the months after the capture of New Orleans many of the larger vessels in the Squadron shifted to operations on the Mississippi. Throughout the rest of 1862 an unsuccessful effort was made to breach the barrier at Vicksburg and link up with the Mississippi River Flotilla coming down from the north. The WGBS did, however, have the city of New Orleans and all its industrial and ship repair facilities in its possession. This would alleviate many of the logistical problems of the WGBS for the rest of the war, and of course made the blockade of the Mississippi unnecessary. At least as important to the Squadron was the evacuation of Pensacola on May 10, 1862. The retreating Confederate forces set fire to the navy yard, causing widespread damage. Soon after arriving at Pensacola with his mortar flotilla, however, Commander Porter evaluated the condition of the yard and found it in usable condition. "The climate and position of this

¹⁷ Ibid., 180.

place is so far superior to Ship Island," Porter wrote enthusiastically to Welles, "that I would respectfully recommend a removal of all naval property to this place."¹⁸

With New Orleans in Northern hands, the Confederacy's remaining large port in the Gulf was Mobile. The presence of repair and supply facilities at Pensacola and Ship Island (both within less than a day's steam from the entrance to Mobile Bay), as well as at New Orleans, meant that ships off Mobile could leave their station and return quickly. Blockade runners of large size (steamships with significant carrying capacity) made few forays into or out of Mobile in 1862, and the Gulf in general was avoided in favor of the Atlantic ports.¹⁹ Duty for blockaders, however, did not become any easier. The spectacular entrance of the unarmed *Oreto* into Mobile on September 4, literally under the guns of the U.S.S. *Oneida*, highlighted the fact that the blockade was far from an iron curtain. The episode was so embarrassing to the government that George Preble, commander of the *Oneida* and a member of a distinguished naval family, was dismissed from the service.²⁰

Galveston was the only other port that received significant attention from the Western Gulf Blockading Squadron. In the first year and a half of the war the port was little used by blockade runners, Galveston being too isolated from the rest of the Confederacy to be a useful entrepôt. Once supplies were taken by train to Houston, it was

¹⁸ Ibid., 481-82.

¹⁹ Stephen R. Wise, *Lifeline of the Confederacy: Blockade Running During the Civil War* (Columbia: University of South Carolina Press, 1988), 265-68.

²⁰ ORN, Ser. I, 19:236-37.

a difficult journey just to get them to other points in the trans-Mississippi theater, much less to points further east. "Galveston will be looked to at my earliest convenience," Farragut wrote in March 1862, soon after taking command in the Gulf, "but I have not at this moment the vessels to spare from more important duties enjoined upon me by the Government."²¹ Yet even after New Orleans was taken a month later, no ships could be spared for operations in Texas.

Throughout the spring and summer Galveston and the rest of the Texas coast were largely ignored by the Squadron. The largest vessel there, the *Santee*, was a forty-four-gun sail frigate soon to be relegated to duty as a training ship at the Naval Academy. Throughout the summer there were a number of engagements, most of which involved the shelling of shore positions or raiding expeditions to capture Confederate batteries.²² All of this changed in September when Admiral Farragut ordered a portion of the mortar flotilla to Texas with the aim of scouring the extensive protected waterways along the coast and interdicting the apparently significant traffic coming up from the Mexican port of Matamoros.²³

When this fleet of five vessels arrived off Galveston on October 5, the small garrison determined that any defense was hopeless and abandoned the city without a fight. Menacing as it was, the fleet had no ground troops; the occupation of the largest port in Texas was accomplished with little more than the raising and lowering of the flag

²¹ Ibid., 18: 60.

²² ORA, Ser. I, 9: 603, 607, 609-10, 618-23. ORN, Ser. I, 18: 448-49; 19: 160-61.

²³ ORN, Ser. I, 19: 213-14.

over the customs house, while the landing party returned to the safety of the fleet.²⁴ After the capture of Galveston nearly every important point in the Gulf of Mexico was either under the direct occupation or the effective blockade of the Union. As the year ended it appeared as if the Gulf was quickly turning into a Northern lake.

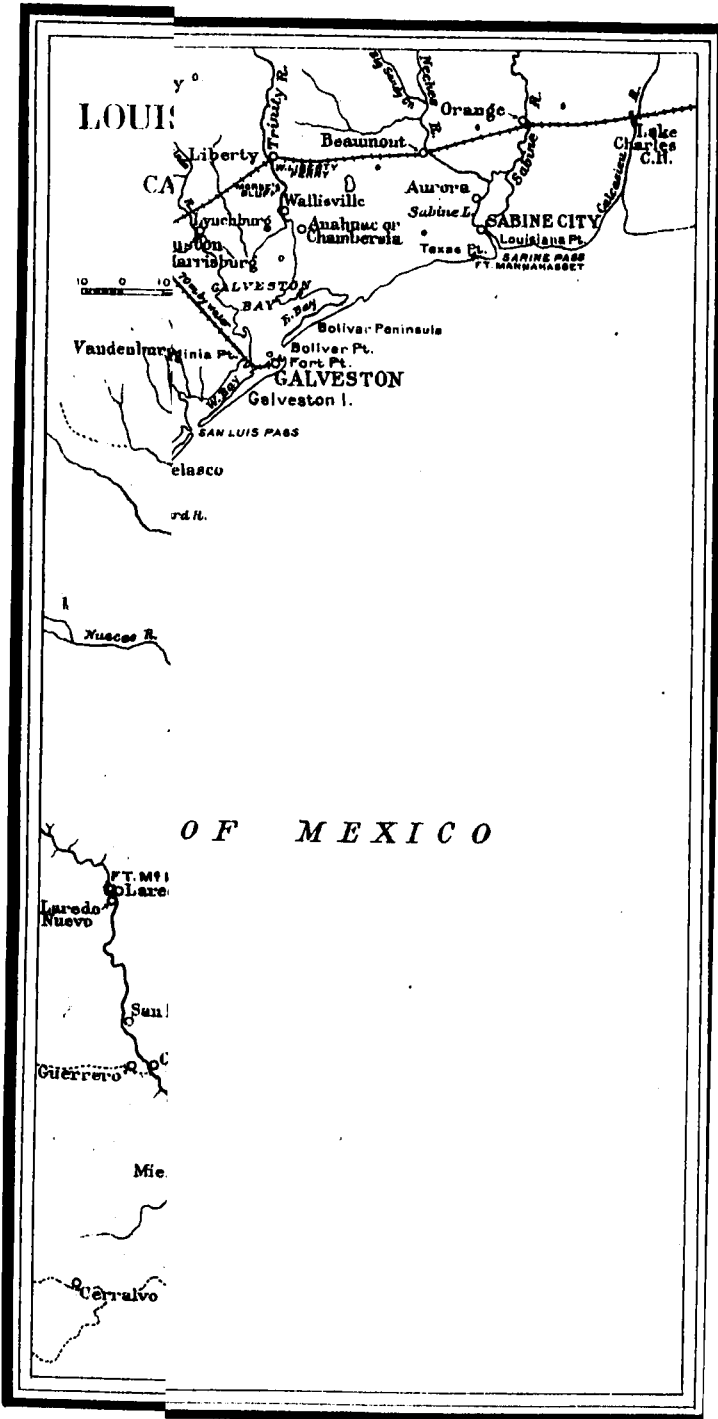
The new year opened with a series of spectacular disasters for the West Gulf Squadron, and 1863 would prove to be a frustrating time for Admiral Farragut and his temporary replacement, Henry H. Bell. A small Confederate force composed of General Henry Sibley's brigade, the remnant of an abortive attack on New Mexico, and four steamers was assembled by General John Magruder for an attack on Galveston. It was hoped that retaking the port would be the first step in regaining the entire coast of Texas and breaking the blockade.²⁵ Striking on the morning of January 1, 1863, Magruder entered the city and forced the small garrison consisting of the 42nd Massachusetts to surrender. In the harbor the Confederate flotilla managed to capture the *Harriet Lane*, and the U.S.S. *Westfield* was blown up to prevent her capture; the remaining Union vessels sailed for New Orleans.

Farragut was furious at the loss of the *Lane*, thinking she would make a "formidable cruiser" in the hands of the enemy, and he dispatched a force to retake Galveston.²⁶ This force, while managing to reestablish the blockade at that port, failed to

²⁴ Ibid., 260.

²⁵ Donald S. Frazier, "Sibley's Texans and the Battle of Galveston," *Southwestern Historical Quarterly* 99 (1995): 176-78.

²⁶ ORN, Ser. I, 19: 481.



displace Magruder's well-entrenched force. One of the ships sent to take Galveston, the U.S.S. *Hatteras*, had the misfortune to encounter the infamous *Alabama* and was dispatched in a matter of minutes by the Confederate cruiser. Ten days later, on January 21, the U.S.S. *Morning Light* and *Velocity* were captured while blockading Sabine Pass, some sixty miles northeast of Galveston. Perhaps most embarrassing about this episode was the fact that the Confederate vessels accomplished their feat by drawing close enough to the two Union schooners to sweep their decks with rifle fire.²⁷

Even as these events in the western Gulf taxed the resources of the Squadron, Farragut himself was beset by problems with his flotilla on the Mississippi. The Admiral assigned command of the blockade off Mobile to Commodore Henry Bell in October, and concentrated his efforts on the developing Vicksburg campaign.²⁸ The repulse of Farragut's river flotilla at Port Hudson on March 14, 1863, signaled the fact that the drive to open the Mississippi was nowhere near completion. The Admiral would not return to the Gulf until the end of July.

In the meantime, blockade runners discovered that the Gulf was worth the risk for larger vessels. Mobile became an attractive port for more and more ships coming out of Havana. This increase in runs was noticeable only in steamers; the trade plied by small sailing vessels remained fairly constant throughout the war. Much more than on the Atlantic coast, the typical blockade runner in the Gulf was the two-masted schooner, of

²⁷ *Ibid.*, 571.

²⁸ *Ibid.*, 253.

shallow draft and highly adaptable to the harbors and inlets of the southern coast.²⁹

Mobile was an ideal destination for these schooners because they could bypass the main ship channel and sail behind Dauphin Island and into the bay, a path denied the deeper-drafted blockaders that pursued them. Schooners and other small sailing vessels such as sloops and brigs also constituted the vast majority of blockade runners captured in the Gulf.

Throughout 1863 and into 1864 the blockade of Mobile settled into a steady routine for the ships on station. For most the routine was no more exciting, and no more threatening to their lives, than the daily rhythms of naval service in peacetime. With fires in the boilers banked just in case a strange sail was sighted, blockaders would spend most days at anchor, cleaning the ship, effecting repairs, and passing the time as best they could. Journals and logbooks kept on vessels at Mobile at the time, as with vessels on every other blockade station, are rife with the proceedings of courts-martial, most for petty offenses. Officers lamented the fact that little could be done to keep crews from getting into mischief, but they were careful not to take discipline too far. On one ship, returning to New Orleans after many months off Mobile, the captain punished a drunken sailor by simply forcing him to do his required work:

Repeated admonitions in relation to his habits of intoxication and absence without leave has [sic] failed to influence him, and suspension from duty would doubtless be agreeable, consequently no restriction has been placed upon him other than prohibition to

²⁹ Linda and John Pelzer, "Running the Gulf Blockade: A Different Sort of Trade, A Different Sort of Sport," *Civil War Times Illustrated* 21 (1982): 12.

leave the ship.³⁰

In an age of primitive communications, a good deal of time was spent tracking down what later turned out to be friendly vessels or neutral warships. Determining who was friendly, enemy, or neutral was a problem that plagued the Union Navy from the beginning of the war. Ships under British registry continued to be seized, and their seizure protested, up to the very end.³¹ None of this made the work of blockaders any easier.

When distant smoke or a strange sail was sighted, the flagship would be signaled for permission to chase. If it was received, the pursuer would slip its cable, get steam up and raise sail. There was always a danger at this point that the blockade runner or strange vessel would simply outrun its pursuer, especially if full steam could not be raised quickly, or poorly rigged auxiliary sail could not provide enough headway. Sometimes the chase would go on through the night or in poor weather, and often it would be many hours before weapons were in range to fire at fleeing vessels. The swiftest of blockade runners could make fifteen knots, while most Union gunboats and sloops hardly made more than ten knots except for short periods of time--usually with the help of rosin, animal fats, or anything else that could burn thrown into the firebox to keep the boilers hot. Invariably cargo would be tossed overboard to lighten the runner if the pursuer managed to draw close, leaving a wake of boxes or cotton bales miles in length. In the end a shot across the bow would generally bring the runner to a stop. Even though the ship would become a

³⁰ John B. Marchand, Letterbook of Naval Letters, U.S. Naval War College Manuscript Collection, December 28, 1863. Discipline in the navy had remained a problem since the abolition of flogging in 1850; see James E. Valle, *Rocks and Shoals* (Annapolis: Naval Institute Press, 1980).

³¹ ORN, Ser. I, 20: 119, 21: 90.

prize of war upon the discovery of contraband, some captains were careful as to which port they took their captures. Authorities in Key West were apparently notorious for allowing vessels to be repurchased and sent back to blockade running.³²

With Admiral Farragut on an extended leave from August to December 1863, major offensive operations in the Gulf nearly ceased. There was an unsuccessful attack at Sabine Pass in September and Brownsville, Texas was occupied on November 3, but there were simply too few ground troops available for an attack on Mobile. As early as August 1862 Farragut had complained that he had too few ships to attack the forts guarding Mobile; this was a problem that would not be solved until Vicksburg was taken and vessels could be freed from duty in the Mississippi.³³

Even more pressing and intractable was the problem of finding enough officers to properly man the fleet. "We are now generally reduced to one lieutenant on board of each ship," Farragut reported to Secretary Welles in 1862, "and two or three of the gunboats have none."³⁴ The following year the problem was as intractable as ever: the admiral tried to persuade the Navy Department to increase the number of officers under his command by telling of his experiences in the War of 1812. He related stories of British officers who had told him that American warships had triumphed so often in no

³² John B. Marchand, *Journal of Blockade of Mobile*, 3:108-109. U.S. Naval War College Manuscript Collection.

³³ *ORN*, Ser. I, 19: 110.

³⁴ *Ibid.*, 146.

small measure because of the large number of officers they had on board.³⁵

The squadron never completely solved its manpower problems, but by January 1864, when Farragut returned to the Gulf and took command back from Commodore Bell, resources were being pooled to gather a large fleet for the impending assault on Mobile. A major impediment to immediate action was the ever-present problem of securing a suitable ground force. In early 1864 the only force with troops available was General Nathaniel Banks's command in Louisiana, but his lengthy Red River campaign kept him occupied throughout the spring. Only in July did troops arrive in the Gulf for Farragut's use, when General Edward Canby dispatched Robert Granger's division from Mississippi.³⁶

The other impediment was Farragut's insistence that ironclads be used in the assault. The presence of Confederate vessels in the bay, especially the ironclad C.S.S. *Tennessee*, had the admiral worried from the moment he arrived back in the Gulf. The only remedy was to have a fleet of his own ironclads to support the wooden vessels of the Squadron. "The experience I had of the fight between the *Arkansas* [in July 1862] and Admiral [Charles] Davis's vessels on the Mississippi," Farragut confided to Welles, "showed plainly how unequal the contest is between ironclads and wooden vessels in loss of life, unless you succeed in destroying the ironclad."³⁷ Unfortunately, ironclads were in

³⁵ *Ibid.*, 586.

³⁶ John C. Kinney, "Farragut at Mobile Bay," *Battles and Leaders of the Civil War*, 3:380-81.

³⁷ *ORN*, Ser. I, 21: 39, 267. On July 15, 1862 the C.S.S. *Arkansas* disabled two Union river monitors and then sped past Farragut's entire fleet to safety under the guns of Vicksburg. The *Arkansas* was abandoned and blown up less than a month later.

short supply, and Farragut had to wait for newly completed ships. Of the four that were eventually assigned to the Western Gulf Blockading Squadron, two were commissioned in April, the *Chickasaw* was completed in May, and the *Manhattan* in June.³⁸

When the WGBS assembled outside of Mobile Bay at the end of July 1864, the main objective was not to take the city of Mobile which was many miles up the bay, but instead the series of fortresses that guarded the bay's entrance. Forts Powell and Gaines guarded the western approaches on Dauphin Island, while Fort Morgan guarded the main ship channel. Morgan was by far the most fearsome of the three fortifications, and it was here that the Confederates placed their small flotilla and here that the main attack would come.

On August 5, fourteen steam sloops were lashed together in pairs while each of the four foremost groupings was given a monitor on the starboard side, the side that would see the most action.³⁹ With the *Brooklyn* in the lead and the flagship *Hartford* just behind, the fleet passed through the channel at dawn and received the spectacular fire of Fort Morgan. These two ships were the hardest hit of any in the fleet, suffering more than a hundred casualties between them. The *Brooklyn* was hit more than seventy times and sustained significant damage to her engine room; the other gunboats suffered considerable damage but little loss in life.⁴⁰ Even though the guns of Fort Morgan fired almost five hundred times, the worst loss to the Squadron was the monitor *Tecumseh*, which exploded

³⁸ Paul H. Silverstone, *Warships of the Civil War Navies* (Annapolis: Naval Institute Press, 1989), 10-11, 149.

³⁹ E.H. Hulst, "Aboard the Galena at Mobile, Part II," *Civil War Times Illustrated* 10 (1971): 31.

⁴⁰ ORN, Ser. I, 21: 838-39.

when it hit a torpedo (underwater mine). Fort Morgan itself was hardly injured, but the battle line had safely entered the bay.⁴¹

The final engagement occurred when the *Tennessee* came out of her berth and took on seven of the squadron's ships in the middle of the bay. Farragut's earlier fears proved groundless, as six of the ships were wooden-hulled and yet still managed to neutralize the powerful Confederate ironclad. One ship, the *Lackawanna*, furiously rammed the *Tennessee* and the two vessels began firing at one another at point blank range. The ships were so close, the *Lackawanna's* captain John Marchand wrote, that his marines were able to keep the enemy's gunners at bay with rifle fire:

All the time I was standing on the bridge and whilst alongside looking into the ports of the *Tennessee* one of her crew looking out but standing at a distance from the port hollered out to me, "you d___d yankee son of b___h" which being heard by the crew of the *Lackawanna* redoubled their discharge of small arms into the rebel ports and as some of them had not small arms in their possession one of them threw a spitbox and another a hand holystone at the fellow.

Soon the two vessels parted, but as the *Tennessee* drifted off she saw several other gunboats bearing down on her and struck her colors. In just three hours the battle was over and the Union fleet safely at anchor in the middle of the bay.⁴²

Within the day Fort Powell was abandoned and Fort Gaines surrendered, followed seventeen days later by Fort Morgan. While Mobile itself would not be taken until April 12, 1865, blockade running came to end with the closing of the bay. Significant offensive operations involving the Western Gulf Blockading Squadron also came to an end.

⁴¹ R.L. Page, "The Defense of Fort Morgan," *Battles and Leaders*, 4: 408-09.

⁴² Marchand, *Journal of Blockade of Mobile*, 4:151-52.

Galveston would remain the sole open Southern port west of Florida in the final months of the war, and yet even with the end of the blockade of Mobile major Union naval units were not transferred to the Texas coast.⁴³ A sure sign of the difficulties in delivering proper provisions and maintenance even at the end of the war, was the complaint of officers off Galveston that their vessels were poorly taken care of. "It is forty-five days since we had a supply steamer," one captain wrote in the summer of 1864, "the 'Admiral' being the last and she brought but two days supply."⁴⁴

Galveston would see a dramatic rise in the number of blockade runners using the port. This was especially true after Fort Fisher fell in January 1865, closing off Wilmington, the last major Atlantic port. Most of these vessels running into Galveston managed to pass in and out with impunity. The cargoes they carried, however, did little except provide an abundance of arms to the dwindling armies of the trans-Mississippi; they certainly did nothing to prevent the fall of the Confederacy.⁴⁵

While on blockade the Western Gulf Blockading Squadron was reasonably successful; when challenged in battle the Squadron acquitted itself well when superior numbers were brought to bear. The Squadron's greatest successes came when Southern ports could be taken with ground troops and neutralized. As experiences in Texas showed these successes were often tenuous, but at no point did defeat come as a result of a

⁴³ Glover, "West Gulf Blockade," 72-73. Most of the Squadron was kept near Mobile or at New Orleans in the last months of the war.

⁴⁴ Richard W. Meade, Meade to Woolsey, September 2, 1864, Letters, New York Historical Society.

⁴⁵ Wise, *Lifeline of the Confederacy*, 219.

lack of proper shot, shell, powder, or provisions. Complaints about a lack of supplies, poor food, and low morale abounded on the Texas station especially; these problems did contribute to the many setbacks at Galveston and elsewhere. But the decisive reason was this part of the Squadron rarely had enough ships to satisfy its commanders or its needs. Even though well supplied and at times consisting of overwhelming numbers, the West Gulf Blockading Squadron was never invincible; had the Confederacy made a more spirited effort to counter the Union on land and on sea in the Gulf, the Squadron might have paid a much higher price for its victories.

CHAPTER III: TECHNOLOGY AND LOGISTICS

The middle of the nineteenth century was a time of tremendous technological changes that were dramatically demonstrated during the Civil War: the railroad, rifled muskets, repeating firearms, the telegraph, ironclads, and steamships. None of these technologies was developed during or in response to the war, but the exigencies of battle compelled governments both North and South to exploit these existing inventions in new and bold ways. For both navies the most important developments were steam machinery, armored ships, and improved shipborne artillery and ammunition. Much has been written on how new technologies affected naval combat; little discussion has taken place on how these technologies created new logistical challenges for ships on the blockade, exacerbating the constant problems of long distances and limited resources.

The navy had been vigorously building steam-powered vessels for about a decade prior to 1861, and when hostilities commenced there were twenty-four in commission.¹ The fact that all had drafts exceeding sixteen feet, and most had with drafts over twenty, meant that these vessels were inadequate for blockading the shallow southern coast. A less obvious but equally important problem was the diversity of machinery throughout the fleet. About a fourth of these ships were side-wheelers and the rest screw-propelled, while there were eight different kinds of engines, four kinds of valve gear, two kinds of boilers, and two kinds of condensers. Under the leadership of Benjamin Isherwood, chief of the

¹ Canney, *Old Steam Navy*, 1: 91. The *Michigan*, the navy's only iron-hulled ship at the time, was on the Great Lakes and the five large *Merrimac*-class sloops were out of commission.

Bureau of Steam Engineering, the vessels built by the navy during the war achieved a certain amount of uniformity in design and equipment. Even in 1865, however, there were still significant disagreements over which engines worked best.² When it is considered that the navy acquired two-thirds of its vessels (over four hundred ships) from the merchant service, with no consistency in class, size, or machinery, the enormity of the logistical problem confronting the navy during the war becomes clear.

Though all engines of the time ran on the same fuel (coal), they were not all alike in their components or operation. This made on-the-job training an essential part of the duties of new engineers. Moreover, unlike today there were no schools in the navy devoted to training engineers before they were posted to their vessels (such training began at the Naval Academy only in 1864); engineers were expected to have gained their experience on merchant ships, or perhaps through working on the railroad.³ The result was a corps of mechanics who were unevenly instructed and mistrusted by suspicious line officers.

In July 1863, Admiral Farragut complained that six new vessels had arrived at New Orleans from the north, but not one of them would be ready for sea in forty-eight hours:

It is not surprising that the gunboats which have been long cruising should be in this condition, but there is no difference between them and the new vessels. This state of affairs is owing to the rapid increase in the engineer corps. The majority of them know very little of their duties, and their engines are cut up and ruined by neglect and want of proper

² "Report on Marine Engines," 4-10.

³ Edward W. Sloan, *Benjamin Franklin Isherwood, Naval Engineer* (Annapolis: Naval Institute Press, 1965), 7-9.

care.⁴

This was not simply the grumbling of an old sea dog secretly longing for a return to sail power, but was indicative of a real problem within the fleet. Though poor training was partly responsible, the Navy Department aggravated the difficulties for its engineers by encouraging experimentation and, especially late in the war, competition among designers to create faster, more powerful ships.

Throughout the war the basic marine steam plant consisted of one or more cylinders where steam was directed into each cylinder independently and then exhausted. The practice of compounding, by which steam is sent first into a high-pressure cylinder and then through a low-pressure one before being directed to exhaust, did not come into general use in merchant and naval vessels until the late 1860s.⁵ The latter system is far more efficient and consumes coal at a significantly lower rate than simple single-cylinder expansion engines. Though the technology was available during the war to produce compound engines, ship-builders shied away from them because of their complexity and the danger of boiler explosions from the extremely high pressure necessary to drive the pistons.⁶

Most of the ships built and designed by the navy that served in the West Gulf Blockading Squadron had either back-acting or direct-acting engines; these were

⁴ ORN, Ser. I, 20: 429.

⁵ *Steam, Steel & Shellfire*, Robert Gardiner, ed. (Annapolis: Naval Institute Press, 1992), 174.

⁶ Denis Griffiths, *Steam at Sea: Two Centuries of Steam-Powered Ships* (London: Conway Maritime Press, 1997), 43.

distinguished by having their piston rods connected directly to the screw shaft (or the paddle wheel shaft in the case of side-wheelers). Isherwood, who preferred back-acting engines for screw vessels and direct-acting for side-wheelers, lamented the fact that different types of marine engines were so numerous. In terms of performance, however, there were few differences between engines of different construction or between engines made in the U.S. or in Europe. "The results are so equal," Isherwood wrote, "that the average common sense of the engineering community has not been able to decide which is the best arrangement."⁷ Uniformity in performance, however, did not translate into uniformity in maintenance.

On the whole the powerplants designed by Isherwood were durable and dependable, their distinctive characteristics being oversized boilers and higher pressure than other engines, making them relatively heavy.⁸ They were placed in most of the *Unadilla* class gunboats (the "90-day gunboats"), fifteen of which served in the WGBS; in the screw-sloops *Lackawanna*, *Ossipee*, and *Monongehela*; and in the double-enders *Miami*, *Octorara*, *Genesee*, *Conemaugh*, and *Metacomet*.⁹ This represented only a fraction of the vessels that comprised the WGBS, and there were great discrepancies in design, machinery, and performance among the rest of the fleet. The *Pensacola* and the *Richmond* had perhaps the most notorious reputations for their poor engines and slow speed. The

⁷ "Letter in relation to war steamers *Ossipee* and *Pensacola*," 2.

⁸ "Report on Marine Engines," 17-18.

⁹ Silverstone, *Warships of the Civil War Navies*, 21-67. The *Pensacola* was re-engined in 1864-66 with Isherwood engines.

Seminole, which joined the squadron in the summer of 1863, was beset with problems from the time she sailed for the Gulf. "After leaving New York," Commander Henry Rolando complained, "I discovered that her pumps were not in order, engine not in line, and everything so heating that it was necessary to keep a constant flow of water on the journals [a portion of the piston shaft] to keep them cool."¹⁰

The maintenance record of acquired vessels is less clear; most of these ships, converted from the merchant service, do not appear as often as their regular navy counterparts in the *Official Records*. This is partly because they had neither large batteries nor large crews, and hence their duties were often ancillary to those of the larger sloops and frigates. Even so many acquired ships, such as the *De Soto* and *Hatteras*, had very successful careers on the blockade.¹¹ There is no evidence that acquired vessels broke down or needed shoreside maintenance at a higher rate than navy vessels. But the plethora of steam machinery throughout the West Gulf Blockading Squadron, including old "walking beam" engines that were exposed to the elements and enemy fire, undoubtedly caused endless headaches for the unfortunates who had to maintain and repair them.

Despite the ease of locomotion under steam power, sail was still the primary means of propulsion for Union blockaders. Nearly all the vessels in the WGBS had a rig of some

¹⁰ ORN, Ser. I, 20: 703 .

¹¹ *Ibid.*, 18: 486-88; Ser. I, 20: 373. The *De Soto* had the distinction of capturing more vessels (twenty-one) than any other in the WGBS. The *Hatteras*, successful against blockade-runners, received a watery grave from the cruiser *Alabama* on January 11, 1863.

kind, exceptions being several ironclads and a few converted ferryboats like the *John P. Jackson* and *Westfield*.¹² Much time was spent at anchor with fires banked and sails furled to conserve fuel for the chase. When ships of the WGBS did go after prey under steam, they consumed coal at a tremendous pace. A typical rate of consumption for engines of the 1860s was about three pounds of coal per hour per horsepower (though some boilers needed as much as seven or more pounds of coal to develop sufficient motive power).¹³ This could mean two or three tons a day consumed while idling at anchor off Galveston, or perhaps twenty-six tons a day at full steam chasing a blockade runner off Mobile.¹⁴

It is often overlooked that a considerable number of the West Gulf Blockading Squadron's ships were barks, schooners, and other sailing vessels. While most were guard, stores, or coal ships, they nonetheless made an important contribution to the blockade. Many claimed prizes, and a few even managed to capture steamers, though mostly under unusual circumstances. The frigate *Portsmouth* captured the English steamer *Labuan* while the latter was at anchor near the Rio Grande, and the bark *Arthur* destroyed a steamer that had run aground and abandoned. Perhaps the most daring exploit was the seizure of the *Bloomer* on the Choctawhatchee River in Alabama by the crew of the schooner *Charlotte*.¹⁵ The poor *Charlotte*, of course, was left behind while the men went

¹² Silverstone, *Warships of the Civil War Navies*, 101-102.

¹³ Lance C. Buhl, "Mariners and Machines: Resistance to Technological Change in the American Navy, 1865-1869," *Journal of American History* 61 (December 1974), 708, 714.

¹⁴ Meade to Commander M. Woolsey, August 1, 1864, Meade Letters; Marchand to Captain T. Jenkins, February 9, 1864, Marchand Letterbook.

¹⁵ ORN, Ser. I, 17: 99-115; Ser. I, 19: 302, 424-29.

overland.

Just as steam and sail were used side by side in the Civil War, radical changes in ordnance likewise failed to whisk away old but still useful technology. The primary weapons of the Union navy were muzzle-loaders conceptually and physically little different from their eighteenth-century counterparts. Just prior to the outbreak of the war, however, the navy finally adopted rifled cannon as part of the standard batteries of the fleet. The first rifles were designed in 1860 by Robert Parrott, who also made guns for the army; the Parrott Gun's most distinctive feature was the band of iron that was shrunk around the breech to give the gun greater strength during discharge.¹⁶ It was this peculiarity that revealed the greatest problem associated with rifles: with far less windage (the space between the projectile and the bore) than their smoothbore cousins, and thus greater pressure generated within the tube, rifled guns had a tendency to burst.

Naval rifles, as opposed to those in the army, were not distinctly more accurate than smoothbores. When fired from rifles, shells were prone to ricocheting in strange directions due to the conical shape of the projectile and the flatter trajectory caused by rifling. "I have seen a rifled shot turn off at right angles after touching the water," Commodore John Rodgers reported to a congressional committee in 1864. "The round shot rolls over and goes on, and is not deflected by the same cause."¹⁷ This limited strength and accuracy prevented the total adoption of the Parrott even in the face of its

¹⁶ Spencer Tucker, *Arming the Fleet: U.S. Navy Ordnance in the Muzzle-Loading Era* (Annapolis: Naval Institute Press, 1989), 228-29.

¹⁷ "Report on Heavy Ordnance," 38th Congress, 2nd sess., *S. repcom. 121*, p. 74. Rifles of this era also suffered, as did all weapons aimed without sighting devices, from the movement of the gun platform on the sea.

most positive attribute: greater range. The 4.2-inch Parrott, a common gun on many of the smaller ships of the WGBS, had a range of 4,800 yards, or almost 2,000 more than the maximum effective range of a smoothbore.¹⁸

By far the most common weapons in the navy's arsenal were smoothbore cannons; the most numerous and modern of them were designed by Rear Admiral John Dahlgren. Ranging in size from IX-inch to XV-inch (a XX-inch was developed but never used at sea), Dahlgren Guns could fire either solid shot or shell with devastating effect at short range.¹⁹ The chief difference between this new gun and earlier smoothbores was the distinctive molding process that placed the greatest amount of iron at the breach, giving the gun its soda-bottle appearance. This trend toward larger guns, represented by the Dahlgren as well as the Parrott and numerous English-built guns used by the Confederacy, meant that fewer men could operate the armament of a ship without sacrificing the "throw-weight" of its battery.

Despite the advancement of rifled ordnance, the navy continued to use smoothbores throughout the war. Rifles were mainly used as "chase-guns," placed in pivot mounts on the bow or stern of a vessel; they made up about a fifth of all heavy ordnance in the fleet by the middle of the war.²⁰ The main argument in favor of smoothbores was their smashing ability at short range. Projectiles fired from them had a

¹⁸ Tucker, *Arming the Fleet*, 230.

¹⁹ *Ibid.*, 220-23. Roman numerals are typically used to identify the caliber of Dahlgren Guns.

²⁰ "Heavy Ordnance," 22.

greater initial velocity than those fired from rifles. This made all the difference in fighting against ironclads, which were almost always engaged at a range within a few hundred yards or less. Many officers were convinced that smoothbores were the only weapons that could defeat armored vessels, but felt rifles had their "sphere of influence" as well. Rear Admiral Samuel Du Pont, recalling his varied experience in the South Atlantic Squadron, argued that "the ponderous effect of the 15-inch gun was exemplified in a wonderful manner in the action with the [ironclad C.S.S.] Atlanta, where the distance was very short; at long range the Parrott rifle would have greatly the advantage, as exemplified on [Fort] Pulaski, and later on [Fort] Sumter." Even the solid shot gained renewed life in the face of the exploding shell; only solid or non-explosive hollow shot could put a dent in the side of iron plating. "No one form or mode can be said to be superior to all others for *all* purposes," Du Pont concluded. "We should not confine ourselves to one kind of gun on shipboard."²¹

Just as no single ship was developed during the war that could fight in any depth of water or against any adversary, no single gun was capable of performing well in every situation. What in hindsight appears as technological confusion was in many ways the result of conscious and rational decisions to adapt new but still limited inventions to a changing world. The price paid for this adaptation, however, was what amounted to a logistical nightmare. There was no standardization of weapons within the categories of rifle and smoothbore; there were four main types of Dahlgren Guns and three of Parrott

²¹ Ibid., 92, 94.

Guns, each with its own ammunition. There were also numerous older 24- and 32-pounder cannon that still equipped many vessels. On April 21, 1862, three days before the battle at Forts St. Philip and Jackson, a requisition was sent that reveals the problems of such diverse armament. Ammunition was requested for no less than ten different types of guns, each requiring shell, shrapnel, grape, and solid shot plus attendant cartridges of powder weighted for different distances.²²

Much of this concern over armament was in response to the different targets Union vessels faced, from fortresses to wooden ships. No adversary was more fearsome, however, than the ironclad. Units of the West Gulf Blockading Squadron faced Confederate armored ships on only four occasions: the *Manassas* at the Head of the Passes in October 1861; the *Manassas* and *Louisiana* at Forts St. Philip and Jackson six months later; the *Arkansas* in July and August 1862; and the *Tennessee* at the Battle of Mobile Bay in August 1864. This experience was brief compared to that of the North and South Atlantic Blockading Squadrons, and the lessons learned were somewhat different. Unlike the Atlantic Squadrons and the Mississippi Flotilla, the WGBS was never provided any ironclads of its own until late in the war. Farragut was forced to fight most of his battles entirely with wooden vessels.

The *Arkansas* in particular made a distinct impression on the aggressive admiral. After the initial engagement with the ironclad on July 15, 1862, Farragut kept his fleet near Vicksburg with the aim of eliminating the *Arkansas* despite the threat it posed to his

²² ORN, Ser. I, 18: 139.

ships. "Although we have great power to destroy her," Farragut wrote, "we have not great powers of endurance against an ironclad ram, should we be caught in a position unable to move at pleasure either for want of room, steam, or other cause."²³ The *Arkansas* was eventually destroyed on August 6 by Captain William Porter in the river ironclad *Essex*-- a point not lost on Farragut, who would later come to the conclusion that one needed armor to fight armor.

When the Confederates were completing four ironclads at Mobile in the spring of 1864 (the *Tennessee*, *Huntsville*, *Nashville*, and *Baltic*; only the *Tennessee* was ever made battle worthy), Farragut was deeply concerned that his impending attack would fail without armored ships of his own. Indeed, there was even the rumor that Admiral Franklin Buchanan, who had commanded the *Virginia* in its fight against the *Monitor*, would lead his ships out and attack the blockading fleet.²⁴ Though this never happened, Farragut was still convinced that ironclads were necessary to his intended attack on Mobile, and four were eventually sent to the Gulf. The *Tennessee* was captured in the battle of August 5; the three other vessels, though never completed, remained berthed up the bay until the end of the war. This compelled the admiral to request that his own ironclads remain in the Gulf for the duration of the war.²⁵

The armored ship was a formidable new technology that demanded other new technologies in order to fight it. Advances in steam machinery, defensive measures, and

²³ *Ibid.*, 19: 13.

²⁴ *Ibid.*, 21: 267, 298.

²⁵ *Ibid.*, 769.

seaborne ordnance and ammunition were used to combat the seeming invulnerability of iron plating. All of this required unprecedented efforts by the Navy Department to supply its fleets with adequate material and weapons. Even so, more traditional "adversaries" such as enemy ground troops, wooden vessels, fortresses, and the vagaries of the sea could still be engaged with older technology. The array of weapons and vessels they used was not the result of confusion in the service or the government. Naval officers came to justify that diversity because of the diverse combat situations they encountered. Old survived side by side with the new as the navy underwent change not only in the way it fought, but in the way it was supplied.

CHAPTER IV: SUPPLYING THE WESTERN GULF

Napoleon famously remarked that an army marches on its stomach; it is no less true that a navy sails in much the same way. Naval leaders of the Civil War, however, were confronted with the novel problem of discovering ways of feeding two ravenous appetites at the same time: that of their men as well as that of the iron boilers that powered their ships. Surprisingly, though the size of the navy and its needs grew enormously during the war, the Union was largely successful in satisfying these appetites; its vessels generally steamed into battle well prepared.

When the blockade of the South was declared in April 1861 the Navy was presented with a logistical challenge it had never faced, and scarcely contemplated, in sixty-some years of existence. Warships had long been stationed in African, South American, and European waters, nominally receiving supplies from America two to four times a year.¹ The great distances and dangers involved, however, necessitated that squadrons overseas requisition supplies (especially coal) locally in the harbors of friendly countries, such as at Port Mahon on the Spanish island of Minorca or at Rio de Janeiro.² The blockade of the Mexican Pacific and Gulf coasts in 1846-48 was a largely haphazard affair logistically, and did not last long enough for the navy to develop a coherent supply

¹ Stanley J. Adamiak, "The Development of American Naval Logistics, 1794-1842" (Ph.D. Dissertation, University of Nebraska, 1974), 256-57.

² William N. Still, Jr., *American Sea Power in the Old World: The United States Navy in European and Near Eastern Waters, 1865-1917* (Westport: Greenwood Press, 1980), 4.

system.³ None of this previous experience foreshadowed the logistical efforts necessary to supply even a small fleet several thousand miles by water from the nearest navy yard, which was the peculiar situation confronting the officers and men of the Gulf Squadron as they headed for the Gulf of Mexico throughout the spring of 1861.

When supply steamers appeared from behind Padre Island, anchored off the mouth of the Rio Grande, and began unloading provisions for the few vessels (often only one) watching over the hot and dusty outposts of Brownsville and Matanzas, the casual observer might not have noticed that he was witnessing a marvel of the age. The mundane act of getting barrels of beef and vegetables to hungry men at sea was the culmination of a long and tortuous system, bringing material from the factories, shops, mines and farms of the North to every Union ship and port along the Southern coast. What began very tentatively in 1861 was by the end of the war an efficient system for delivering the basic wants of not only the West Gulf Blockading Squadron, but it and three other squadrons simultaneously.

The supply line to the Gulf began with planning within the Navy Department and the appropriations process in Congress. From March 1861 to June 1865 the Navy Department spent more than \$314,000,000 to build and maintain its massive new fleet, an average of over \$72,500,000 spent each year of the war.⁴ While this represented only

³ K. Jack Bauer, *The Mexican War, 1846-48* (New York: Macmillan, 1974), 107-10. The navy of the 1840s was mainly sail-powered, and not as dependent on coal as it would be fifteen years later. Commodore Robert Stockton's isolated squadron in the Pacific was largely able to supply itself due to its speedy conquest of California in the summer of 1846.

⁴ "Report of the Secretary of the Navy," *Message from the President of the United States to the Two Houses of Congress at the Commencement of the First Session of the Thirty-Ninth Congress* (Washington: Government

9.3 percent of all government expenditures during this period, it was nonetheless an unprecedented level of activity for a navy that in the year before the war had spent only \$11,500,000 for all of its operations.⁵

Much of the navy's budget went toward the purchase of new vessels and the chartering or purchase of existing vessels. A high point was reached with the appropriations for the year 1863-64, when vessel purchases represented 40 percent of the navy's budget.⁶ The amount allocated to the purchase of supplies and equipment was nonetheless considerable and grew steeply throughout the war; by the final year more than \$22,500,000 was allocated for supplies. This sum was exceeded, however, by what was deemed necessary for the construction and "wear and tear" of steam machinery--\$28,312,000, far outstripping any other single category.⁷ The need for repairs and spare parts was indicative of a growing problem of maintenance that was plaguing each of the four squadrons. This problem that was never really solved until the navy simply shed itself of its ships at the end of the war, selling off many of its purchased vessels to private interests.

Actual expenditures were invariably less than appropriations throughout the war and this difference could often be quite large, sometimes as much as thirty million dollars

Printing Office, 1865), 90.

⁵ Aubrey H. Polser, Jr., "The Administration of the United States Navy, 1861-1865" (Ph. D. Dissertation, University of Nebraska, 1975), 268.

⁶ *Congressional Globe*, Appendix, 37th Congress, 3rd sess., 235-36. A further 8 percent of the budget went toward the "construction and repair of machinery," a cost that could fall either under new vessels or supplies.

⁷ *Ibid.*, Appendix, 38th Congress, 1st sess., 163-65.

less than anticipated.⁸ While Gideon Welles was notorious for cost-cutting and running a "tight ship," this can be accounted for more by an overestimation of expenses in the final years of the war than by any real cost-cutting by the Navy Department.⁹

At the beginning of the war the navy was administered much as it had been since the replacement of the old Board of Navy Commissioners with the Bureau system in 1842. Under this system, the Secretary presided over five bureaus: Navy-Yards and Docks; Construction, Equipment and Repairs; Provisions and Clothing; Ordnance and Hydrography; and Medicine and Surgery. In July 1862 Welles reorganized and expanded these bureaus into eight: Ordnance and Hydrography was split into the Bureau of Ordnance and the Bureau of Navigation; Construction was split into the Bureau of Equipment and Recruiting and the Bureau of Construction and Repair; and the new Bureau of Steam Navigation was created. The rest remained unchanged.¹⁰

Once supplies were purchased for the navy, each of these bureaus used and dispensed them according to their needs. The responsibility for actually purchasing supplies, however, rested with the commandants of the various navy yards and the navy agents under them who handled any transactions. Throughout the war the navy officially maintained, with few changes, the prewar procurement system of publicly advertising for

⁸ "Report of the Secretary of Navy," *Message from the President of the United States to the Two Houses of Congress at the Commencement of the Second Session of the Thirty-Eighth Congress* (Washington: Government Printing Office, 1864), 100-01.

⁹ Polser, "Administration of the US Navy," 271-72. While Welles put strictures on his commanders to keep costs down, it is not clear how this worked out into real dollars saved.

¹⁰ Charles O. Paullin, *Paullin's History of Naval Administration, 1775-1911* (Annapolis: Naval Institute Press, 1968), 260.

necessary materials and awarding contracts to the lowest bidder. This system, always susceptible to exploitation by deceitful merchants, was neither universally followed in practice nor completely discarded until after the war.

Two years before the war the Navy Department undertook an investigation of all the principal navy yards, and instituted a number of changes in how they were run. A major problem was the lack of power commandants of the yard had over master workmen, who could select the men under them without consulting the commandant.¹¹ The policing of the yards was found to be deficient, and other problems were found that revolved largely around the lack of military order and the civilian character of the yards' workforce.

The office of storekeeper was especially faulted. This position, held by a civilian, oversaw the storage and disbursement of all the supplies at the yard, except for provisions and clothing (handled by the purser), and ordnance. The storekeeper was responsible for canvas, rope, tools, timber, coal, and the like; in peacetime his duties were rather light. The storekeeper at the Brooklyn Navy Yard in particular was criticized for his indifferent work habits. "He seldom visits the yard, and then only when it suits his convenience, and does not seem to recognize the military rules of the yard," a board of navy officers reported. "The storekeeper gives as a reason for his non-attendance, that the duties are so

¹¹ "Board of Navy Officers Preliminary Report on Investigation of Condition of Navy Yards," 36th Congress, 1st sess., *H. exdoc. 34*, p. 3. Because of their special authority to select their own workers, the master workmen were seen as susceptible to "outside influence," a reference perhaps to the fomenting of labor unrest among the civilian workers at the yards.

simple that they can be carried on by a clerk."¹² The board suggested that the office of storekeeper was largely redundant and its duties could be filled by the purser. In the final report, however, Secretary Isaac Toucey's new instructions for the administration of all the yards did not abolish storekeepers, nor were any new rules established for the purchasing of supplies.¹³

The new instructions acknowledged an important practice that was meant to be kept to a minimum, but which during the war became a vital part of the navy's procurement process: open market purchasing. The navy's official policy was to purchase supplies through contracts with private merchants, under the assumption that such purchases would reduce the cost to the government. During the war, however, this policy was strained by controversy. Contracts were advertised in major cities for a period of four weeks, describing the needs of the five major navy yards: Kittery (Portsmouth); Charlestown (Boston); Brooklyn (New York); Philadelphia; and Washington.¹⁴ By listing the needs of all five in newspapers throughout the country, the navy presumably ensured that bidders far from inland cities could compete with merchants in the larger coastal cities. In practice, however, the system favored a handful of "middle men," especially in New York and Boston, who purchased supplies from manufacturers and then sold them in bulk to the navy. In November 1862 Horatio Bridge, the Chief of the Bureau of

¹² Ibid., 22.

¹³ "Board of Navy Officers Investigating the Condition of Navy Yards," 36th Congress, 1st sess., *H. exdoc. 71*, pp. 23-27.

¹⁴ Proposals for Materials for the Navy, September 22, 1862, US Navy Subject File XS, box 733, Record Group 45, National Archives.

Provisions and Clothing, complained that "there are men whose principal business for many years has been that of government contractors, who manufacture nothing, and can only claim to be 'regular dealers' by reason of supplying the government and by occasional speculations with outside parties."¹⁵ While the activity of these dealers was not against the letter of the law, it was certainly perceived as a violation of its spirit.

Beyond the problems encountered with shady contractors and the occasionally sub-par goods they provided, the time consumed in the contract process often made open purchases necessary when supplies were needed immediately. For most of the war the various Bureaus and yards simply circumvented the contract system and bought on the market. Purchases for the year 1862-1863 were typical: in the Bureau of Yards and Docks material paid for under contract came to \$512,244, while purchases by navy agents in open market came to \$378,937, or about 43 percent of the total.¹⁶ In the Bureau of Equipment and Recruiting (responsible for the handling of most of the navy's coal), contract purchases amounted to \$1,582,045, and open purchases came to \$1,032,481, roughly 40 percent of the bureau's expenses.¹⁷ The Bureaus of Navigation and Medicine and Surgery operated almost entirely without contracts, due to the very specialized nature of the supplies they required, which included sextants, optical glass, surgical instruments, and medicine. The Bureau of Ordnance made few contract purchases as there were only

¹⁵ "Letter from the Secretary of the Navy in Relation to Supplies for the Navy," 38th Congress, 1st sess., *H. exdoc.* 40, p. 13.

¹⁶ *Ibid.*, 2.

¹⁷ *Ibid.*, 7.

a few manufacturers of naval cannon, and because most of the material it purchased was needed so quickly the delays caused by contracting were unacceptable.¹⁸

Aside from the need to circumvent improper or poorly carried-out contracts, the navy found it necessary to “stretch” regulations in order to meet the quickly expanding needs of the fleet. Contracts did allow supplies to be delivered in bulk by being advertised in “classes” (advertisements would simply list, for example, “class no. 7: yellow pine beams”; it would be up to the bidder to contact the commandant of the yard to discover the quantity and size of the beams needed). Many classes had so many subcategories, sizes, or varieties that market purchases simply weren’t convenient.¹⁹ Nonetheless, the high tempo of operations, and the unpredictability of supply requirements, meant that the navy had to buy much of what it needed as the need arose.

The fact that both systems had certain merits in part explains why many in the Navy Department defended their purchasing practices when allegations appeared in 1863 and 1864 that the contract system was unfair and corrupt. The most vocal allegations came, ironically, from a contractor, Franklin Smith, the head of a large trading house in Boston. His correspondence with Congress, detailing possible collusion between bidders in New York and Philadelphia to keep prices high, persuaded the Senate Committee on Naval Supplies to open an investigation. Smith asserted that the three largest contractors

¹⁸ Ibid., 31.

¹⁹ Proposals for Timber and Materials for the Navy, September 22, 1862, US Navy Subject File XS, box 733, Record Group 45, National Archives.

for the navy, Joseph Savage, H.J. Collins, and C.W. Scofield, constituted "the ring."²⁰

These men and others, Smith said, conspired to fix prices and shut out competitors. One of these competitors of course was Mr. Smith of Smith Brothers and Company.

It was true that certain irregularities were occasionally found in contracts, such as the adding of a "one" to the left of a price for a single item, and then not adding the additional sum into the final tabulation; ten thousand items at 40 cents, for instance, suddenly became a dollar more each. Because contractors were forced to bid on all items in a class (even though at any given moment the navy might not need some of the items within that class), some bid ridiculously low on certain items they knew the navy would want little of, and bid high on items in great demand; the resulting total bid would fall somewhere in between and appear lower than it actually was. This was a major reason for Smith's other principal allegation, that there were employees in the navy yards who would have knowledge of the needs of each bureau in collusion with "the ring."²¹

While all of this was compelling to some outsiders, those in the navy were more skeptical. In the end the navy was proven correct: even as Franklin Smith was bringing his weight to bear in Congress, Secretary Welles had launched his own investigation into illicit contract activities by Smith Brothers and Co. Smith and his associates were eventually found guilty of illegal activities of their own not unlike those so recently described in the senate. Smith had used his contact in the Boston Navy Yard, navy agent

²⁰ "Report of Select Committee on Naval Supplies." 38th Congress, 1st sess., *S. repcom.* 99, p. 15.

²¹ *Ibid.*, 3.

E.L. Norton, to ensure that all business in the yard was conducted through Smith Brothers. Smith was tried and convicted early in 1865. The evidence against Smith, however, was apparently not very strong; this combined with powerful friends in Washington resulted in a Presidential pardon on March 18, 1865.²²

Despite the misfeasance of Smith and others, navy planners were convinced that little was wrong with the law concerning contracts after several minor modifications were made to existing statutes in 1863. Enforcement was a problem, but for the bureau chiefs the contract system was of only limited use anyway; the rarity of contracts would minimize the problem. "My opinion is, from long experience," wrote Joseph Smith, Chief of the Bureau of Yards and Docks, "that the best way to procure the thousands of miscellaneous articles required at the navy yards will be to purchase them in open market at the lowest market price."²³

Once supplies were purchased and delivered to the various navy yards, suitable transport was required to get the squadron's necessities to the Gulf. At the beginning of the war the navy possessed only three supply vessels, the *Release* and the appropriately named *Supply* and *Relief*. None of these ships was steam-powered and all were too small for anything more than the undemanding tasks they had performed before the war.²⁴ Because supply vessels did not need large batteries or structural reinforcement to

²² Polser, "Administration of the US Navy," 257-64.

²³ "Report of Select Committee on Naval Supplies," 5.

²⁴ The *Supply* and *Release* began the war running supplies to Pensacola, while the *Relief* was the storeship for the African Squadron. All three would serve a short time in the Gulf of Mexico.

withstand battle damage, the navy did not bother building any specialized vessels for supply purposes. Instead vessels were chartered and purchased as the need arose, minor alterations being made to most of them to suit the navy's needs. Secretary Welles placed his brother-in-law, George D. Morgan, in charge of purchases in New York. Despite outcries of nepotism by Welles's opponents in the government, Morgan managed to purchase over two hundred vessels by the end of 1861--each vessel personally inspected by the naval constructor and ordnance officer at the navy yard.²⁵

In the early months of the war vessels were chartered by the month and sometimes even by the day. Often steamship companies were persuaded to part with large portions of their line at once. On April 29, 1861 the American Atlantic Screw Steamship Company of New York rented out three of its ships, the *Huntsville* and *Montgomery* at \$10,000 a month, and the *R.R. Cuyler* at \$12,500 a month.²⁶ Most of these contracts had options to purchase the vessels outright whenever the government so chose; the navy took advantage of this opportunity especially during the late summer of 1861 when it became apparent the war would last longer than a few months. Some acquired vessels were relatively expensive, such as the *Connecticut* and *Rhode Island*, the first supply steamers purchased to service the Gulf. The prices for these large ships, \$200,000 and \$185,000 respectively, were at the high end of a range that went as low as \$1,250 for a

²⁵ "Report of the Secretary of Navy," *Message from the President of the United States to the Two Houses of Congress at the Commencement of the Second Session of the Thirty-Seventh Congress* (Washington: Government Printing Office, 1861), 736-37; Robert M. Browning, Jr., *From Cape Charles to Cape Fear* (Tuscaloosa: University of Alabama Press, 1993), 144-45.

²⁶ Vessels chartered by the Navy Department, US Navy Subject File OX, Box 485, Record Group 45, National Archives. All three of these ships served throughout the war in the WGBS.

small schooner.²⁷ These costs, however, were far less than those for navy-built vessels. Few perhaps could be entirely happy with the performance of those vessels bought to be warships,²⁸ but as for those ships used as supply vessels, the navy could hardly have done any better.

Of the 194 vessels that served in the West Gulf Blockading Squadron at some point during the war, 137 of them were "acquired." Representing over 70 percent of the squadron's strength, these ships included the six large supply steamers that would provide the great bulk of provisions to the Gulf: the *Admiral* (later renamed the *Fort Morgan*), *Bermuda*, *Circassian*, *Connecticut*, *Rhode Island*, and *Union*. Other ships were occasionally ordered to carry supplies or provisions on an individual basis, but these six were the only ones with regular schedules. This handful of ships provided the food, ammunition, ordnance, and other stores that the West Gulf Blockading Squadron received during the war, as well as providing useful service as mail carriers, prison and passenger ships, and *ad hoc* blockaders as the need arose.

The first efforts to send supplies to the Gulf of Mexico came in the winter of 1861 when it became imperative to maintain Fort Pickens after the surrender of the Pensacola Navy Yard on January 12. When the war began in April the *Supply* and *Release* were the only ships in the Gulf carrying supplies; with travel time from New York to Pensacola

²⁷ "Report of the Secretary of the Navy" (1861), 724-30.

²⁸ "Report of the Secretary of Navy," *Message from the President of the United States to the Two Houses of Congress at the Commencement of the Third Session of the Thirty-Seventh Congress* (Washington: Government Printing Office, 1862), 179.

being up to twenty-two days one-way, it was clear a better solution was necessary.²⁹ In July Flag-Officer William Mervine was informed that not only would his squadron receive three ships loaded with coal, but also he would gain the services of two new vessels, the *Connecticut* and *Rhode Island*, which would run regularly and alternatively from New York to Texas. These ships would carry men, fresh supplies, stores, and take prisoners north on set schedules.³⁰ An important aspect of these ships was the fact that they would act independently of the various squadrons. The tight timetables the supply steamers kept necessitated that they operate without interference while at sea, so they could carry out their duties quickly. The captains of the supply steamers were in fact ordered to disregard any orders from superior officers except squadron commanders, who were asked to exercise this right only in emergency situations.³¹

Another important, and novel, feature of these ships was their specially-built ice rooms intended to store fresh beef, the mainstay of the Civil War sailor's diet. Commander Maxwell Woodhull, the captain of the *Connecticut*, was doubtful whether the ice rooms would accomplish their tasks when subjected to the Gulf heat. "I saw nothing but a great consumer of ice," he complained, "without the corresponding amount of cold element promised from it." His ship could carry 59,000 pounds of beef and 125 tons of ice, a ratio of four pounds of ice to one of beef. Initially the beef was hung on racks and the ice packed around it; the very motion of the ship and the beef inside could generate

²⁹ ORN, Ser. I, 27: 353.

³⁰ Ibid., 356.

³¹ Ibid., 365.

enough heat to melt the ice. Everything was usually fine until the ship passed Fort Pickens, when decay would start to appear; "by the time I got to Galveston I gave up the chill room in despair," Woodhull reported. He suggested that the beef be packed in layers with ice in between, and this improvement was eventually adopted.³²

Despite these innovations, preserving perishables was always difficult in the perpetually hot climate of the western Gulf along the shores of Louisiana and Texas. Traditional salted provisions were still used in addition to iced beef; in either case the food was rarely appetizing when unloaded from supply steamers. Sometimes the ice houses lost much of their ice before even reaching the Gulf: on one voyage the *Bermuda* started in Philadelphia with 175 tons of ice; by the time it reached Key West it was down to ten tons.³³ Alfred Thayer Mahan, who spent a short time on blockade in the Gulf, had little good to say about the food served there:

The primitive methods then still in vogue, for preserving meats and vegetables fresh, accomplished chiefly the making them perfectly tasteless, and to the eye uninviting; the palate, accustomed to the constant stimulant of salt, turned from "bully" (bouilli) beef and "desecrated" (dessicated) potatoes, jaded before exercise. Like liquor, salt, long used in large measures, at last becomes a craving.³⁴

The *Connecticut* and *Rhode Island* initially serviced all vessels south of Cape Hatteras in the Atlantic and Gulf Squadrons; this changed in May 1862, when they began supplying only the Gulf.³⁵ By the end of the year both ships were replaced; the former by

³² *Ibid.*, 367-68.

³³ *Ibid.*, 504.

³⁴ Alfred T. Mahan, *From Sail to Steam: Recollections of a Naval Life* (New York: Harper & Brothers, 1907 [1906]), 177.

³⁵ *Ibid.*, 435, 445.

the *Circassian* in December 1862, and the latter by the *Union* in January 1863. In the first two years of the war the supply steamers achieved a certain reputation for efficiency, despite there being only two in operation at that time. Captain Stephen D. Trenchard of the *Rhode Island* in particular received accolades from sailors and the Northern press for his invaluable service.³⁶ But this positive opinion of the supply steamers was not always universal. Complaints were made that they often missed ships, especially along the Texas coast and at Apalachicola, resulting in high rates of scurvy among crews from a lack of fresh provisions. Some captains were even admonished from time to time for their zeal in trying to make their voyages *too* quickly, and were asked to go more slowly.³⁷

It was not always easy for ships on blockade duty to remain in one place or to be where the supply steamers expected them. Being late for a rendezvous was no doubt a common experience for many captains. Rarely, however, would such a mishap end with disastrous results; more often it would mean simply the difference between plenty and a degree of hardship. The following scene was probably played out many times along the Gulf coast:

[Captain Hill]: "Just as I thought! Confound it, why couldn't we have been a couple of hours earlier! Well, Mr. Bailey, it seems pretty certain that we have lost the supply steamer, as we did our blockade runner last night, by being a little too late!"

[Mr. Bailey]: "That will make it a very dismal Christmas for us, sir."³⁸

³⁶ Edgar S. Maclay, *Reminiscences of the Old Navy* (New York: G.P. Putnam's Sons, 1898), 105, 207. This is one of the few published accounts of the experiences of an officer on a supply steamer during the war (based on the private papers of the Trenchard family), but it is unfortunately little more revealing than a logbook.

³⁷ ORN, Ser. I, 19: 156-157; Ser. I, 27: 469, 529.

³⁸ Frederick S. Hill, *Twenty Years at Sea, or Leaves from my Old Log-Books* (Boston: Houghton Mifflin, 1893), 206.

Mr. Bailey's lament notwithstanding, anyone who examines the logbooks of any of the supply steamers must be impressed with their diligent work habits. Operating out of Philadelphia, New York, or Boston, they made good time down the coast even with occasional stops at Hampton Roads. When leaving from Philadelphia or New York, a steamer could make Port Royal in the Sea Islands in four days or less; from Boston the same trip was normally made in five days.³⁹ After the town was taken in November of 1861, Port Royal became the headquarters of the South Atlantic Blockading Squadron and an important anchorage. After the spring of 1862 supply steamers heading south stopped there mainly to pick up and drop off mail and personnel.

Port Royal was often the first stop on the way to the Gulf, and usually the last on the way home. Admiral Samuel F. Du Pont, the commander of the SABS, was not particularly impressed with the services of the supply steamers; apparently he had a very poor relationship with the *Circassian* in particular. Besides being in his eyes dirty, crowded, and "very unfit," this ship had a habit of losing the personal items of the admiral and other officers. "We expected stores--got none," Du Pont wrote in December 1862, "looked of all things for our cabin carpets--they have left in some sailing ship--then my trunk." Two weeks after this Du Pont assured his wife it was all right that a letter she sent was late in coming: "You need not regret its not going by the *Circassian*, for it would have been lost there with the trunk." Several weeks later it was discovered the unfortunate

³⁹ Logbooks of USS *Admiral* and USS *Bermuda*, passim, Record Group 24, National Archives; ORN, Ser. I, 27:684-86.

trunk was on another vessel that came and went without leaving it.⁴⁰

Once steamers headed down the eastern coast of Florida, there were few diversions until reaching Key West. With few habitations or anchorages for blockade runners south of the mouth of the St. Johns River, few blockaders patrolled there. A supply steamer could make the passage from Port Royal to Key West in two to three days.⁴¹ Key West, the headquarters of the East Gulf Blockading Squadron, was also the first stop of every ship entering the Gulf. The garrison at Fort Taylor had helped maintain control of the island at the beginning of the war; this made the port friendly, but it was rarely safe for Union sailors. Yellow fever was a constant enemy everywhere in the Gulf, but it was especially dangerous at Key West, where ships leaving their stations could spread disease to ships leaving for the north. Often supply steamers received orders to bypass Key West when epidemics broke out.⁴²

The naval base at Key West had some capacity for repairing ships, but this was utilized mostly by the East Gulf Squadron once the Pensacola Yard was recaptured and Ship Island became available. After the beginning of 1862 few ships of the West Gulf Blockading Squadron frequented Key West except as a coaling stop. With few amenities for sailors on liberty and with lingering secessionist sentiment among its few thousand inhabitants, Key West offered little more than a respite from the monotony of the

⁴⁰ *Samuel Francis Du Pont: A Selection from His Civil War Letters*, John D. Hayes, ed. (2 vols., Ithaca: Cornell University Press, 1969), 2: 309, 341, 386. The captain of the *Circassian* was apparently not in agreement with Du Pont's assessment; see ORN, Ser. I, 27: 491.

⁴¹ Logbooks of USS *Admiral* and USS *Bermuda*, *passim*.

⁴² ORN, Ser. I, 27: 459.

blockade.⁴³

The first major units of the WGBS were encountered at Pensacola. Though capable of making the journey from Key West to Pensacola in a few days time, supply steamers might take up to seven days depending on how many ships they supplied on the west coast of Florida.⁴⁴ Even when the navy yard at Warrington (across from Fort Pickens) was under Confederate control in the first year of the war, there were always numerous ships anchored in the protected waters of the bay. Here the supply steamers unloaded their first major cargoes, and often filled their own coal bunkers simultaneously.

For new recruits and officers destined for ships in the WGBS, Pensacola also offered the first glimpse of their new "homes." Even though the trip down to the Gulf was usually not long by the standards of the day, the crowded and stuffy conditions on the steamers made the men eager to get off. "Our trip south in the *Bermuda*," one officer wrote, "was chiefly remarkable for its discomfort, as we were packed into her about as tightly as sardines." This ship had but four staterooms for twenty officers.⁴⁵ Conditions for enlisted men were even worse. The number of men shipped on each voyage varied, but as the WGBS steamers would carry men for the South Atlantic, East Gulf, and the West Gulf Blockading Squadrons passenger lists of up to 650 were fairly common.⁴⁶

⁴³ Jefferson B. Browne, *Key West: The Old and The New* (Gainesville: University of Florida Press, 1973 [1912]), 90-98.

⁴⁴ Logbooks of USS *Circassian* and USS *Union*, *passim*, Record Group 24, National Archives.

⁴⁵ Charles E. Clark, *My Fifty Years in the Navy* (Boston: Little, Brown and Company, 1917), 39-40.

⁴⁶ ORN, Ser. I, 27: 436, 447, 604, 612-13.

Another important cargo was mail, including official dispatches, private packages, and trunks, as well as money for the paymasters of the squadrons. It was nearly impossible to predict how much space had to be set aside for mail on each voyage. Early in the war 60,000 letters and 2,500 packages were considered an enormous amount of freight; later as many as 400,000 letters were being shipped south and 300,000 were coming north on a regular basis.⁴⁷ Apparently there were no complaints that such masses of mail would take precious space from other cargoes.

The most important cargo, of course, was food. In February 1862 the Bureau of Provisions and Clothing ordered that supply steamers provide an amount of fresh beef and vegetables "not exceeding a three days' supply going out."⁴⁸ This did not mention what quantities of dry goods or preserved foods were to be allotted, for those were already well established by the beginning of the war. A three-day supply being rather meager, other items such as bread and salted beef were meant to provide the major portion of the sailors' diet.⁴⁹ An examination of log entries can reveal a more definite picture of what was delivered on a daily basis; unfortunately only the officers of the *Connecticut* were diligent enough to record exact amounts of fresh beef unloaded. The log of this ship, however, provides a flavor of what was considered a regular ration. Large ships such as the old sail

⁴⁷ Ibid., 417, 446, 595.

⁴⁸ Ibid., 405. It is not clear whether this order was the acknowledgment of existing practices, or a major change in policy.

⁴⁹ Browning, *From Cape Charles to Cape Fear*, 212-213. From early 1863 onward, bread was one of the few food stores the navy made itself. See "Letter from the Secretary of the Navy in Relation to Supplies for the Navy," 12.

sloops like the *Potomac*, with their big crews, might receive as much as 1,200 pounds of beef at a time. Flagships, or the ships of flotilla commanders at each blockading station, often received oversized portions, up to 2,300 to 2,500 pounds of beef; this was sometimes doled out among the flotilla after the steamers had left. Most blockaders ranged from about 200 to 600 pounds of beef received at a time, depending on size of crew and existing stockpiles.⁵⁰

The supply steamers would discharge their cargoes either at sea or in port by receiving the boats of the ships being supplied, each boat receiving various barreled provisions. The steamer itself would simply anchor and unload cargo, not coming alongside any of the other ships. Any supplies not requisitioned or destined for a particular division of the ship (such as the carpenter, sailmaker, or boatswain) were sold to the crew by the paymaster, for a small profit.⁵¹

Sometimes the various warships of the squadrons brought each other small amounts of provisions or supplies. This was especially true of those vessels off Mobile, whose stations were only four and a half to five and a half hours' steaming from Pensacola. Usually these items consisted only of small things given from officer to officer or material such as firewood for galleys.⁵² Another source of provisions appeared after the capture of New Orleans in April 1862: commercial merchants, coming in the form of

⁵⁰ Logbook of USS *Connecticut*, November 24-29, 1861, Record Group 24, National Archives.

⁵¹ Monthly Expenditures of Stores on the *Ossipee*, Navy Subject File XN, Naval Stores Afloat, Box 716, Record Group 45, National Archives; Polser, "Administration of the US Navy," 284.

⁵² Marchand, *Journal of Blockade of Mobile*, 3: 56-57; ORN, Ser. I, 16: 734.

privately owned vessels selling their wares to the blockaders (sort of water-borne sutlers). It is not clear how common this form of supply was, but apparently it was only an occasional supplement to navy-issued goods. Marchand is one of the few to mention this practice in 1863.⁵³ The previous year Gideon Welles advised the Treasury Department to decline an offer made by Massachusetts and Maine interests to sell goods to the blockading squadrons, though he left it up to the Treasury to make the decision. Several months later the Treasury again forwarded a request by a New Orleans merchant to sell goods to the fleet; the Navy's reply is not known.⁵⁴ Whatever official stance the Navy Department had, the practice of supplying ships by private means was relatively rare and not a major source of provisions for the WGBS.

Another supplementary form of nourishment was occasional foraging onshore, including the barrier islands near Mobile. "I have been on shore hunting, and shot two beeves [cows]," one intrepid soul wrote. "This sport is rather dangerous, as guerrillas are said to be plentiful, but it serves to vary our diet and the dullness of blockade duty."⁵⁵ Such foraging was perhaps not as common in the western Gulf as it was off the west coast of Florida, where cattle raids became an important part of the operations of the East Gulf Blockading Squadron. These were intended not only to strike at an important food source for the eastern Confederacy, but also to provide beef supplies to Union soldiers and

⁵³ ORN, Ser. I, 16: 105-06.

⁵⁴ *Ibid.*, 27: 396-97, 432.

⁵⁵ Carroll S. Alden, *George Hamilton Perkins: His Life and Letters* (Boston: Houghton Mifflin, 1914), 142.

sailors, as well as to refugees.⁵⁶

Within five to six hours' steaming of the blockade stations off Mobile was the low, sandy outpost of Ship Island, just off the coast of Mississippi. Supply steamers could and did make the trips from Pensacola to Mobile to Ship Island (or the reverse) in a single day, dispensing stores along the way. When Ship Island was captured in November 1861 there was little there except the unfinished walls of Fort Massachusetts, begun just a few years before the war.⁵⁷ The island did not have much of a harbor, but the sheltered waters of Mississippi Sound offered an adequate anchorage for large vessels. After 1862 Ship Island was perhaps more immediately useful to the army, who used it as a holding area for prisoners taken in Louisiana as well as a base of operations for raids into coastal towns such as Pascagoula.⁵⁸ Even after the capture of New Orleans and the recapture of the Pensacola Navy Yard, Ship Island was an important repair facility for vessels coming from Mobile. Its use as a supply depot, however, declined after mid-1862; by 1864 it was used mostly by the few ships operating in Lake Ponchartrain and Mississippi Sound.⁵⁹

Beyond Ship Island were the passes of the Mississippi. The closest, Pass à l'Outre, was only about seven hours away; the most used pass, Southwest, was a good half-

⁵⁶ George E. Bukar, *Blockaders, Refugees, and Contrabands: Civil War on Florida's Gulf Coast, 1861-65* (Tuscaloosa: University of Alabama, 1993), 144-60; John E. Johns, *Florida During the Civil War* (Gainesville: University of Florida, 1963), 71-76.

⁵⁷ Zed H. Burns, *Ship Island and the Confederacy* (Hattiesburg: University and College Press of Mississippi, 1971), 5.

⁵⁸ ORA, Ser. I, 34, part 4: 7, 278; ORN, Ser. I, 21: 758-59.

⁵⁹ ORN, Ser. I, 20: 202; 21: 81-82; 27: 494.

day's steam away. In the first twelve months of the war vessels were stationed at every pass and had to be supplied in turn, but once New Orleans was captured this was no longer necessary. The *Pampero*, a storeship, was stationed permanently at the Head of the Passes to give supplies to passing vessels; she was also a common stop for supply steamers. This ship also was an important dispatch station for sending messages to and from New Orleans, and was charged with maintaining navigation buoys in the river.⁶⁰

Just down the river from the city was the quarantine station, and the frequency of yellow fever outbreaks kept many ships here. Sometimes supply steamers were stopped, upsetting their timetables and delaying the delivery of supplies. The *Bermuda*, for example, was quarantined for eight days for having recently stopped in Key West during a yellow fever outbreak.⁶¹ Once at New Orleans, ships of the West Gulf Blockading Squadron had considerable resources at their disposal. The largest city in the South, New Orleans boasted docks and ship-repair facilities that helped alleviate the squadron's maintenance problems. The city did not, however, provide much in the way of dry goods, food, and other equipment and stores until mid-1863, thanks to the Confederate blockade of the Mississippi river, which lasted until the capture of Vicksburg.⁶² During the fourteen months prior to that both the city and the U.S. military forces there were almost entirely dependent on the sea.

⁶⁰ Ibid., 20: 195; 21: 93-94.

⁶¹ Logbook of USS *Bermuda*, June 4-12, 1863.

⁶² Gerald M. Capers, *Occupied City: New Orleans Under the Federals, 1862-1865* (Lexington: University of Kentucky Press, 1965), 115, 147-48.

For the Navy, the isolation from upriver resources was not a terrible problem. Some supplies such as iced beef could never be shipped from anywhere except the northeast anyway,⁶³ and even after June 1863 supply steamers never ceased departing from the main ports in the northeast. Late in the war, however, support for the blockade off the coast of Texas was aided by several steamers sent directly from New Orleans, the *Arkansas* and the *Augusta Dinsmore*.⁶⁴ The main role of these ships was to dispatch messages and transport ordnance and ship's stores, not provisions.⁶⁵ Rather than creating a new direct supply line down the Mississippi into the Gulf, the navy instead used New Orleans in the last two years of the war to supplement the main supply line running from the north down the coast. By 1864 supply steamers from the north were picking up barrels of provisions in New Orleans on their way to Texas, though this never completely solved the problem of spoilage of food in that part of the Gulf.⁶⁶

Texas was the worst drudge assignment of the West Gulf Blockading Squadron, perhaps even of the entire navy. Many of the men stationed there would no doubt have felt that time actually *did* pass more slowly off Galveston and the Rio Grande. This part of the Confederacy was unusual in that much of the coast was a sort of no-man's-land, where the blockade met the frontier. With little to do, some men even went on shore and

⁶³ Both beef and ice could be secured in the upper Midwest, but they would need to have been unloaded at New Orleans to a sea-going vessel; much of the ice would have melted during the offloading.

⁶⁴ ORN, Ser. I, 27: 568-69.

⁶⁵ *Ibid.*, 21: 33-34, 127.

⁶⁶ *Ibid.*, 27: 564.

wandered about, such as the captain of the *Sciota*:

I do nothing but read and build castles in the air, for no sails appear within the lines of coast allotted to me. Once in three weeks the steamer comes along with our letters and provisions--fresh meat, potatoes and onions. Once or twice I have ventured on shore, but it is very risky, and the last time I was so nearly captured it is a wonder now that I am not either shot or a prisoner of war. I would go ashore, just for a change, and, being unknown, would venture into the towns and villages, buying something at the stores and looking about a little, and even make some friends who did not know my name.⁶⁷

The station commander off Galveston rarely had enough ships to cover the numerous inlets and passes up and down the coast. Though there were few ports of significance, there were nonetheless many sheltered spots for ships to anchor and unload goods. There were nine positions that the navy felt compelled to blockade; of these, Calcasieu, Sabine Pass, and Galveston were the most important. Most of the other stations, essentially passes through the various barrier islands off the Texas coast, rarely had more than one ship watching over them, if that.⁶⁸

At the beginning of the war Gideon Welles set up a committee to determine the blockade strategies for the various squadrons. In its report on the Gulf of Mexico, dated August 9, 1861, this committee (composed of Captain Samuel Du Pont, Alexander Bache of the U.S. Coast Survey, and Major John Barnard of the Army Corps of Engineers) assigned the lowest priority to the blockade of Texas. Concentrating on the problems of closing down the ports of New Orleans and Mobile, the report did not suggest even a rudimentary strategy for handling the ports west of Louisiana.⁶⁹ This early indifference

⁶⁷ Alden, *Life and Letters*, 165.

⁶⁸ ORN, Ser. I, 21: 713-14.

⁶⁹ *Ibid.*, 16: 618-30.

toward Texas hardly changed throughout the war, and perhaps with good reason: most goods coming into Texas through the blockade rarely went beyond there. In fact, the number of ships off Texas actually decreased after November 1864, despite an abundance of vessels due to the closure of Mobile as a blockade running port.⁷⁰ Even when transport was possible across the Mississippi the Confederacy could move material from Texas to the east only with great difficulty. When Vicksburg was taken on July 4, 1863, what had been a difficult task became nearly impossible.

The men on blockade off Galveston and neighboring stations felt the effects of the navy's indifference toward that sector of the Confederacy. Mahan, who served in both the South Atlantic and West Gulf squadrons, found the contrast between the two rather stark. "Charleston. . . was a blooming garden of social refreshment compared with the wilderness of the Texas coast," he grumbled. "Supply vessels, which came periodically, and at not very long intervals, arrived with papers not very late, and with fresh provisions not very long slaughtered; but by the time they reached Galveston or Sabine Pass, which was our station, their news was stale, and we got the bottom tier of fresh beef."⁷¹

Some voices were even more critical of the efforts to supply the Texas blockade. Lieutenant Commander Richard Meade wrote angrily, "The *Circassian* has been 73 days on the round trip and as far as my experience goes, the supply system as now managed by the commanding officers of these vessels is a complete failure." The crew of Meade's ship,

⁷⁰ See Appendix C.

⁷¹ Mahan, *From Sail to Steam*, 174.

the *Chocura*, was beginning to show signs of scurvy--and this was after Mobile was taken and the fleet was supposedly free to concentrate its resources in the western Gulf.⁷²

The actual time it took supply steamers to get to the stations off Texas once they left the mouths of the Mississippi was relatively brief. Ships often took three or four days to get to Galveston, stopping at various points along the way such as Atchafalaya Bay, Calcasieu, and Sabine Pass.⁷³ Going directly, however, a steamer could make the passage in a day or less, and all of the points south of Galveston were within a two-day voyage.⁷⁴ All this traveling about, of course, was always at the end of a long voyage of sometimes over a month--time enough for even the coldest ice room to be warmed, especially in the sweltering heat of the Gulf coast.

The *Circassian* was indeed the slowest of the supply steamers; on some of its trips it took up to forty days to reach Galveston from Boston. Usually, however, it commonly made the voyage in less than twenty-five days. Other vessels were generally speedier: the *Bermuda* and *Admiral*, for example, reached Texas after fifteen days at sea in May 1864; the former had left from Philadelphia, the latter from New York.⁷⁵ The most common travel time for all steamers was from twenty to thirty days, but this was essentially a measure of how long it took the steamers to perform their duties, not necessarily of their speed. Doubling these times gives a good approximation of the length of the round trips

⁷² Meade to Woolsey, September 2, 1864, Meade Letters.

⁷³ ORN, Ser. I, 27: 666-71, 681-84, 717.

⁷⁴ Logbooks of USS *Bermuda* and USS *Union*.

⁷⁵ ORN, Ser. I, 27: 666-84.

these ships made; voyages from the North to the Rio Grande and back could take as little as a month or as much as a month and a half.

Despite these problems sailors at the extremity of the squadron were never threatened with starvation, thanks to the stockpiles of salted and otherwise preserved--albeit less than fresh--provisions. The inconsistent supply of fresh meats and vegetables, however, was a contributing factor in the poor morale that often afflicted the crews of the vessels off Texas. No amount of research can precisely measure the resiliency of the human spirit, but it would seem likely that low morale was a contributing factor in the many disasters that beset the Union Navy off Texas after 1863.

In addition to all the duties attendant upon satisfying the material needs of the ships of the Gulf squadrons, supply steamers were tasked with chasing down any blockade runners they encountered, and with carrying prisoners north. Prisoners were just one more cargo that had to be carried on these overused ships. Often they consisted of people taken off prizes or soldiers seized in raids on the coast. A few were famous, such as Confederate Admiral Franklin Buchanan whom the *Fort Morgan* took north after his capture at Mobile.⁷⁶ A more bothersome task (certainly to those who had to give up berth-space to the shackled passengers) was the transportation of paroled prisoners, sometimes numbering as many as 400 at a time. These would be deposited at Charleston or Hampton Roads, and then exchanged. Even though precautions had to be taken while carrying prisoners, such as sending them below decks and putting them in irons when near

⁷⁶ Ibid., 27: 418, 639-41.

a shore, there were no major incidents of escape from supply steamers in the Gulf.⁷⁷

Some of the supply steamers, such as the *Connecticut*, *Rhode Island*, and *Union*, were quite successful blockaders, capturing a number of prizes. In one of those episodes that revealed how old technology existed alongside the new, the sail ship *Supply*, built for the Mexican War, managed a capture of her own.⁷⁸ This was the exception, however, for most auxiliary and supply vessels of the WGBS were far too slow to give chase. The supply steamers, however, were given specific orders to hunt down strange sails if they came across them: "The unquestioned belligerent right of search is to be exercised," a typical order for a supply voyage read, "and you will be vigilant to detect, seize, and send into port for adjudication any vessels you may meet in your course engaged in carrying contraband of war to the insurgents or in violating the blockade."⁷⁹ The effect of such orders on the supply duties of these vessels is difficult to determine; chasing a blockade runner could take a day or more, and more often than not resulted in a wild goose chase. All of this was time taken away from getting provisions to hungry crews. Nonetheless, no one advocated an end to this practice: if a supply steamer simply let blockade runners go by, there might never be another chance to capture them.

Whether as warships, mailmen, refrigerator ships, passenger ships, or ordnance carriers, the supply steamers in the Gulf of Mexico were the most versatile and busiest ships in the Union Navy. Their performance was hardly perfect: they were often late or

⁷⁷ Logbook of USS *Bermuda*, June 25-July 12, 1863; ORN, Ser. I, 27: 610, 622, 626.

⁷⁸ ORN, Ser. I, 27: 409-15.

⁷⁹ *Ibid.*, 582-83.

slow in arriving, they suffered mechanical breakdowns like other vessels, their provisions did not always stay fresh, their passengers found them crowded and uncomfortable, and sometimes they ran out of cargo space.⁸⁰ None of the vessels was able to maintain a perfect schedule going back and forth between northern ports and the Gulf; transit times varied due to weather, fuel supply, engine performance, the variety of ships to be supplied, and other problems. This created many headaches (and no doubt stomach aches) for many officers and crewmen of the West Gulf Blockading Squadron, but the system did work. No crews starved, and no ships were put entirely out of action due to supply shortages. The Union had reason to be proud of its efforts to provision its ships in the Gulf; no nation had ever attempted to provide a fleet so far from home with such a sophisticated supply line. The WGBS did experience its share of logistical problems, as will be shown in the following chapter. Nonetheless, most of those thousands of hungry men who sweated through four long years of war floating on a watery desert were thankful each time a supply steamer appeared on the horizon, bringing news of home and a connection to the outside world. Many of them could probably have been persuaded to say, as Winston Churchill once said: never was so much owed by so many to so few.

⁸⁰ Ibid., 423. On one voyage, the *Connecticut* was told it would receive 60 cubic feet of "articles for a telegraph." When the material arrived at the dock it proved to be 1,900 cubic feet and weighed 25 tons.

CHAPTER V: THE LIMITS OF LOGISTICS

A number of factors beyond the vagaries of daily provisioning limited the effectiveness of the West Gulf Blockading Squadron to one degree or another: maintenance, the availability of coal and ammunition, and manpower. These factors affected all the squadrons, but the peculiar circumstances of the Gulf (distance from the North, climate, the capture of certain cities) served to modify some of their effects. In his recent study of the North Atlantic Blockading Squadron, Robert Browning examines the number of vessels absent for repairs throughout the war and concludes that from one-third to two-fifths of the squadron's ships were absent from their stations at any one time, either because of needed repairs or want of fuel.¹ The lack of consistent maintenance was perhaps the most vexing problem for all ships of the Union Navy, and its effects were acutely felt in the Gulf of Mexico.

Table 1 shows the percentages of warships not on blockade at various times from March 1864 to April 1865, the year for which the best documentation of ship locations is available. The figures are based only on those ships actually present in the Gulf; ships being repaired in northern ports are not considered. The table reveals that the proportion of ships not on operations at any given time averaged around 35 percent, a number consistent with Browning's findings.

What this table does not reveal is that many of those ships on blockading station were in a less-than-perfect state of repair or were low on coal, and were only waiting for

¹ Browning, *From Cape Charles to Cape Fear*, 199.

Table 1. Percentage of Warships in the West Gulf Blockading Squadron Not Engaged in Blockade or Combat Operations, 1864-65.*²

| Date | Percentage | Date | Percentage |
|-------------------|------------|-------------------|------------|
| March 15, 1864 | 32% | November 1, 1864 | 33% |
| April 5, 1864 | 51% | November 30, 1864 | 39% |
| April 15, 1864 | 44% | January 1, 1865 | 40% |
| May 1, 1864 | 41% | January 15, 1865 | 40% |
| May 15, 1864 | 41% | February 1, 1865 | 30% |
| June 1, 1864 | 27% | February 15, 1865 | 34% |
| June 15, 1864 | 34% | March 1, 1865 | 38% |
| July 15, 1864 | 31% | March 15, 1865 | 29% |
| August 15, 1864 | 16% | April 1, 1865 | 25% |
| September 1, 1864 | 35% | April 15, 1865 | 24% |
| October 1, 1864 | 35% | | |

* Does not include auxiliary or supply vessels.

vessels in port to return so that they might journey to a navy yard themselves. Captain John Marchand's journal kept while off Mobile in 1863 gives an indication of the movement of ships back and forth between there and Pensacola. On April 3, the "U.S. Gunboat *Kanawha* . . . returned from Pensacola and the *Pembina* started immediately afterwards for the same place for coal and provisions." On the following day the *Kennebec* left to coal, and on the 5th the *Pocahontas* arrived after having her boilers repaired. The *Kennebec* returned on the 8th and the *Aroostook* then left straight away.³ This alternation was a typical pattern off Mobile, while the turnaround time off Galveston was somewhat

² Data derived from a compilation of fleet dispositions based on materiel in ORN, Ser. I, 21. The category "Not engaged in blockade or combat operations" is used here to describe any ship in port, regardless of the specific reason (i.e. coaling, repairing, taking on stores, etc.). While certain supply steamers were essentially considered "warships" while carrying out their supply duties, they were not subject to orders from the commander of the WGBS; therefore they are not included in these percentages.

³ Marchand, Journal of Blockade of Mobile, 3: 54-58.

longer.

The complaints from commanders in the squadron about various mechanical problems with their ships grew considerably as the war continued and the number of ships increased. In the early months of the war, repairs could be made only in the North. Few ships needing repairs actually made the journey north, however, because with often only one or two ships at each station, they were more useful staying in the Gulf in a disabled state than leaving there altogether. Moreover, some captains were unwilling to report their mechanical problems and head north, "lest it should be construed into a disposition on their part to avoid the service."⁴

Upon arriving in the Gulf in February 1862, Farragut's first action was to write to the Navy Department complaining of the poor condition of his ships and the need for a storeship with "a few of the most useful tools, turning lathes, forges, etc."⁵ Later, during operations on the Mississippi above New Orleans, many of his ships were showing their wear from several months of continuous steaming. The guns of some ships were nearly useless from constant firing and battle damage; there was little that could be done, however, except "hope that they will hold out on the present service."⁶

As the squadron increased in size from 1863 onward, its maintenance requirements grew immensely; ironically, the most common solution was simply to request

⁴ ORN, Ser. I, 16: 565-66, 592-94; 17: 10.

⁵ Ibid., 18: 27-28. The squadron would eventually have one or more storeships at every major port: the *Nightingale* and *J.C. Kuhn* at Pensacola, the *Fearnot* and *Pampero* at New Orleans, and the *Relief* at Ship Island.

⁶ Ibid., 540.

more ships. "More vessels are required in this division of the squadron," Commodore Robert Hitchcock wrote while repairing his vessel in Pensacola. "The gunboats off Mobile have been on such constant service that the repairs have been only such as were imperatively necessary." Commodore Henry Morris wrote several months later, in May 1863, that "the condition of nearly all the gunboats of this squadron is so dilapidated by reason of the giving out of their machinery and boilers as to incapacitate them for performing much more service on blockade duty."⁷ Farragut offered his own analysis of the recurrent problem of disabled machinery: "I can not but think that this is owing to bad engineering, as I find that when the engineer in charge is a man of ability the engines are generally in good order and ready for service."⁸

The calls for greater numbers of ships and better repair facilities were made most passionately when discussing the possibility of a Confederate attack. Indeed, some commanders were more concerned with meeting this threat than with getting more ships simply to enforce the blockade. "Whatever may be the intention of the enemy inside of Mobile Bay or of their friends elsewhere who have threatened to come to their assistance at this point," Captain Thornton Jenkins wrote in January 1864, "it certainly is our duty to be well prepared to act, not only on the defensive, but to attack with the assurance of possible, if not probable, victory in case the opportunity is presented."⁹

The WGBS did have a significant ability from 1862 onward to repair its vessels in

⁷ Ibid., 20: 100, 170.

⁸ Ibid., 179-80, 456.

⁹ Ibid., 700, 732, 738; 21: 30-31, 267-68, 298-99, 309-10.

the Gulf. The navy yard at Warrington near Pensacola was an important repair facility, especially for vessels off Mobile. It was hardly perfect, for retreating Confederate forces had laid much of it to ruin. "The Yard, however, still served some good purpose," the commander of the *Aroostook* remembered. "It was the coaling station for the blockading fleet off Mobile; slight tinkering could be done to our lame ducks when they came in after a long tour of duty on the blockade."¹⁰ Even in August 1862, five months after its recapture, the navy yard was in shambles except for a few buildings, but the site was far too useful and strategically placed to be abandoned. Equipment and personnel were moved from Ship Island to Pensacola and laborers worked furiously to put the yard back in order.¹¹

Even more useful as a depot for repairs was the port of New Orleans with its existing commercial docks, shops, and storage facilities. By the last year of the war this city was handling the majority of the squadron's disabled vessels. It was extremely expensive and often beyond the technical capacity of the New Orleans yards to do more involved repairs, however, and the navy did not have any facilities of its own. If a ship needed new boilers, for instance, it was more expedient to send her north.¹² The yards at Pensacola and New Orleans were limited in what they could do, but their possession early on in the war by the Union was an immeasurable asset, allowing some vessels to remain in

¹⁰ S.R. Franklin, *Memoirs of a Rear-Admiral* (New York: Harper & Brothers, 1898), 191.

¹¹ ORN, Ser. I, 19: 163-64; USS *Oneida* Journal, September 8, 1862, Southern Historical Collection, University of North Carolina, Chapel Hill.

¹² ORN, Ser. I, 19: 211.

the Gulf that otherwise would have gone north for repairs. Without both stations the WGBS would have been far less effective than it was.

Farragut was an untiring advocate of his command, his ships, and his men--more so perhaps than his successors Henry Bell, James Palmer, and Henry Thatcher. In the hands of a commander who was less in touch with the needs of his crews, the squadron might not have fared as well as it did in its most trying moments. Luckily for Farragut and the men of the WGBS their calls for better supplies and facilities fell on receptive ears in Washington. Gideon Welles and his Assistant Secretary, Gustavus Vasa Fox, understood the problems facing the blockading squadrons and did the best they could to solve them. They experienced, however, a feeling of powerlessness at times when confronted with the capriciousness of the mechanical monstrosities they had conjured up for the Union. "We have our navy yards, filled with broken down vessels," Fox wrote to Farragut on September 9, 1862, "and we know your wants and will exert ourselves to help you, but the more we send, the more they seem to come back."¹³

The lack of consistent maintenance had a major impact on the performance of the various ships of the West Gulf Blockading Squadron. Though the squadron often had more than seventy ships at its disposal, sometimes as many as half were in port at New Orleans, Pensacola, or elsewhere.¹⁴ Analyses of the weekly and monthly dispositions of the squadron's ships, as well as of the correspondence from personnel in the Gulf,

¹³ *Confidential Correspondence of Gustavus Vasa Fox, Assistant Secretary of the Navy, 1861-1865*, Robert M. Thompson, Richard Wainwright, eds. (New York: De Vinne, 1920), 317.

¹⁴ See Appendix C.

demonstrate that Browning's observations of the maintenance record of the North Atlantic Blockading Squadron hold true for the Gulf of Mexico as well. Future research may reveal which squadron actually "suffered" more in this respect, but it is clear that the closeness of facilities at New Orleans, Ship Island, and Pensacola in part compensated for the greater distance ships in the Gulf had to travel to get to northern ports than ships in the other squadrons.

It is important, however, not to exaggerate the effects of maintenance on operations. Blockade runners would not have been completely stopped even if more ships had been on blockade in good repair. Throughout much of the war the number of blockaders off the main ports was fairly constant. The most fervent calls for better ships and faster repairs came when offensive operations were contemplated, such as those against New Orleans, Vicksburg, and Mobile; they also came when attacks were expected from the enemy. For most of the WGBS this threat never materialized, and the Union never surrendered the strategic initiative; as Table 1 shows, in August 1864 the great majority of the squadron was out of port (and concentrated in Mobile Bay), but the next month and for the months thereafter the proportion of ships in port went up. To a degree the WGBS had the luxury of choosing where it would attack, and could afford to have some ships out of action.

The problem of getting enough coal to the WGBS was even more troubling than that of maintenance. No consistent system was ever set up for providing coal "rations" to any of the squadrons in the regular manner that food stuffs were supplied. No one really knew how much coal was necessary on a weekly basis, though some tried to make modest

estimates: Admiral Du Pont, for example, thought that 1,000 tons a week would be sufficient for his South Atlantic squadron in April 1862.¹⁵ A month earlier Gideon Welles supposed that 10,000 tons a month could be shipped to the Gulf from Philadelphia, though it is highly unlikely that such a total was ever maintained.¹⁶ Perhaps the most reasonable estimation was Farragut's of June 1864, when he reported that the ships off Mobile were using 2,000 tons a month.¹⁷ Such calculations were dependent on many things: the number of ships in the squadron, the tempo of operations, and the rate of each ship's fuel consumption. The constantly changing composition of the navy, however, meant that coal ended up being dispatched haphazardly from the beginning of the war to the end.

The navy supplied its squadrons with coal by chartering vessels, usually schooners, on a monthly or voyage-by-voyage basis. A few of the early chartered ships, such as the *J.C. Kuhn* and *Fearnot*, were later purchased and used as stationary coal hulks and storeships in the Gulf. The practice of leaving coaling essentially in private hands was common in the mid-nineteenth century; during the Crimean War the British had

¹⁵ *Du Pont Letters*, 1: 416. This calculation by Du Pont is often misquoted. He said that, "I took pains to state what should be immediately forwarded and then the weekly consumption--that is, 3,000 tons at once, and then 1,000 tons per week which the squadron requires." The editor of Du Pont's letters (John Hayes), however, states (referring to the same passage) that "Du Pont's letters indicate that the approximate requirements of anthracite coal for the four blockading squadrons were more than three thousand tons per week" (1: lxxvi). Subsequent historians have apparently echoed Hayes's comments rather than Du Pont's.

¹⁶ ORN, Ser. I, 18: 49-50, 58-59; *Confidential Correspondence of Gustavus Vasa Fox*, 1: 309.

¹⁷ ORN, Ser. I, 21: 314.

successfully used similar methods to supply their ships in the Baltic and Black Seas.¹⁸

Experience in the Gulf of Mexico would prove, however, that the old ways of providing coal were simply inadequate for a large, steam-powered navy.

Even with abundant coal stockpiles, the very act of coaling a ship in the 1860s effectively took the vessel out of action, as it was a laborious and time-consuming process that could last up to several days. Coaling could be done at sea if the weather and sea conditions were relatively calm; even in a moderate sea re-coaling was risky, however. Furthermore, the amount of coal that could be distributed at sea was limited by the size of the colliers; often these were small vessels capable of carrying only 100 tons or less.¹⁹ Colliers also had to leave one-third of their cargo as ballast, which further reduced the amount that could be provided at sea. To properly refill its bunkers a warship had to return to an anchorage, where it had access to coal piles of hundreds or thousands of tons.²⁰

There were many moments during the war when the squadron's coal supplies were on the verge of giving out; even in the month before the attack on Mobile in July 1864, stockpiles were so low that there were only two or three hundred tons of coal at

¹⁸ Andrew Lambert, *Battleships in Transition: The Creation of the Steam Battlefleet, 1815-1860* (Annapolis: Naval Institute, 1984), 61-63.

¹⁹ The small carrying capacity of coal schooners was helped to a degree by the Union's reliance on Pennsylvania anthracite, which burned two-thirds longer and had a smaller bulk than bituminous coal. The navy's voracious appetite for coal, however, meant the benefits from this advantage were rather small. See Frederick M. Binder, "Pennsylvania Coal and the Beginnings of American Steam Navigation," *Pennsylvania Magazine of History and Biography* 83 (Oct. 1959), 443.

²⁰ Marchand, *Journal of Blockade of Mobile*, 3: 58-62; *USS Oneida Journal*, September 5-10, 1862; William Walker to William McKean, February 6, 1862, Navy Subject File OX, Transportation of Supplies and Passengers, Box 489, Record Group 45, National Archives; ORN, Ser. I, 16: 707.

Pensacola--hardly enough to fill a single warship.²¹ The squadron was often only one late shipment away from having nothing at all. Though a lack of coal could not completely immobilize the majority of the ships in the squadron, it reduced an unlucky commander to a state little better than his antecedents in the war with Britain fifty years before. Despite constant shortages, however, no blockading stations were ever left completely uncovered because of coal deficiencies.²² There were rare occasions when the squadron had a surplus, but this appears to have been confined to a brief period of a few months after the taking of New Orleans.²³

Coal was one of the few things that the Union could never produce enough of, and coal supply was always a limiting factor on the operations of the WGBS. The precise effect of shortage on the squadron is difficult to gauge, however. There is no doubt that ships with an unlimited supply of coal could have stayed on their stations longer, but it is impossible to determine how much more effective they might have been in capturing blockade runners. A voyage that is never made due to a lack of fuel is also a voyage that never gets into the historical record. It is certain, though, that the coal problem was a fundamental hindrance to the performance of the WGBS.

Ammunition, for all of its complexities of manufacture and delivery as described earlier, was one important material that the WGBS had plenty of. Shot, shell, and

²¹ ORN, Ser. I, 21: 374-75.

²² Ibid., 20: 221, 408-11, 711, 713, 724; 21: 332, 341.

²³ ORN, Ser. I, 18: 465-66; *Confidential Correspondence of Gustavus Vasa Fox*, 315-16.

powder came on the regular supply steamers and were also special-ordered when offensive operations were planned. The taking of blockade runners hardly necessitated the expenditure of any ammunition at all; a few shots across the bow were all that was normally necessary. Even in battle ammunition expenditure was often quite low, as weapons of this time were slow to load and operate. One ship, the *Katahdin*, recorded its use of shell and shrapnel in operations along the Mississippi from October to December 1862; in seven engagements it used less than 125 charges.²⁴ In major engagements, however, such a total might be used in a few hours. At the Battle of Mobile Bay on August 5, 1864, for example, the *Brooklyn* and *Richmond* were typical: the former fired 183 times; the latter, having engaged the *Tennessee* in addition to Fort Morgan, fired 223 times.²⁵ The normal usage of ammunition while on blockade was usually far less than this, and ships could easily carry in their own holds several months' supply.

The WGBS never suffered a major loss because a ship ran out of ammunition or because it was stocked with the wrong kind of ammunition. The most spectacular setbacks for the squadron--the defeat at Galveston on January 1, 1863, the loss of the *Morning Light* and *Velocity* twenty-two days later at Sabine Pass, and the capture of the *Granite City* and *Wave* at Calcasieu on May 6, 1864--were all due to surprise and the use of small arms by the Confederates. In all three cases the WGBS was overpowered because the enemy was able to swiftly close and shower the better-armed Union ships with rifle

²⁴ ORN, Ser. I, 19: 436-37.

²⁵ ORN, Ser. I, 21: 451, 456-57.

fire. The only time a lack of ammunition might have affected a Union engagement was just before the passing of Forts St. Philip and Jackson; Farragut expressed concern that shells for his mortars were quickly running out, and this may have contributed to his decision to run the forts when he did. In the end, though, his concerns proved groundless.²⁶

Maintaining a proper amount of manpower in the squadron was a long-term problem that the WGBS shared with all the other squadrons, and it extended from officers down to landsmen. By 1863 the low rate of recruitment for the navy meant that many ships had far less than their required complements. "There are now in this port [Pensacola] seven vessels, not any of them fully manned," one captain complained, "one of them (the *Anderson*) has been here for months, not able to go to sea from want of men."²⁷ In August 1863 Commodore Bell thought that the squadron was lacking about 500 men and officers; by October he had amended this number to almost 1,400. The problem was never effectively solved. Even in the closing days of the war, on April 8, 1865, Admiral Henry Thatcher (who had succeeded Farragut as commander of the squadron) reported to the Navy Department that there was a deficiency of 1,881 men.²⁸ Having larger complements would most likely have had the biggest impact on morale: bigger crews could have divided labor tasks more evenly, and having more men could have prevented such mishaps as happened off Galveston and Sabine Pass.

²⁶ *Ibid.*, 18: 134-39; 19: 446-50; 21: 246-64.

²⁷ *Ibid.*, 20: 100.

²⁸ *Ibid.*, 20: 465, 612; 22: 123.

CHAPTER VI: CONCLUSION

The logistical effort mounted to supply the West Gulf Blockading Squadron was unprecedented; it was also, at times, maddeningly unpredictable. Crews in the Gulf of Mexico could not expect with any regularity the largesse that the Northern armies often enjoyed. For all its faults, however, the supply system to the Gulf accomplished its task. For its time it was a rational, well-planned, and sometimes intelligently inventive operation. Though at the "end of the line," so to speak, the men and ships of the West Gulf Blockading Squadron were in many ways no worse off than their companions farther east and north.

Texas was the weak link, and it was exploited by the Confederacy. Lacking a permanent base on the coast, ships off Galveston or the Rio Grande had to return to New Orleans or Pensacola to coal or receive repairs. Provisions often arrived in a less than palatable condition, and coal had to be taken on at sea. Few ships were assigned to stations off Texas partly because the navy needed them elsewhere, and partly because blockade running into the state's dusty ports had little impact on the war. Left in small numbers, Union vessels off Texas were vulnerable to audacious attacks by well-manned (if poorly armed) Confederate ships. When engaged individually, the ships of the WGBS were hardly unstoppable, and the vagaries of supply in the Gulf must take at least some of the blame for these weaknesses. When gathered in numbers, however, and when time was taken to mass material and stores, the ships of the WGBS were nearly always victorious. The supply system worked best when the squadron was on the offensive and

when it was conducting operations against blockade runners; this is what the navy wanted and it is essentially what it got, and nothing more.

How effective was the blockade? In *Why the South Lost the Civil War*, the authors assert that defeat in the war came from the South's unwillingness to make the ultimate sacrifice: it lost the will to fight. The blockade's part in this destruction of Southern morale was relatively small, say the authors, and was not decisive; it was only important in as much as it affected the prices of goods, in turn causing economic and psychological discomforts.¹ More recently, however, some researchers have argued that these price changes were indeed decisive in bringing about the loss of morale in the South. Without the dramatic rise in the prices of basic foodstuffs and other necessities, the South might have fought longer and harder than it did.²

The precise impact of the blockade can be debated by degrees, but it is undeniable that it affected the outcome of the war. It is difficult to say whether it could have been more effective had the squadrons been provided with greater numbers of ships, as is sometimes argued.³ It is true that the Gulf ports saw more attempted violations of the blockade than those in the Atlantic, and more blockaders might have helped.⁴ As was

¹ Richard E. Berringer, et al., *Why the South Lost the Civil War* (Athens: University of Georgia, 1986), 53-63.

² Robert B. Ekelund and Mark Thornton, "The Union Blockade and Demoralization of the South: Relative Prices in the Confederacy," *Social Science Quarterly* 73 (December 1992), 890-902.

³ Glover, "The West Gulf Blockade," 245.

⁴ Marcus W. Price, "Ships That Tested the Blockade of the Gulf Ports, 1861-1865," *American Neptune* 11 (Oct. 1951), 262-90. Most of these vessels were sailing (and consequently very small) ships, and may include some vessels that actually left before the blockade was implemented (see Wise, *Lifeline of the Confederacy*, 4-5). Price's calculation of 2,960 attempted violations of the blockade gives an idea of the labors of the blockaders; a strange sail had to be chased down regardless of the size or relative importance of the vessel.

shown in Chapter Two, however, there were inherent limitations to existing technology, especially with regard to steam machinery. A larger number of ships for the West Gulf Blockading Squadron might simply have added to the logistical headaches of its officers, rather than making the blockade more effective. The supply system to the Gulf just managed to maintain the fleet that was sent there. A more decisive influence on the effectiveness of the WGBS would have been a stronger supply system, especially if coal was sent in greater quantities and at consistent rates.

With more extensive repair facilities, larger stockpiles of fuel, more efficient preservation and distribution of provisions, and greater manpower, the WGBS might have achieved more success at interdicting Confederate commerce. This success would most likely have been only marginal, however, because so long as Southern ports remained open some blockade runners were able to get through regardless of the condition of the blockaders. The decisive element missing in the Gulf of Mexico was the presence of a permanent ground force at the disposal of the squadron commander. Had ground troops been with the WGBS from start to finish, all of the Gulf ports would most likely have been closed early in the war.

In the end it must be admitted that logistical problems did in fact limit what the West Gulf Blockading Squadron could accomplish: Texas, at times, literally had to be given up to the enemy; the full strength of the squadron could rarely be brought to bear against the enemy simultaneously; and morale often suffered from inconsistent provisioning. Despite these shortcomings, the squadron was able to do many things hitherto unheard of in naval history: field a battlefleet largely powered by steam; maintain

a blockade on a continental scale for four years; and inflict real hardship on the enemy at every level of the economy. That the West Gulf Blockading Squadron was able to do its job through four years of war is a tribute to its logistical system, which on the whole functioned well, despite its weaknesses. Almost from scratch, and with a minimum of planning, the United States Navy created a logistical operation that allowed its ships to carry out their missions.

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APPENDICES

APPENDIX A

Auxiliary and Supply Vessels that Served in the Gulf Blockading and West Gulf Blockading Squadrons, 1861-1865¹

¹ Data compiled from ORN, Ser. I, 27, and Silverstone, *Warships of the Civil War Navies*.

| Vessel | Tonnage | Armament | Propulsion or Sail Rig | Gulf Squadron | West Gulf Squadron | Notes |
|------------------|-------------------|-----------------------------------|------------------------|---------------|--------------------|---------------------------|
| A. Houghton | 326 tons | 2 32pd SB | Sail (Bark) | | 62-63 | Storeship (ex-warship) |
| Admiral* | 1,248 tons burden | 1 30pd R, 1 12pd R, 2 24 pd H | Screw Steamer | | 64 | Supply ship |
| Althea | 72 tons burden | 1 12pd SB | Screw Steamer | | 64-65 | Tug boat |
| Antelope | 173 tons | 2 30pd R, 4 24pd H | Sidewheel Steamer | | 62-64 | River Tender |
| Arkansas | 752 tons burden | 1 20pd R, 1 12pd R, 4 32pd SB | Screw Steamer | | 63-65 | Supply ship |
| Augusta Dinsmore | 850 tons burden | 1 20pd R, 1 12pd R, 2 24pd SB | Screw Steamer | | 64-65 | Dispatch ship |
| Bermuda* | 1,238 tons burden | 2 30pd R, 1 9" SB | Screw Steamer | | 63-65 | Supply ship |
| Bohio | 197 tons | 1 12pd R, 4 32pd SB, 1 12pd SB | Sail (Brig) | | 64-65 | Coal ship (ex-warship) |
| Buckthorn | 128 tons burden | 1 30pd R, 2 12pd SB | Screw Steamer | | 64-65 | Tender and Dispatch ship |
| Circassian* | 1,750 tons burden | 1 100pd R, 1 12pd R, 4 9" SB | Screw Steamer | | 63-65 | Supply ship |
| Connecticut* | 1,725 tons burden | 1 50pd R, 1 30pd R, 10 32pd SB | Sidewheel Steamer | 61-62 | 62-65 | Supply ship |
| Feamot | 1,012 tons | 1861: 6 32pd SB; 1863: 1 8" SB | Sail (Ship) | 61-62 | 62-65 | Coal and Supply ship |
| Fort Morgan* | | See Admiral | | | 64-65 | Ex-Admiral |
| Genesee | 819 tons burden | 1 100pd R, 1 10" SB, 4 9" SB | Sidewheel Steamer | | 64-65 | Storeship (ex-warship) |
| Glasgow | 252 tons burden | 1 12pd R, 1 12pd H | Sidewheel Steamer | | 63-65 | Dispatch and Supply ship |
| Hollyhock | 352 tons burden | 1 20pd R, 2 12pd H | Sidewheel Steamer | | 63-65 | Tender and Supply ship |
| Ida | 104 tons burden | 1 gun (not specified) | Sidewheel Steamer | | 63-65 | Tug boat |
| Jasmine | 122 tons | 1 20pd R, 1 12pd H | Screw Steamer | | 63-65 | Tug boat |
| J.C. Kuhn | 888 tons | 1861: 2 32pd SB; 1864: 6 32pd SB | Sail (Bark) | 61-62 | 62-65 | Coal and Supply ship |
| J.W. Wilder | Unknown | Unknown | Sail (Schooner) | | 62-63 | Tender and Coal ship |
| Kensington | 1,052 tons burden | 1 30pd R, 2 32pd SB | Screw Steamer | | 62-64 | Water and Supply ship |
| Maria A. Wood | 344 tons | 2 32pd SB | Sail (Schooner) | | 64-65 | Ordnance and Coal ship |
| Narcissus | 115 tons burden | 1 20pd R, 1 12pd SB | Screw Steamer | | 64 | Tug boat |
| National Guard | 1,046 tons | 4 32pd SB | Sail (Ship) | 61-62 | 62-65 | Ordnance and Coal ship |
| Nightingale | 1,066 tons burden | 1861: 4 32pd SB; 1864: 4 8" SB | Sail (Ship) | 61-62 | 62-64 | Ordnance and Storeship |
| Pampero | 1,375 tons burden | 1 20pd R, 4 32pd SB, 1 20pd R | Sail (Ship) | 61-62 | 62-65 | Storeship |
| Portsmouth | 1,022 tons | 63: 18 8" SB, 1 20pd R, 1 12pd SB | Sail (Ship) | | 62-65 | Station Ship |
| Potomac | 1,726 tons burden | 10 8" SB, 40 32pd SB, 2 12pd SB | Sail (Ship) | 61-62 | 62-65 | Receiving ship, Pensacola |

Tonnage: Tons burden is a measurement of a vessel's cargo capacity; if only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While all of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given. * =Supply vessels not under direct Squadron command.

| Vessel | Tonnage | Armament | Propulsion or Sail Rig | Gulf Squadron | West Gulf Squadron | Notes |
|---------------|-------------------|--------------------------------|------------------------|---------------|--------------------|---------------------------|
| Queen | 618 tons burden | 1 20pd R, 1 12pd SB, 4 32pd SB | Screw Steamer | 61-62 | 64-65 | Transport and Supply ship |
| Release | 327 tons | 2 32pd SB | Sail (Bark) | | 62 | Supply and Storeship |
| Relief | 438 tons | 1 30pd R, 2 32pd SB | Sail (Brig) | 61-62 | 62-63 | Storeship |
| Rhode Island* | 1,517 tons burden | 1 30pd R, 1 8" SB, 4 32pd SB | Sidewheel Steamer | | 62 | Supply ship |
| Sam Houston | 66 tons | 1 12pd SB | Sail (Schooner) | 61-62 | 62-65 | Dispatch ship |
| Shark | 87 tons | 2 20pd R | Sail (Schooner) | | 62-64 | Dispatch ship |
| Supply | 547 tons | 4 32pd SB | Sail (Ship) | | 62-63 | Supply ship |
| Trefoil | 373 tons burden | 1 30pd R, 1 12pd SB | Screw Steamer | | 65 | Dispatch ship |
| Union* | 1,114 tons burden | 1 20pd R | Screw Steamer | | 63-65 | Supply ship |
| Vincennes | 703 tons | 4 8" SB, 2 9" SB | Sail (Ship) | | 62-65 | Station Ship |

Tonnage: Tons burden is a measurement of a vessel's cargo capacity; if only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While all of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given. * =Supply vessels not under direct Squadron command.

APPENDIX B

Warships that Served in the Gulf Blockading and West Gulf Blockading Squadrons, 1861-1865²

² Data Compiled from ORN, Ser. I, 16-22, and Silverstone, *Warships of the Civil War Navies*.

| Vessel | Tonnage | Armament | Propulsion, Rig, or Armor Class | Gulf Squadron | West Gulf Squadron | Notes |
|---------------|--------------|--|---------------------------------|---------------|--------------------|------------------|
| A. Houghton | 326 tons | 2 32pd SB | Sail (Bark) | | 62 | Mortar Flotilla |
| Adolph Hugel | 269 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| Albatross | 378 tons B | 4 32pd SB, 1 12pd R, 1 30pd R | Screw Steamer | | 62-64, 65 | |
| Antona | 549 tons B | 2 32pd SB, 1 20pd R, 2 24pd SB | Screw Steamer | | 63-65 | |
| Arizona | 950 tons B | 4 32pd SB, 130pd R, 1 12pd R | Sidewheel Steamer | | 63-65 | |
| Arietta | 199 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| Aroostook | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62-64 | |
| Arthur | 554 tons | Unknown | Sail (Bark) | 62 | 62-65 | |
| Barataria | 400 tons | 3 guns (Unspecified) | Sternwheel Ironclad | | 63 | Ex-CSS Barataria |
| Bienville | 1,558 tons B | 1 100pd R, 1 30pd R, 8 32pd SB | Sidewheel Steamer | | 63-65 | |
| Bloomer | 130 tons | 1 32pd SB, 1 12pd R | Sidewheel Steamer | | 63-65 | |
| Bohio | 197 tons | 4 32pd SB, 1 12pd R, 1 12pd SB | Sail (Brig) | | 62-64 | |
| Brooklyn | 2,532 tons D | 64: 2 100pd R, 20 9" SB, 2 60pd R | Screw Steamer | 61-62 | 62-64 | |
| C.P. Williams | 210 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| Calhoun | 508 tons B | 1 30pd R, 2 32pd SB | Sidewheel Steamer | | 62-64 | |
| Carrabassett | 202 tons | 2 32pd SB, 4 24pd SB | Sidewheel Tinclad | | 64-65 | |
| Caryuga | 691 tons D | 1 11" R, 4 24pd SB, 1 20pd R, 1 30pd R | Screw Steamer | | 62-65 | |
| Charlotte | 70 tons | Unknown | Sail (Schooner) | | 62-65 | |
| Chickasaw | 1,300 tons D | 4 11" SB | Screw Ironclad | | 64-65 | |
| Chocura | 691 tons D | 1 11" R, 2 24pd SB, 1 20pd R | Screw Steamer | | 63-65 | |
| Cincinnati | 512 tons | 2 100pd R, 3 9" SB, 2 30pd R, 6 24pd R | Centerwheel Ironclad | | 65 | |
| Clifton | 892 tons B | 2 9" SB, 4 32pd SB, 2 30pd R | Sidewheel Steamer | | 62-63 | |
| Colorado | 4,772 tons D | 2 10" SB, 28 9" SB, 14 8" R | Screw Steamer | 61-62 | 62-64 | |
| Commodore | 80 tons B | 1 20pd R, 2 12pd R, 1 24pd SB | Sidewheel Steamer | | 63-64 | |
| Conemaugh | 1,105 tons D | 1 100pd R, 6 9" SB, 2 24pd H | Sidewheel Steamer | | 64 | |
| Constellation | 1,278 tons | 16 8" SB, 4 32pd SB, 1 30pd R | Sail (Ship) | | 64 | |
| Cornubia | 589 tons B | 1 30pd R, 2 24pd SB | Sidewheel Steamer | | 64-65 | |
| Corypheus | 82 tons | 1 30pd R, 1 24pd H | Sail (Schooner) | | 62-64 | |

Tonnage: B=burden, D=displacement. Tons burden is a measurement of a vessel's cargo capacity; tons displacement is more accurate, but came use only in 1864. If only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, M=Mortar, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While most of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given.

| Vessel | Tonnage | Armament | Propulsion, Rig, or Armor Class | Gulf Squadron | West Gulf Squadron | Notes |
|----------------|--------------|---|---------------------------------|---------------|--------------------|-----------------|
| Cowslip | 220 tons B | 1 20pd R, 2 24pd SB | Sidewheel Steamer | 61 | 64 | Mortar Flotilla |
| Crusader | 545 tons B | 4 32pd SB, 1 12pd H | Screw Steamer | | | |
| Dan Smith | 149 tons | 1 13" M, 2 12pd SB | Sail (Schooner) | 61 | | |
| Dart | 94 tons | Unknown | Sail (Schooner) | 61-62 | | |
| De Soto | 1,675 tons B | 1 9" SB, 1 30pd R, 6 32pd SB | Sidewheel Steamer | | 62-65 | |
| Diana | 239 tons | Unknown | Sidewheel Steamer | | 62-63 | |
| Elk | 162 tons | 2 32pd SB, 4 24pd SB | Sidewheel Tinclad | | 64-65 | |
| Essex | 355 tons | 1 100pd R, 4 9" SB, 1 32pd SB, 2 50pd R | Centerwheel Ironclad | | 62-63 | |
| Estrella | 438 tons B | 1 30pd R, 2 32pd SB, 2 24pd H | Screw Steamer | | 62-65 | |
| Eugenie | 150 tons | 1 gun (Unspecified) | Sail (Schooner) | | 62-64 | |
| Fort Gaines | | See Commodore | | | 64-65 | Ex-Commodore |
| Fort Jackson | 1,850 tons B | 1 100pd R, 2 30pd R, 8 9" SB | Sidewheel Steamer | | 65 | |
| Galena | 950 tons D | 1 100pd R, 1 30pd R, 8 9" SB, 1 12pd H | Screw Steamer | | 64 | |
| Genesee | 1,120 tons D | 1 100pd R, 5 9" SB, 2 24pd H | Sidewheel Steamer | | 63-64 | |
| George Mangham | 274 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| Gertrude | 350 tons B | 2 12pd R, 6 24pd H | Screw Steamer | | 63-65 | |
| Glide | 232 tons | 2 32pd SB, 4 24pd H | Sternwheel Tinclad | | 64-65 | |
| Grand Gulf | 1,200 tons B | 1 100pd R, 2 30pd R, 8 8" SB | Screw Steamer | | 65 | |
| Granite City | 315 tons B | 1 12pd R, 6 24pd H | Sidewheel Steamer | | 63-64 | |
| Harriett Lane | 750 tons | 3 9" SB, 1 30pd R, 1 12pd R | Sidewheel Steamer | | 62 | |
| Harford | 2,900 tons D | 63; 24 9" SB, 1 45pd R, 2 30pd R | Screw Steamer | | 62-64 | |
| Hatteras | 1,126 tons B | 4 32pd SB, 1 20pd R | Sidewheel Steamer | 61-62 | 62-63 | |
| Henry James | 261 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 62-64 | Mortar Flotilla |
| Horace Beals | 296 tons | 2 32pd SB, 1 30pd R | Sail (Schooner) | | 62-65 | Mortar Flotilla |
| Huntsville | 840 tons B | 62; 1 9" SB, 1 30pd R, 2 32pd SB | Screw Steamer | 61-62 | 62-64, 65 | |
| Huron | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62 | |
| Iroquois | 1,488 tons D | 2 11" SB, 4 32pd SB | Screw Steamer | | 62-63 | |
| Isilda | Unknown | Unknown | Sail (Schooner) | | 62 | |
| Itasca | 691 tons D | 1 11" SB, 2 32pd SB, 1 20pd R | Screw Steamer | 62 | 62-65 | |

Tonnage: B=burden, D=displacement. Tons burden is a measurement of a vessel's cargo capacity; tons displacement is more accurate, but came use only in 1864. If only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, M=Mortar, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While most of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given.

| Vessel | Tonnage | Armament | Propulsion, Rig, or Armor Class | Gulf Squadron | West Gulf Squadron | Notes |
|------------------|--------------|---|---------------------------------|---------------|--------------------|------------------|
| J.S. Chambers | 401 tons | 4 32pd SB | Sail (Schooner) | 62 | 62-64 | |
| James L. Davis | 461 tons | 4 8" SB | Sail (Bark) | | 62 | Mortar Flotilla |
| John Griffith | 246 tons | 1 13" M, 2 32pd SB, 2 12pd H | Sail (Schooner) | | 62-64 | |
| John P. Jackson | 750 tons B | 4 32pd SB, 1 9" SB, 1 6" R | Sidewheel Steamer | | 62-65 | |
| Kanawha | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62-65 | |
| Katahdin | 691 tons D | 1 11" SB, 2 24pd SB, 2 20pd R | Screw Steamer | | 62-65 | |
| Kennebec | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62-65 | |
| Kickapoo | 1,300 tons D | 4 11" SB | Screw Ironclad | | 64-65 | |
| Kineo | 691 tons D | 1 11" SB, 2 24pd SB, 2 32 pd SB, 1 20pd R | Screw Steamer | | 62-65 | |
| Kingfisher | 451 tons | 4 8" SB | Sail (Bark) | 62 | | |
| Kinsman | 245 tons | Unknown | Sidewheel Steamer | | 63 | |
| Kittatinny | 421 tons | 4 32pd SB | Sail (Schooner) | 62 | 62-63 | |
| Lackawanna | 2,526 tons D | 1 150pd R, 2 11" SB, 4 9" SB, 1 50pd R | Screw Steamer | | 63-65 | |
| Manhattan | 2,100 tons D | 2 15" SB | Screw Ironclad | | 64-65 | |
| Maria A. Wood | 344 tons | 2 32pd SB | Sail (Schooner) | | 62-63 | Mortar Flotilla |
| Maria J. Carlton | 178 tons | 1 13" M, 2 12pd R | Sail (Schooner) | 61-62 | 62 | Mortar Flotilla |
| Marion | 566 tons | 12 32pd SB, 2 32pd SB | Sail (Ship) | 61-62 | | |
| Massachusetts | 1,155 tons B | 1 32pd SB, 4 8" SB | Screw Steamer | | 62 | Mortar Flotilla |
| Mathew Vassar | 216 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | 62 | 62, 65 | |
| Mercedita | 840 tons B | 8 32pd SB, 1 20pd R | Screw Steamer | 62 | 64-65 | |
| Metacomet | 1,173 tons D | 2 100pd R, 4 9" SB, 2 20pd R | Sidewheel Steamer | | 64-65 | |
| Meteor | 221 tons | 2 30pd SB, 4 24pd SB | Sternwheel Tinclad | | 64-65 | |
| Miami | 730 tons B | 2 9" SB, 1 80pd R, 4 24pd SB | Sidewheel Steamer | | 62 | |
| Midnight | 386 tons | 4 32pd SB | Sail (Bark) | 61-62 | 62 | |
| Milwaukee | 1,300 tons D | 4 11" SB | Screw Ironclad | | 64-65 | |
| Mississippi | 3,200 tons D | 62: 1 10" SB, 19 8" SB, 1 20pd R | Sidewheel Steamer | 61-62 | 62-63 | |
| Mobile | | See Tennessee (1) | | | 64-65 | Ex-Tennessee (1) |
| Mohawk | 459 tons B | 1 30pd R, 2 32pd SB, 4 32pd SB | Screw Steamer | 61-62 | | |
| Monongehela | 2,078 tons D | 1 150pd R, 2 11" SB, 5 32pd SB, 2 24pd SB | Screw Steamer | | 63-65 | |

Tonnage: B=burden, D=displacement. Tons burden is a measurement of a vessel's cargo capacity; tons displacement is more accurate, but came use only in 1864. If only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, M=Mortar, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While most of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given.

| Vessel | Tonnage | Armament | Propulsion, Rig, or Armor Class | Gulf Squadron | West Gulf Squadron | Notes |
|----------------|--------------|---|---------------------------------|---------------|--------------------|-----------------|
| Montgomery | 787 tons B | 1 8" SB, 4 32pd SB | Screw Steamer | 61-62 | 62 | |
| Morning Light | 937 tons | 8 32pd SB | Sail (Ship) | | 62-63 | |
| Mount Vernon | 625 tons B | 3 32pd SB | Screw Steamer | 61 | | |
| New London | 221 tons B | 63: 1 20pd R, 1 8" SB, 3 32pd SB | Screw Steamer | 61-62 | 62-65 | |
| Niagara | 5,540 tons D | 12 9" SB | Screw Steamer | 61-62 | 62 | Mortar Flotilla |
| Norfolk Packet | 349 tons | 1 13" M, 2 32pd SB, 2 12pd H | Sail (Schooner) | | 64-65 | |
| Nyanza | 203 tons | 6 24pd H, 2 20pd R | Sidewheel Tinclad | | 62-65 | Mortar Flotilla |
| Oliver H. Lee | 199 tons | 1 13" M, 2 32pd SB, 2 12pd R | Sail (Schooner) | | 62-65 | |
| Octorara | 981 tons D | 1 100pd R, 3 9" SB, 2 32pd SB, 4 24pd H | Sidewheel Steamer | | 62-65 | |
| Oneida | 1,488 tons D | 64: 2 11" SB, 6 8" SB, 1 30pd R, 2 24pd H | Screw Steamer | | 62-65 | Mortar Flotilla |
| Orwetta | 171 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 63-65 | |
| Ossipee | 1,934 tons D | 1 100pd R, 1 11" SB, 3 30pd R, 6 32pd SB | Screw Steamer | | 65 | |
| Osage | 523 tons B | 2 11" SB | Sternwheel Ironclad | | 62-65 | |
| Owasco | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62 | Mortar Flotilla |
| Para | 190 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 63-65 | |
| Pembina | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 63-65 | |
| Penguin | 389 tons B | 1 12pd R, 4 32pd SB, 2 20pd R | Screw Steamer | | 63-65 | |
| Penobscot | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62-64 | |
| Pensacola | 3,000 tons D | 62: 1 42pd R, 22 9" SB | Screw Steamer | | 64 | |
| Phillippi | 311 tons | 1 20pd R, 1 24pd H, 2 12pd R | Sidewheel Steamer | | 64-65 | |
| Pink | 184 tons B | 1 12pd SB, 1 12pd R | Screw Steamer | | 62-65 | |
| Pinola | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | | 62-65 | |
| Pocahontas | 775 tons D | 4 32pd SB, 1 100pd R, 1 20pd R | Screw Steamer | | 62-65 | |
| Port Royal | 1,163 tons D | 1 100pd R, 1 10" SB, 2 9" SB, 2 50pd R | Sidewheel Steamer | | 62 | |
| Portsmouth | 1,022 tons | 63: 18 8" SB, 1 20pd R, 1 12pd SB | Sail (Ship) | 61 | 62-63 | |
| Powhatan | 3,765 tons D | 1 11" SB, 10 9" SB, 5 12pd SB | Sidewheel Steamer | 61-62 | 65 | |
| Preble | 566 tons | 2 8" SB, 7 32pd SB, 1 12pd SB | Sail (Ship) | | | |
| Preston | 428 tons B | 1 30pd R, 2 24pd SB | Screw Steamer | | 63-65 | |
| Princess Royal | 619 tons B | 2 30pd R, 1 9" SB, 4 24pd H | Screw Steamer | | | |

Tonnage: B=burden, D=displacement. Tons burden is a measurement of a vessel's cargo capacity; tons displacement is more accurate, but came use only in 1864. If only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, M=Mortar, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While most of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given.

| Vessel | Tonnage | Armament | Propulsion, Rig, or Armor Class | Gulf Squadron | West Gulf Squadron | Notes |
|------------------|--------------|---|---------------------------------|---------------|--------------------|-----------------|
| R.R. Cuyler | 1,202 tons B | 62: 1 30pd R, 8 32pd SB, 1 12pd SB | Screw Steamer | 61-62 | 62-64 | |
| Racer | 252 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| Rachel Seaman | 212 tons | 61: 2 32pd SB; 64: 1 32pd SB, 1 12pd R | Sail (Schooner) | 61-62 | 62-65 | |
| Reindeer | 212 tons | 6 24pd SB | Sternwheel Tinclad | | 63 | |
| Richmond | 2,700 tons D | 62: 1 80pd R, 20 9" SB, 1 30pd R | Screw Steamer | 61-62 | 62-65 | |
| Rodolph | 217 tons | 2 30pd R, 4 24pd H | Sternwheel Tinclad | | 64-65 | |
| Rose | 96 tons | 1 20pd R, 1 12pd SB, Spar Torpedo | Screw Steamer | | 64-65 | Torpedo boat |
| Sabine | 1,726 tons | 2 10" SB, 10 8" SB, 36 32pd SB | Sail (Ship) | 61 | | |
| Sachem | 197 tons B | 1 20pd R, 4 32pd SB | Screw Steamer | | 62-63 | |
| Sagamore | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | 62 | | |
| St. Louis | 703 tons | 4 8" SB, 14 32pd SB | Sail (Ship) | 61 | | |
| Samuel Rotan | 212 tons | 2 32pd SB, 1 24pd H | Sail (Schooner) | 62 | | |
| Santee | 1,726 tons | 2 64pd SB, 10 8" SB, 36 32pd SB | Sail (Ship) | 61-62 | | |
| Santiago de Cuba | 1,567 tons B | 2 20pd R, 8 32pd SB | Sidewheel Steamer | 61 | | |
| Sarah Bruen | 233 tons | 1 13" M, 2 32pd SB | Sail (Schooner) | | 62-64 | Mortar Flotilla |
| Scota | 691 tons D | 1 11" SB, 2 24pd SB, 1 20pd R | Screw Steamer | 62 | 62-65 | |
| Sea Bird | 58 tons | 1 12pd HR | Sail (Schooner) | | 63-65 | |
| Sea Foam | 264 tons | 1 13" M, 2 32pd SB | Sail (Brig) | | 62-63 | Mortar Flotilla |
| Sebago | 1,070 tons D | 1 100pd R, 5 9" SB, 2 24pd H, 2 12pd H | Sidewheel Steamer | | 64-65 | |
| Selma | 320 tons B | 2 9" R, 1 8" R, 1 6" R | Sidewheel Steamer | | 64-65 | Ex-CSS Selma |
| Seminole | 1,235 tons D | 1 11" SB, 1 30pd R, 6 32pd SB, 1 12pd R | Screw Steamer | | 63-65 | |
| Sidney C. Jones | 245 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| Sophonria | 217 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| South Carolina | 1,165 tons B | 4 8" SB, 1 32pd SB | Screw Steamer | 61-62 | | |
| Stockdale | 188 tons | 2 30pd R, 4 24pd H | Sternwheel Tinclad | | 64-65 | |
| Susquehanna | 3,824 tons D | 15 8" SB, 2 12pd H, 1 24pd H | Sidewheel Steamer | | | |
| T.A. Ward | 284 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | 61 | | |
| Tahoma | 691 tons D | 1 10" SB, 1 20pd R, 4 24pd H | Screw Steamer | 62 | | |
| Tallahatchie | 171 tons | 2 32pd SB, 4 24pd SB | Sternwheel Tinclad | | 64-65 | |

Tonnage: B=burden, D=displacement. Tons burden is a measurement of a vessel's cargo capacity; tons displacement is more accurate, but came in use only in 1864. If only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, M=Mortar, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While most of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given.

| Vessel | Tonnage | Armament | Propulsion, Rig, or Armor Class | Gulf Squadron | West Gulf Squadron | Notes |
|---------------|--------------|--|---------------------------------|---------------|--------------------|------------------|
| Tecumseh | 2,100 tons D | 2 15" SB | Screw Ironclad | | 64 | |
| Tennessee (1) | 1,275 tons B | 2 32pd SB, 1 30pd R, 1 12pd R | Sidewheel Steamer | | 62-64 | Ex-CSS Tennessee |
| Tennessee (2) | 1,273 tons | 2 7" R, 4 6.4" R | Side/Screw Ironclad | | 64 | |
| Tritonia | 202 tons B | 1 30pd R, 1 12pd SB, 1 24pd SB | Sidewheel Steamer | | 64-65 | |
| Uncas | 192 tons B | 1 20pd R, 2 32pd SB | Screw Steamer | | 62-63 | |
| Varuna | 1,247 tons B | 8 8" SB, 2 30pd R | Screw Steamer | | 62 | |
| Velocity | 87 tons | Unknown | Sail (Schooner) | 61-62 | 62-63 | |
| Vincennes | 703 tons | 4 8" SB, 2 9" SB | Sail (Ship) | | 62 | |
| Virginia | 581 tons B | 1 30pd R, 5 24pd H, 1 12pd R | Screw Steamer | 61-62 | 63-65 | |
| Wanderer | 300 tons | 1 20pd R, 2 24pd H | Sail (Schooner) | | | |
| Water Witch | 378 tons B | 4 32pd SB, 1 24pd H | Sidewheel Steamer | 61-62 | | |
| Wave | 229 tons | 6 guns (Unspecified) | Sternwheel Tinclad | | 64 | |
| Westfield | 891 tons B | 1 100pd R, 1 9" SB, 4 8" SB | Sidewheel Steamer | | 62 | |
| William Bacon | 183 tons | 1 13" M, 2 32pd SB, 2 12pd SB | Sail (Schooner) | | 62 | Mortar Flotilla |
| W.G. Anderson | 593 tons | 63:1 20pd R, 6 32pd SB, 1 12pd R | Sail (Bark) | 61-62 | 62-65 | |
| Winona | 691 tons D | 63:1 11"SB, 2 24pdSB, 1 20pd R, 2 32pdSB | Screw Steamer | 62 | 62-64 | |
| Winnebago | 1,300 tons D | 4 11" SB | Screw Ironclad | | 64-65 | |
| Wissahickon | 691 tons D | 1 150pd R, 2 24pd SB, 1 20pd R | Screw Steamer | 62 | 62 | |
| Wyandotte | 453 tons B | 4 32pd SB, 1 24pd H | Screw Steamer | 61 | | |

Tonnage: B=burden, D=displacement. Tons burden is a measurement of a vessel's cargo capacity; tons displacement is more accurate, but came in use only in 1864. If only "tons," method of measurement is unknown.

Armament: R=Rifle, SB=Smoothbore, H=Howitzer, M=Mortar, pd=pound. Batteries often varied through the war; the most typical armament is given for each vessel.

Propulsion or Sail Rig: While most of the above vessels had sail rigs of some kind, only the rigs of ships using sail exclusively are given.

APPENDIX C

Periodic Dispositions of Vessels Comprising the Gulf Blockading and West Gulf Blockading Squadrons, 1861-1865³

³ Data compiled from *ORN*, Ser. I, 16-22.

| July 22, 1861 | November 15, 1861 |
|----------------|------------------------------|
| Crusader | Niagara |
| Montgomery | Colorado |
| Mohawk | Mississippi |
| R.R. Cuyler | Richmond |
| Wyandotte | R.R. Cuyler |
| Colorado | Massachusetts |
| Mississippi | Montgomery |
| Huntsville | Mohawk |
| Massachusetts | South Carolina |
| Niagara | Water Witch |
| St. Louis | Huntsville |
| Brooklyn | Hatteras |
| Powhatan | Santee |
| South Carolina | Potomac |
| Water Witch | Vincennes |
| | Preble |
| | Marion |
| | Ethan Allen |
| | Kingsfisher |
| | Pampero |
| | J.C. Kuhn |
| | National Guard |
| | Wanderer |
| | Flagship |
| | Southwest Pass |
| | Heading to Pass a l'Outre |
| | Heading to Fort Pickens |
| | Mississippi Sound |
| | Ship Island |
| | Apalachicola |
| | St. Marks |
| | Barataria |
| | Mobile |
| | Key West, Repairing |
| | Heading to Apalachicola |
| | Galveston |
| | Mobile |
| | SE Pass |
| | Berwick |
| | Apalachicola |
| | Tampa Bay |
| | Pass a l'Outre |
| | Heading to Key West for Coal |
| | Heading to Tortugas for Coal |
| | Storeship at Ship Island |
| | Key West |

| January 23, 1862 | | February 25, 1862 | |
|------------------|---|-------------------|---------------------------------------|
| Wanderer | Key West | Potomac | Vera Cruz |
| Tahoma | Key West* | Santee | Galveston |
| Ethan Allen | Tampa bay | Rachel Seaman | Galveston |
| Mohawk | St. Marks | Portsmouth | Between Corpus Christi and Rio Grande |
| Sagamore | Apalachicola | Vincennes | South Pass |
| Marion | Apalachicola | Preble | Northeast Pass |
| M.A. Wood | East Pass, Santa Rosa | Arthur | Between Matagorda and Corpus Christi |
| Mississippi | Fort Pickens | Midnight | Between Matagorda and Corpus Christi |
| Brooklyn | Mobile | Kittatinny | Sabine Pass |
| Huntsville | Mobile | Maria A. Wood | East Pass, Santa Rosa |
| R.R. Cuyler | Mobile | Fearnot | Supplying coal to Mobile |
| Wissahickon | Petit Bois Pass | Pampero | Storeship, Ship Island |
| Niagara | Ship Island | J.C. Kuhn | Key West, taking on coal |
| South Carolina | Ship Island* | Nightingale | Coalship, Ship Island |
| Itasca | Ship Island* | Bohio | Near Mississippi River |
| Sciota | Ship Island* | Mississippi | Fort Pickens |
| Massachusetts | Mississippi Sound | De Soto | Barataria |
| New London | Mississippi Sound | Hatteras | Berwick Bay |
| Water Witch | Mississippi Sound | Colorado | Southwest Pass |
| Mercedita | Pass a l'Outre | Hartford | Flagship |
| Winona | Pass a l'Outre | Brooklyn | Pass a l'Outre |
| Vincennes | NE Pass | Richmond | At Sea |
| Preble | South Pass | Pensacola | Key West |
| Colorado | Southwest Pass | Vanua | At Sea |
| Samuel Rotan | Southwest Pass | Montgomery | Mississippi Sound |
| De Soto | Barataria Bay | New London | Mississippi Sound |
| Montgomery | Archafalaya | Sciota | Mississippi Sound |
| Hatteras | Heading to Berwick | Itasca | Mobile |
| Santee | Galveston | Wissahickon | Petit Bois and Horn Island Pass |
| Rachel Seaman | Galveston | Huron | At Sea |
| Kingfisher | Between Mississippi and Yucatan Bank | Winona | Southeast Pass |
| Kittatinny | Between Ship Isl. Shoal and Sabine Pass | Kanawha | Mobile |
| Midnight | Between Galveston and Matagorda | Kennebec | Near Mississippi River |
| Arthur | Between Matagorda and Corpus Christi | Kineo | Near Mississippi River |

April 12, 1862

| | | | |
|---------------|------------------------------|---------------|---------------------------|
| Hartford | Mississippi River | Maria A. Wood | East Pass, Santa Rosa |
| Pensacola | Mississippi River | Fearnot | Storeship, Southwest Pass |
| Brooklyn | Mississippi River | Pampero | Heading to Key West |
| Richmond | Mississippi River | J.C. Kuhn | Coalship |
| Varuna | Mississippi River | Nightingale | Coalship, Pass a l'Outre |
| Mississippi | Mississippi River | Bohio | Petit Bois Pass |
| Oneida | Mississippi River | | |
| Iroquois | Mississippi River | | |
| Sciota | Mississippi River | | |
| Katahdin | Mississippi River | | |
| Winona | Mississippi River | | |
| Wissahickon | Mississippi River | | |
| Pinola | Mississippi River | | |
| Kineo | Mississippi River | | |
| Kennebec | Mississippi River | | |
| Portsmouth | Southwest Pass | | |
| Itasca | Barataria | | |
| Cayuga | Atchafalaya | | |
| Kanawha | Mobile | | |
| Huron | With [Flag Officer] Du Pont | | |
| Colorado | Southwest Pass | | |
| De Soto | Key West | | |
| Hatteras | Ship Island | | |
| Montgomery | At Sea | | |
| New London | Ship Island | | |
| Calhoun | Ship Island | | |
| Potomac | Vera Cruz | | |
| Santee | Galveston | | |
| Vincennes | Pensacola and Mobile | | |
| Preble | Mobile | | |
| Arthur | Matagorda and Corpus Christi | | |
| Midnight | Matagorda | | |
| Kittatinny | Heading to Barataria | | |
| Rachel Seaman | Galveston | | |

January 1, 1863

| | | | |
|---------------|-----------------------|---------------|-----------------------------------|
| Hartford | New Orleans | W.G. Anderson | Pensacola, awaiting crew |
| Pensacola | New Orleans | A. Houghton | Pensacola |
| Brooklyn | New Orleans | Nightingale | Pensacola |
| Mississippi | New Orleans | Preble | Pensacola |
| Supply | New Orleans | Westfeld | Galveston |
| Orvetta | New Orleans | Harriet Lane | Galveston |
| John Griffith | New Orleans | Clifton | Galveston |
| Horace Beals | New Orleans | Owasco | Galveston |
| J.C. Kuhn | New Orleans | Sachem | Galveston |
| Fearnot | New Orleans | Vincennes | Ship Island |
| Sea Foam | New Orleans | Tennessee | Dispatch ship |
| Susquehanna | Mobile | J.P. Jackson | Grant's Pass, Alabama |
| Oneida | Mobile | Calhoun | Brashear City, Louisiana |
| R.R. Cwyler | Mobile | Estralla | Brashear City, Louisiana |
| Kanawha | Mobile | Kensington | Dispatch ship |
| Pembina | Mobile | Velocity | Coast of Texas |
| Clifton | Mobile | Rachel Seaman | Sabine Pass |
| Aroostook | Mobile | Henry Jones | Sabine Pass |
| Pocahontas | Mobile | Relief | Storeship, Ship Island |
| Kennebec | Mobile | Arthur | Coast of Texas |
| Pinola | Mobile | Kinsman | Brashear City, Louisiana |
| Portsmouth | Carrollton, Louisiana | Bohio | St. Andrews Bay |
| Richmond | Baton Rouge | Charlotte | East Pass, Santa Rosa, Santa Rosa |
| Cayuga | Mississippi River | M.A. Wood | Petit Bois Pass |
| Essex | Mississippi River | Morning Light | Coast of Texas |
| Kineo | Mississippi River | Diana | Brashear City, Louisiana |
| Hatteras | Mississippi River | Pampero | Storeship, Southwest Pass |
| Sciota | Mississippi River | Kittatiny | Coast of Texas |
| Katahdin | Mississippi River | Corypheus | Coast of Texas |
| Albatross | Mississippi River | Sam Houston | St. Andrews Bay |
| Itasca | Mississippi River | | |
| Winona | Mississippi River | | |
| New London | Lake Pontchartrain | | |
| Potomac | Pensacola | | |

February 1, 1863

| | | | |
|---------------|--------------------------|---------------|------------------------------------|
| Hartford | New Orleans | Sciota | Galveston |
| Pensacola | New Orleans | Itasca | Galveston |
| Henry Jones | New Orleans | Katahdin | Galveston |
| John Griffith | New Orleans | Owasco | Galveston |
| Sarah Bruen | New Orleans | Oneida | Cruising after Oreto [CSS Florida] |
| Oliver H. Lee | New Orleans | R.R. Cuyler | Cruising after Oreto [CSS Florida] |
| Horace Beals | New Orleans | Potomac | Pensacola |
| Sachem | New Orleans | Supply | Pensacola |
| J.C. Kuhn | New Orleans | Rachel Seaman | Pensacola |
| Fearnot | New Orleans | Bohio | Pensacola |
| Corypheus | New Orleans | A. Houghton | Pensacola |
| Sea Foam | New Orleans | Nightingale | Pensacola |
| Orvetta | New Orleans | Preble | Pensacola |
| Barataria | Building at New Orleans | Sam Houston | Pensacola |
| Richmond | Baton Rouge | W.G. Anderson | Pensacola, awaiting crew |
| Essex | Mississippi River | Kittatimny | Heading to Pensacola |
| Kineo | Mississippi River | Charlotte | East Pass, Santa Rosa |
| Clifton | Mississippi River | Susquehanna | Mobile |
| Albatross | Mississippi River | Kanawha | Mobile |
| Winona | Mississippi River | Pembina | Mobile |
| Mississippi | Mississippi River | Aroostook | Mobile |
| Pampero | Southwest Pass | Pocahontas | Mobile |
| Portsmouth | Southwest Pass | Kennebec | Mobile |
| Estrella | Carrollton, Louisiana | Pinola | Mobile |
| Kinsman | Brashear City, Louisiana | Kensington | Dispatch Ship |
| Diana | Brashear City, Louisiana | Tennessee | Dispatch Ship |
| Cathoun | Brashear City, Louisiana | | |
| New London | Sabine Pass | | |
| Arthur | Arkansas Pass | | |
| Maria A. Wood | Petit Bois Pass | | |
| Vincennes | Ship Island | | |
| Relief | Ship Island | | |
| J.P. Jackson | Mississippi Sound | | |
| Brooklyn | Galveston | | |

March 1, 1863

| | | | |
|---------------|---------------------------|---------------|------------------------------------|
| Hartford | New Orleans | Sciota | Galveston |
| Pensacola | New Orleans | Itasca | New Orleans* |
| Monongahala | New Orleans | Katahdin | Sabine Pass |
| Henry James | Mississippi River | Owasco | New Orleans* |
| John Griffith | Mississippi River | Cayuga | Galveston |
| Sarah Bruen | Mississippi River | Oneida | Cruising after Oreto [CSS Florida] |
| Oliver H. Lee | Mississippi River | R.R. Cuyler | Cruising after Oreto [CSS Florida] |
| Horace Beals | New Orleans | Potomac | Pensacola |
| Sachem | New Orleans* | Rachel Seaman | Pensacola |
| J.C. Kuhn | New Orleans | Bohio | Pensacola |
| Fearnot | New Orleans | A. Houghton | Pensacola |
| Corypheus | Lake Pontchartrain | Nightingale | Pensacola |
| Sea Foam | Baton Rouge | Preble | Pensacola |
| Orveta | Baton Rouge | Sam Houston | Pensacola |
| Barataria | New Orleans | W.G. Anderson | Pensacola |
| Richmond | New Orleans | Kittatinny | Port Lavaca |
| Essex | Mississippi River | Charlotte | East Pass, Santa Rosa |
| Kineo | Donaldsonville, Louisiana | Susquehanna | Mobile |
| Clifton | Mississippi Sound | Kanawha | Mobile |
| Albatross | Plaquemine, Louisiana | Pembina | Mobile |
| Winona | Baton Rouge | Aroostook | Mobile |
| Mississippi | Baton Rouge | Pocahontas | Mobile |
| Pampero | Southwest Pass | Kennebec | Mobile |
| Portsmouth | Carrlilton, Louisiana | Pinola | Mobile |
| Estrella | Berwick Bay | Lackawanna | Mobile |
| Diana | Berwick Bay | Kensington | New Orleans* |
| Calhoun | Berwick Bay | Tennessee | Despatch Ship |
| New London | Sabine Pass | * = repairing | |
| Arthur | Aransas Pass | | |
| Maria A. Wood | Petit Bois Pass | | |
| Vincennes | Ship Island | | |
| Relief | Ship Island | | |
| J.P. Jackson | Mississippi Sound | | |
| Brooklyn | Galveston | | |

June 1, 1863

| | | | |
|---------------|-----------------------|---------------|--|
| Monongahala | Flagship, Port Hudson | Aroostook | Mobile |
| Sam Houston | Despatch Ship | Pinola | Mobile |
| Pensacola | New Orleans | Lackawanna | Mobile |
| New London | New Orleans* | Brooklyn | Galveston |
| Clifton | New Orleans* | Sciota | Galveston |
| W.G. Anderson | New Orleans* | Bienville | Coast of Texas |
| Tennessee | New Orleans* | Owasco | Coast of Texas |
| Calhoun | New Orleans* | Cayuga | Coast of Texas |
| J.C. Kuhn | New Orleans | Arthur | Coast of Texas |
| Fearnot | New Orleans | Potomac | Pensacola |
| Hartford | Above Port Hudson | Bohio | Pensacola |
| Albatross | Above Port Hudson | Charlotte | Pensacola |
| Arizona | Above Port Hudson | Nightingale | Pensacola |
| Richmond | Below Port Hudson | Oneida | Attached to West Indies Squadron |
| Genesee | Below Port Hudson | Rachel Seaman | ? |
| Essex | Below Port Hudson | Sachem | ? |
| Kineo | Below Port Hudson | Antona | ? |
| Henry James | Below Port Hudson | Hollyhock | ? |
| Orveta | Below Port Hudson | Ida | ? |
| John Griffith | Below Port Hudson | Pembina | Ordered North |
| Sarah Bruen | Below Port Hudson | Pocahontas | Ordered North |
| Sea Foam | Below Port Hudson | Kanawha | Ordered North |
| O.H. Lee | Below Port Hudson | R.R. Cuyler | Ordered North |
| Horace Beals | Below Port Hudson | Kennebec | Ordered North |
| Portsmouth | Head of the Passes | Kensington | Ordered North* |
| Winona | River Patrol | | * = repairing; ? = disposition not given |
| Pampero | Southwest Pass | | |
| Maria A. Wood | Petit Bois Pass | | |
| Corypheus | Lake Pontchartrain | | |
| Estrella | Archafalaya | | |
| J.P. Jackson | Mississippi Sound | | |
| Vincennes | Ship Island | | |
| Relief | Ship Island | | |
| Colorado | Mobile | | |

March 1, 1864

| | | | | | |
|---------------|-------------|-----------------|--------------------|--------------|----------------|
| Bloomer | Pensacola | Glide | New Orleans | Estrrella | Coast of Texas |
| Arthur | Pensacola | Portsmouth | New Orleans | Granite City | Berwick Bay |
| Kittatinny | Pensacola | Conemaugh | New Orleans | Stockdale | Berwick Bay |
| Jasmine | Pensacola | Hollyhock | New Orleans | Owasco | Pass Cavallo |
| W.G. Anderson | Pensacola | Meteor | New Orleans | Sam Houston | Southwest Pass |
| J.C. Kuhn | Pensacola | Pembina | New Orleans | Pampero | Southwest Pass |
| Arkansas | Pensacola | Bohio | New Orleans | | |
| Charlotte | Pensacola | M.A. Wood | New Orleans | | |
| Nightingale | Pensacola | Cowslip | New Orleans | | |
| Potomac | Pensacola | Aroostook | Sabine Pass | | |
| Albatross | Mobile | Virginia | Sabine Pass | | |
| Kennebec | Mobile | Chocura | Sabine Pass | | |
| Onelda | Mobile | Princess Royal | Sabine Pass | | |
| Penguin | Mobile | Calhoun | Mississippi Sound | | |
| Itasca | Mobile | Henry James | Mississippi Sound | | |
| Genesee | Mobile | Sarah Bruen | Mississippi Sound | | |
| Lackawanna | Mobile | O.H. Lee | Mississippi Sound | | |
| Octorara | Mobile | John Griffith | Mississippi Sound | | |
| Port Royal | Mobile | Orvetta | Mississippi Sound | | |
| Sebago | Mobile | Sea Foam | Mississippi Sound | | |
| Gertrude | Mobile | Glasgow | Ship Island | | |
| Monongahala | Mobile | Tennessee | Ship Island | | |
| Pinola | Mobile | Hartford | Ship Island | | |
| Richmond | Mobile | Vincennes | Ship Island | | |
| Arizona | New Orleans | J.P. Jackson | Ship Island | | |
| Ida | New Orleans | Antonia | Galveston | | |
| New London | New Orleans | Penobscot | Galveston | | |
| Seminole | New Orleans | Kanawha | Galveston | | |
| Fearnot | New Orleans | Sciota | Galveston | | |
| Metacomet | New Orleans | Ossipee | Galveston | | |
| Narcissus | New Orleans | Commodore | Lake Pontchartrain | | |
| Caryuga | New Orleans | Nyanza | Lake Pontchartrain | | |
| Katahdin | New Orleans | Corypheus | Lake Pontchartrain | | |
| Pensacola | New Orleans | Augusta Dismore | Off Rio Grande | | |

March 15, 1864

| | | | | | |
|---------------|-----------------------|-----------------|------------------------------------|---------|---------------|
| Bloomer | East Pass, Santa Rosa | Nyanza | Lake Pontchartrain | Jasmine | Dispatch Ship |
| Charlotte | East Pass, Santa Rosa | Commodore | Lake Pontchartrain | Arizona | Heading North |
| Hartford | Pensacola | Corypheus | Lake Pontchartrain | | |
| Genesee | Pensacola | Pampero | Southwest Pass | | |
| Pinola | Pensacola | Pensacola | New Orleans | | |
| Arthur | Pensacola | Albatross | New Orleans | | |
| Potomac | Pensacola | Cayuga | New Orleans | | |
| W.G. Anderson | Pensacola | Gertrude | New Orleans | | |
| J.C. Kuhn | Pensacola | Pembina | New Orleans | | |
| Nightingale | Pensacola | New London | New Orleans | | |
| Cowslip | Pensacola | Seminole | New Orleans | | |
| Bohio | Pensacola | Narcissus | New Orleans | | |
| Richmond | Mobile | Hollyhock | New Orleans | | |
| Monongahala | Mobile | Ida | New Orleans | | |
| Oneida | Mobile | Meteor | New Orleans | | |
| Conemaugh | Mobile | M.A. Wood | New Orleans | | |
| Ossipee | Mobile | Granite City | Berwick Bay | | |
| Metacomet | Mobile | Stockdale | Berwick Bay | | |
| Sebago | Mobile | Glide | Berwick Bay | | |
| Itasca | Mobile | Aroostook | Sabine Pass | | |
| Port Royal | Mobile | Estrella | Sabine Pass | | |
| Penguin | Mobile | Chocura | Sabine Pass | | |
| Octorara | Mobile | Princess Royal | Sabine Pass | | |
| Kennebec | Mobile | Virginia | Sabine Pass | | |
| Tennessee | Mobile | Lackawanna | Galveston | | |
| Calhoun | Ship Island | Kanawha | Galveston | | |
| J.P. Jackson | Ship Island | Penobscot | Galveston | | |
| Vincennes | Ship Island | Katahdin | Galveston | | |
| O.H. Lee | Mississippi Sound | Antona | Pass Cavallo | | |
| Orvetta | Mississippi Sound | Sciota | Pass Cavallo | | |
| Sarah Bruen | Mississippi Sound | Owasco | Off Rio Grande | | |
| Henry James | Mississippi Sound | Arkansas | Supply Ship between N.O. and Texas | | |
| John Griffith | Mississippi Sound | Augusta Dismore | Supply Ship between N.O. and Texas | | |
| Sea Foam | Mississippi Sound | Glasgow | Dispatch Ship | | |

April 5, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|----------------------------|----------------------|
| Charlotte | East Pass, Santa Rosa | Pensacola | New Orleans | Bohio | Galveston |
| Hartford | Pensacola | Octorara | New Orleans* | Kanawha | San Luis Pass |
| Tennessee | Pensacola | Monongahela | New Orleans* | Penobscot | Velasco |
| Richmond | Pensacola ~ | Seminole | New Orleans* | Estrella | Pass Cavallo |
| Sebago | Pensacola ~ | Ossipee | New Orleans* | Cayuga | Off Rio Grande |
| Itasca | Pensacola ~ | Aroostook | New Orleans* | Arizona | Heading North |
| Pembina | Pensacola* | J.P. Jackson | New Orleans* | Arkansas | Supply Ship to Texas |
| Bloomer | Pensacola* | New London | New Orleans* | Augusta Dinsmore | Supply Ship to Texas |
| Arthur | Pensacola | Gerrude | New Orleans* | Glasgow | Dispatch Ship |
| W.G. Anderson | Pensacola | Calhoun | New Orleans* | Jasmine | Dispatch Ship |
| Kitatinny | Pensacola | Elk | New Orleans | * = repairing; ~ = coaling | |
| Potomac | Pensacola | Wave | New Orleans | | |
| J.C. Kuhn | Pensacola | Tallahatchie | New Orleans | | |
| Nightingale | Pensacola | Rodolph | New Orleans | | |
| O.H. Lee | Pensacola | Carrabassett | New Orleans | | |
| Orvetta | Pensacola | Narcissus | New Orleans | | |
| Sarah Bruen | Pensacola | Hollyhock | New Orleans | | |
| John Griffith | Pensacola | Ida | New Orleans | | |
| Sea Foam | Pensacola | Fearnot | New Orleans | | |
| Henry Jones | Pensacola | M.A. Wood | New Orleans | | |
| Oneida | Mobile | Meteor | New Orleans | | |
| Conemaugh | Mobile | Pampero | Head of the Passes | | |
| Metacomet | Mobile | Nyanza | Southwest Pass | | |
| Port Royal | Mobile | Glide | Berwick Bay | | |
| Pinola | Mobile | Granite City | Berwick Bay | | |
| Penguin | Mobile | Princess Royal | Berwick Bay | | |
| Albatross | Mobile | Chocura | Sabine Pass | | |
| Kennebec | Mobile | Antona | Sabine Pass | | |
| Genesee | Mobile | Lackawanna | Sabine Pass | | |
| Vincennes | Ship Island | Owasco | Galveston | | |
| Cowslip | Mississippi Sound | Katahdin | Galveston | | |
| Commodore | Lake Pontchartrain | Sciota | Galveston | | |
| Stockdale | Lake Pontchartrain | Kineo | Galveston | | |
| Corypheus | Lake Pontchartrain | Virginia | Galveston | | |

April 15, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|------------------|----------------------|
| Bloomer | East Pass, Santa Rosa | Corypheus | Lake Pontchartrain | Owasco | Brazos River |
| Charlotte | East Pass, Santa Rosa | Octorara | New Orleans* | Estrella | Pass Cavallo |
| Hartford | Pensacola | Monongahala | New Orleans | Cayuga | Pass Cavallo |
| Richmond | Pensacola | Aroostook | New Orleans | Arkansas | Supply Ship to Texas |
| Arthur | Pensacola | J.P. Jackson | New Orleans | Augusta Dinsmore | Supply Ship to Texas |
| W.G. Anderson | Pensacola | New London | New Orleans | Glasgow | Dispatch Ship |
| Kittatimny | Pensacola | Gertrude | New Orleans | Jasmine | Dispatch Ship |
| Potomac | Pensacola | Calhoun | New Orleans | Ida | New Orleans |
| J.C. Kuhn | Pensacola | Pembina | New Orleans | Hollyhock | New Orleans |
| Nightingale | Pensacola | Sciota | New Orleans | * = repairing | |
| O.H. Lee | Pensacola | Arizona | New Orleans | | |
| Orvetta | Pensacola | Granite City | New Orleans* | | |
| Sarah Bruen | Pensacola | Elk | New Orleans | | |
| John Griffith | Pensacola | Wave | New Orleans | | |
| Sea Foam | Pensacola | Tallahatchie | New Orleans | | |
| Henry James | Pensacola | Rodolph | New Orleans | | |
| Oneida | Mobile | Carrabassett | New Orleans | | |
| Sebago | Mobile | Portsmouth | New Orleans | | |
| Itasca | Mobile | Fearnot | New Orleans | | |
| Conemaugh | Mobile | M.A. Wood | New Orleans | | |
| Metacomet | Mobile | Meteor | Head of the Passes | | |
| Port Royal | Mobile | Pampero | Southwest Pass | | |
| Pinola | Mobile | Nyanza | Berwick Bay | | |
| Penguin | Mobile | Glide | Berwick Bay | | |
| Albatross | Mobile | Princess Royal | Sabine Pass | | |
| Kennebec | Mobile | Chocura | Sabine Pass | | |
| Genesee | Mobile | Antona | Sabine Pass | | |
| Seminole | Mobile | Lackawanna | Galveston | | |
| Ossipee | Mobile | Kineo | Galveston | | |
| Vincennes | Ship Island | Penobscot | Galveston | | |
| Cowslip | Mississippi Sound | Kanawha | Galveston | | |
| Narcissus | Mississippi Sound | Katahdin | Galveston | | |
| Commodore | Lake Pontchartrain | Bohio | Galveston | | |
| Stockdale | Lake Pontchartrain | Virginia | San Luis Pass | | |

May 1, 1864

| | | | | | |
|---------------|-----------------------|----------------|---------------------------|------------------|----------------------|
| Bloomer | East Pass, Santa Rosa | Nyanza | Berwick Bay | Portsmouth | New Orleans |
| Charlotte | East Pass, Santa Rosa | Glide | Berwick Bay | Fearnot | New Orleans |
| Hartford | Pensacola | Wave | Calcasieu | M.A. Wood | New Orleans |
| Richmond | Pensacola | Granite City | Calcasieu | Meteor | New Orleans |
| Arthur | Pensacola | Princess Royal | Sabine Pass | Arkansas | Supply Ship to Texas |
| W.G. Anderson | Pensacola | Cayuga | Sabine Pass | Augusta Dinsmore | Supply Ship to Texas |
| Kittatinny | Pensacola | New London | Sabine Pass | Glasgow | Dispatch Ship |
| Potomac | Pensacola | Lackawanna | Galveston | Jasmine | Dispatch Ship |
| J.C. Kuhn | Pensacola | Owasco | Galveston | Ida | New Orleans |
| Nightingale | Pensacola | Katahdin | Galveston | Hollyhock | New Orleans |
| O.H. Lee | Pensacola | Kineo | Galveston | * | = repairing |
| Orvetta | Pensacola | Arizona | Galveston | | |
| Sarah Bruen | Pensacola | Bohio | Galveston | | |
| John Griffith | Pensacola | Virginia | San Luis Pass | | |
| Sea Foam | Pensacola | Chocura | Brazos River | | |
| Henry James | Pensacola | Estrella | Pass Cavallo | | |
| Ossipee | Mobile | Kanawha | Along Coast to Rio Grande | | |
| Oneida | Mobile | Commodore | Lake Pontchartrain | | |
| Sebago | Mobile | Stockdale | Lake Pontchartrain | | |
| Itasca | Mobile | Corypheus | Lake Pontchartrain | | |
| Conemaugh | Mobile | Monongahala | New Orleans* | | |
| Metacomet | Mobile | Octorara | New Orleans* | | |
| Pinola | Mobile | Aroostook | New Orleans* | | |
| Penguin | Mobile | J.P. Jackson | New Orleans* | | |
| Albatross | Mobile | Gettrude | New Orleans* | | |
| Kennebec | Mobile | Calhoun | New Orleans* | | |
| Genesee | Mobile | Pembina | New Orleans* | | |
| Seminole | Mobile | Sciota | New Orleans* | | |
| Tennessee | Mobile | Antona | New Orleans* | | |
| Vincennes | Ship Island | Penobscot | New Orleans* | | |
| Port Royal | Mississippi Sound | Tallahatchie | New Orleans* | | |
| Cowslip | Mississippi Sound | Elk | New Orleans* | | |
| Narcissus | Mississippi Sound | Rodolph | New Orleans* | | |
| Pampero | Southwest Pass | Carrabasset | New Orleans* | | |

May 15, 1864

| | | | | | |
|---------------|-----------------------|-----------------|------------------------------|---------------|---------------|
| Bloomer | East Pass, Santa Rosa | J.P. Jackson | New Orleans* | Glasgow | Dispatch Ship |
| Charlotte | East Pass, Santa Rosa | Calhoun | New Orleans* | Jasmine | Dispatch Ship |
| Hartford | Pensacola | Antona | New Orleans* | Ida | New Orleans |
| Seminole | Pensacola | Penobscot | New Orleans* | Hollyhock | New Orleans |
| Kennebec | Pensacola | Virginia | New Orleans* | * = repairing | |
| Pinola | Pensacola | Cornubia | New Orleans* | | |
| Penguin | Pensacola | Tallahatchie | New Orleans* | | |
| Albatross | Pensacola | Elk | New Orleans* | | |
| Tennessee | Pensacola | Rodolph | New Orleans* | | |
| Buckhorn | Pensacola | Carrabassett | New Orleans* | | |
| Arthur | Pensacola | Portsmouth | New Orleans | | |
| W.G. Anderson | Pensacola | M.A. Wood | New Orleans | | |
| Kittatinny | Pensacola | Fearnot | New Orleans | | |
| Potomac | Pensacola | Meteor | Head of the Passes | | |
| J.C. Kuhn | Pensacola | Pampero | Southwest Pass | | |
| Nightingale | Pensacola | Nyanza | Berwick Bay | | |
| Conemaugh | Mobile | Glide | Berwick Bay | | |
| Genesee | Mobile | Pocahontas | Calcasieu | | |
| Itasca | Mobile | Aroostook | Calcasieu | | |
| Metacomet | Mobile | Princess Royal | Sabine Pass | | |
| Oneida | Mobile | Cayuga | Sabine Pass | | |
| Ossipee | Mobile | Lackawanna | Galveston | | |
| Pembina | Mobile | Owasco | Galveston | | |
| Port Royal | Mobile | Katahdin | Galveston | | |
| Richmond | Mobile | Chocura | Galveston | | |
| Vincennes | Ship Island | Sciota | Galveston | | |
| Sebago | Mississippi Sound | Gertrude | Galveston | | |
| Cowslip | Mississippi Sound | New London | Galveston | | |
| Nacissus | Mississippi Sound | Arizona | Galveston | | |
| Commodore | Lake Pontchartrain | Kineo | San Luis Pass | | |
| Stockdale | Lake Pontchartrain | Estrella | Brazos River and Velasco | | |
| Corypheus | Lake Pontchartrain | Kanawha | Pass Cavallo | | |
| Monongahala | New Orleans* | Arkansas | Coast of Texas to Rio Grande | | |
| Octorara | New Orleans* | Augusta Dinmore | Supply Ship to Texas | | |
| | | | Supply Ship to Texas | | |

June 1, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|-----------------|----------------------|
| Bloomer | East Pass, Santa Rosa | Commodore | Lake Pontchartrain | Arizona | Pass Cavallo |
| Charlotte | East Pass, Santa Rosa | Stockdale | Lake Pontchartrain | Chocoma | Coast of Texas |
| Itasca | Pensacola | Corypheus | Lake Pontchartrain | Arkansas | Supply Ship to Texas |
| Cornubia | Pensacola | Portsmouth | New Orleans | Augusta Dismore | Supply Ship to Texas |
| Arthur | Pensacola | Fearnot | New Orleans | Glasgow | Dispatch Ship |
| W.G. Anderson | Pensacola | M.A. Wood | New Orleans | Jasmine | Dispatch Ship |
| Kittatimny | Pensacola | Octorara | New Orleans | Hollyhock | New Orleans |
| Potomac | Pensacola | J.P. Jackson | New Orleans | Ida | New Orleans |
| J.C. Kuhn | Pensacola | Calhoun | New Orleans | | |
| Hartford | Mobile | Antona | New Orleans | | |
| Richmond | Mobile | Penobscot | New Orleans | | |
| Lackawanna | Mobile | Virginia | New Orleans | | |
| Brooklyn | Mobile | Pocahontas | New Orleans | | |
| Seminole | Mobile | Philippi | New Orleans | | |
| Monongahala | Mobile | Elk | New Orleans | | |
| Galena | Mobile | Rodolph | New Orleans | | |
| Ossipee | Mobile | Tallahatchie | New Orleans | | |
| Oneida | Mobile | Meteor | Head of the Passes | | |
| Pembina | Mobile | Pampero | Southwest Pass | | |
| Metacomet | Mobile | Nyanza | Berwick Bay | | |
| Genesee | Mobile | Glide | Berwick Bay | | |
| Port Royal | Mobile | Carrabassett | Berwick Bay | | |
| Tennessee | Mobile | Princess Royal | Galveston | | |
| Kennebec | Mobile | Kineo | Galveston | | |
| Pinola | Mobile | Cayuga | Galveston | | |
| Penguin | Mobile | Katahdin | Galveston | | |
| Conemaugh | Mobile | Aroostook | Galveston | | |
| Sebago | Mississippi Sound | Estrella | Galveston | | |
| Cowslip | Mississippi Sound | Gertrude | Galveston | | |
| Buckthorn | Mississippi Sound | Kanawha | Velasco | | |
| Narcissus | Mississippi Sound | New London | Calcasieu | | |
| Vincennes | Ship Island | Owasco | Sabine Pass | | |
| Bohio | Ship Island | Sciota | Sabine Pass | | |

June 15, 1864

| | | | | | |
|---------------|-----------------------|----------------|----------------------|---------------------------|----------------------|
| Bloomer | East Pass, Santa Rosa | Vincennes | Ship Island | Augusta Dismore | Supply Ship to Texas |
| Charlotte | East Pass, Santa Rosa | Bohio | Ship Island | Glasgow | Dispatch Ship |
| Owasco | Pensacola* | Commodore | Lake Pontchartrain | Jasmine | Dispatch Ship |
| Tennessee | Pensacola* | Stockdale | Lake Pontchartrain | Hollyhock | New Orleans |
| Metacomet | Pensacola* | Corypheus | Lake Pontchartrain | Ida | New Orleans |
| Lackawanna | Pensacola* | Octorara | New Orleans | * = repairing and coaling | |
| Seminole | Pensacola* | J.P. Jackson | New Orleans | | |
| Conemaugh | Pensacola* | Antona | New Orleans | | |
| Pembina | Pensacola* | Virginia | New Orleans | | |
| Cowslip | Pensacola* | Tallahatchie | New Orleans | | |
| Narcissus | Pensacola* | Meteor | New Orleans | | |
| Cornubia | Pensacola* | Portsmouth | New Orleans | | |
| Arthur | Pensacola | Fearnot | New Orleans | | |
| W.G. Anderson | Pensacola | Rodolph | Pass a l'Outre | | |
| Kittatinny | Pensacola | Pampero | Southwest Pass | | |
| J.C. Kuhn | Pensacola | Nyanza | Berwick Bay | | |
| Potomac | Pensacola | Glide | Berwick Bay | | |
| Maria A. Wood | Pensacola | Carrabassett | Berwick Bay | | |
| Hartford | Mobile | New London | Calcasieu | | |
| Richmond | Mobile | Sciota | Sabine Pass | | |
| Brooklyn | Mobile | Kineo | Sabine Pass | | |
| Monongahala | Mobile | Princess Royal | Galveston | | |
| Ossipee | Mobile | Katahdin | Galveston | | |
| Galena | Mobile | Pocahontas | Galveston | | |
| Oneida | Mobile | Kanawha | Galveston | | |
| Genesee | Mobile | Penobscot | Galveston | | |
| Port Royal | Mobile | Cayuga | Galveston | | |
| Kennebec | Mobile | Penguin | Galveston | | |
| Pimola | Mobile | Gertrude | San Luis Pass | | |
| Itasca | Mobile | Aroostook | Velasco | | |
| Philippi | Mobile | Chocura | Pass Cavallo | | |
| Sebago | Mississippi Sound | Arizona | Pass Cavallo | | |
| Buckthorn | Mississippi Sound | Estrella | Pass Cavallo | | |
| Elk | Mississippi Sound | Arkansas | Supply Ship to Texas | | |

July 15, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|--------------------------------|----------------------|
| Bloomer | East Pass, Santa Rosa | Buckthorn | Mississippi Sound | Sciota | Pass Cavallo |
| Charlotte | East Pass, Santa Rosa | Narcissus | Mississippi Sound | Arkansas | Supply Ship to Texas |
| Hartford | Pensacola* | Elk | Mississippi Sound | Augusta Dmsmore | Supply Ship to Texas |
| Estrella | Pensacola* | Vincennes | Ship Island | Glasgow | Dispatch Ship |
| Kennebec | Pensacola* | Commodore | Lake Pontchartrain | Jasmine | Dispatch Ship |
| Owasco | Pensacola* | Stockdale | Lake Pontchartrain | Hollyhock | New Orleans |
| Pembina | Pensacola* | Corypheus | Lake Pontchartrain | Ida | New Orleans |
| Port Royal | Pensacola* | Antona | New Orleans | * = some repairing and coaling | |
| Seminole | Pensacola* | J.P. Jackson | New Orleans | | |
| Bienville | Pensacola* | Octorara | New Orleans | | |
| Manhattan | Pensacola* | Virginia | New Orleans | | |
| Potomac | Pensacola | Meteor | New Orleans | | |
| Arthur | Pensacola | Rodolph | New Orleans | | |
| W.G. Anderson | Pensacola | Tallahatchie | New Orleans | | |
| J.C. Kuhn | Pensacola | Portsmouth | New Orleans | | |
| Kittatiny | Pensacola | Fearnot | New Orleans | | |
| M.A. Wood | Pensacola | Pampero | New Orleans | | |
| Bohio | Pensacola | Carrabasset | Southwest Pass | | |
| Galena | Mobile | Glide | Berwick Bay | | |
| Genesee | Mobile | Nyanza | Berwick Bay | | |
| Itasca | Mobile | Cayuga | Berwick Bay | | |
| Lackawanna | Mobile | New London | Calcasieu | | |
| Metacomet | Mobile | Pocahontas | Calcasieu | | |
| Monongahala | Mobile | Arizona | Sabine Pass | | |
| Oneida | Mobile | Princess Royal | Sabine Pass | | |
| Ossipee | Mobile | Penobscot | Galveston | | |
| Pinola | Mobile | Gertrude | Galveston | | |
| Richmond | Mobile | Chocura | Galveston | | |
| Brooklyn | Mobile | Kanawha | Galveston | | |
| Sebago | Mobile | Katahdin | Galveston | | |
| Tennessee | Mobile | Aroostook | Galveston | | |
| Philippi | Mobile | Kineo | Galveston | | |
| Conemaugh | Mississippi Sound | Cornubia | Galveston | | |
| Cowslip | Mississippi Sound | Penguin | Galveston | | |
| | | | San Luis Pass | | |

August 15, 1864

| | | | | | |
|---------------|-----------------------|---------------|--------------------|----------------|--------------|
| Bloomer | East Pass, Santa Rosa | Tritonia | Mobile Bay | New London | Calcasieu |
| Charlotte | East Pass, Santa Rosa | Althea | Mobile Bay | Pocahontas | Sabine Pass |
| Potomac | Pensacola | Rose | Mobile Bay | Arizona | Sabine Pass |
| W.G. Anderson | Pensacola | Pink | Mobile Bay | Princess Royal | Galveston |
| Arthur | Pensacola | Buckthorn | Mobile Bay | Katahdin | Galveston |
| J.C. Kuhn | Pensacola | Manhattan | Mobile Bay | Aroostook | Galveston |
| Jasmine | Pensacola | Winnebago | Mobile Bay | Sciota | Galveston |
| Kitatinny | Pensacola | Chickasaw | Mobile Bay | Kanawha | Galveston |
| Owasco | Pensacola* | CSS Tennessee | Mobile Bay | Choctaw | Galveston |
| Glasgow | Pensacola* | CSS Selma | Mobile Bay | Cornubia | Galveston |
| Genesee | Mobile | Conemaugh | Mississippi Sound | Penguin | Galveston |
| Sebago | Mobile | Esrella | Mississippi Sound | Kineo | Aransas Pass |
| Pembina | Mobile | J.P. Jackson | Mississippi Sound | Penobscot | Velasco |
| Pinola | Mobile | Vincennes | Ship Island | * = repairing | |
| Tennessee | Mobile | Bohio | Ship Island | | |
| Bienville | Mobile | Commodore | Lake Pontchartrain | | |
| M.A. Wood | Mobile | Corypheus | Lake Pontchartrain | | |
| Hartford | Mobile Bay | Arkansas | New Orleans | | |
| Brooklyn | Mobile Bay | Virginia | New Orleans | | |
| Richmond | Mobile Bay | Antona | New Orleans | | |
| Lackawanna | Mobile Bay | A. Dinsmore | New Orleans | | |
| Monongahala | Mobile Bay | Hollyhock | New Orleans | | |
| Oneida | Mobile Bay | Ida | New Orleans | | |
| Ossipee | Mobile Bay | Portsmouth | New Orleans | | |
| Galena | Mobile Bay | Fearnot | New Orleans | | |
| Seminole | Mobile Bay | Antelope | New Orleans | | |
| Port Royal | Mobile Bay | Elk | New Orleans | | |
| Itasca | Mobile Bay | Pampero | Southwest Pass | | |
| Metacomet | Mobile Bay | Tallahatchie | Southwest Pass | | |
| Kennebec | Mobile Bay | Meteor | Pass a L'outré | | |
| Octorara | Mobile Bay | Nyanza | Berwick Bay | | |
| Rodolph | Mobile Bay | Glide | Berwick Bay | | |
| Stockdale | Mobile Bay | Carrabasset | Berwick Bay | | |
| Cowstip | Mobile Bay | Cayuga | Calcasieu | | |

September 1, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|-----------------|-----------------------|
| Bloomer | East Pass, Santa Rosa | Bienville | Mobile Bay | Katahdin | Galveston |
| Charlotte | East Pass, Santa Rosa | Rodolph | Mobile Bay | Aroostook | Galveston |
| Brooklyn | Pensacola% | Stockdale | Mobile Bay | Sciota | Galveston |
| Monongahala | Pensacola% | Cowslip | Mobile Bay | Kanawha | Galveston |
| Seminole | Pensacola% | Glusgow | Mobile Bay | Chocura | Galveston |
| Ossipee | Pensacola% | Althea | Mobile Bay | Cornubia | Galveston |
| Galena | Pensacola% | Pink | Mobile Bay | Penguin | Galveston |
| Itasca | Pensacola% | Rose | Mobile Bay | Kineo | Aransas Pass |
| Cayuga | Pensacola% | Maria A. Wood | Mobile Bay | Penobscot | Velasco |
| Owasco | Pensacola% | J.P. Jackson | Mississippi Sound | Arkansas | Supply Ship to Texas |
| Tennessee | Pensacola% | Narcissus | Mississippi Sound | Augusta Dismore | Supply Ship to Texas |
| Buckthorn | Pensacola% | Vincennes | Ship Island | Hollyhock | New Orleans |
| Jasmine | Pensacola% | Commodore | Lake Pontchartrain | Ida | New Orleans |
| Potomac | Pensacola | Tallahatchie | Lake Pontchartrain | Tritonia | Supply Ship to Mobile |
| Arthur | Pensacola | Corypheus | Lake Pontchartrain | | |
| J.C. Kuhn | Pensacola | Oneida | New Orleans | | |
| Kittatimny | Pensacola | CSS Tennessee | New Orleans | | |
| W.G. Anderson | Pensacola | Conemaugh | New Orleans | | |
| Bohio | Pensacola | Estrella | New Orleans | | |
| Hartford | Mobile Bay | Antona | New Orleans | | |
| Richmond | Mobile Bay | Arizona | New Orleans | | |
| Lackawanna | Mobile Bay | Virginia | New Orleans | | |
| Manhattan | Mobile Bay | Meteor | New Orleans | | |
| Chickasaw | Mobile Bay | Elk | New Orleans | | |
| Winnebago | Mobile Bay | Portsmouth | New Orleans | | |
| Metacombet | Mobile Bay | Fearnot | New Orleans | | |
| Octorara | Mobile Bay | Pampero | Southwest Pass | | |
| Port Royal | Mobile Bay | Antelope | Pass a'L'outré | | |
| Genesee | Mobile Bay | Nyanza | Berwick Bay | | |
| Sebago | Mobile Bay | Glide | Berwick Bay | | |
| Kennebec | Mobile Bay | Carrabassett | Berwick Bay | | |
| Pembina | Mobile Bay | New London | Calcasieu | | |
| Pinola | Mobile Bay | Pocahontas | Sabine Pass | | |
| Selma | Mobile Bay | Princess Royal | Galveston | | |

October 1, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|------------------|------------------------------|
| Bloomer | East Pass, Santa Rosa | J.P. Jackson | Mississippi Sound | Katahdin | Galveston |
| Charlotte | East Pass, Santa Rosa | Rose | Mississippi Sound | New London | Galveston |
| Richmond | Pensacola* | Bohio | Mississippi Sound | Seminole | Galveston |
| Cayuga | Pensacola* | Vincennes | Ship Island | Bienville | Galveston |
| Genesee | Pensacola* | Tallahatchie | Lake Pontchartrain | Sciota | Velasco |
| Jasmine | Pensacola* | Fort Gaines | Lake Pontchartrain | Itasca | Rio Grande |
| Kanawha | Pensacola* | Corypheus | Lake Pontchartrain | Kineo | Rio Grande |
| Lackawanna | Pensacola* | Antonia | New Orleans* | Arkansas | Supply Ship to Texas |
| Metacomet | Pensacola* | Arizona | New Orleans* | Augusta Dinsmore | Supply Ship to Texas |
| Pembina | Pensacola* | Conemaugh | New Orleans* | Holyhock | New Orleans |
| Buckthorn | Pensacola | Elk | New Orleans* | Ida | New Orleans |
| Cowslip | Pensacola | Estrella | New Orleans* | Glasgow | Supply Ship to Mobile |
| Potomac | Pensacola | Meteor | New Orleans* | Galena | Heading to Key West |
| W.G. Anderson | Pensacola | Mobile | New Orleans* | * | = some repairing and coaling |
| Arthur | Pensacola | Oneida | New Orleans* | | |
| Kitatinny | Pensacola | Princess Royal | New Orleans* | | |
| J.C. Kuhn | Pensacola | Selma | New Orleans* | | |
| Hartford | Mobile Bay | Tennessee | New Orleans* | | |
| Kennebec | Mobile Bay | Virginia | New Orleans* | | |
| Monongahala | Mobile Bay | Fearnot | New Orleans | | |
| Octorara | Mobile Bay | Portsmouth | New Orleans | | |
| Pinola | Mobile Bay | Pampero | Southwest Pass | | |
| Port Royal | Mobile Bay | Antelope | Pass a'L'outré | | |
| Rodolph | Mobile Bay | Nyanza | Berwick Bay | | |
| Stockdale | Mobile Bay | Glide | Berwick Bay | | |
| Sebago | Mobile Bay | Carrabassett | Berwick Bay | | |
| Chickasaw | Mobile Bay | Owasco | Calcasieu | | |
| Winnebago | Mobile Bay | Penguin | Calcasieu | | |
| Manhattan | Mobile Bay | Gertrude | Sabine Pass | | |
| Althea | Mobile Bay | Pocahontas | Sabine Pass | | |
| Narcissus | Mobile Bay | Ossipee | Galveston | | |
| Pink | Mobile Bay | Aroostook | Galveston | | |
| Tritonia | Mobile Bay | Chocura | Galveston | | |
| Maria A. Wood | Mobile Bay | Cornubia | Galveston | | |

November 1, 1864

| | | | | | |
|---------------|-----------------------|----------------|--------------------|-----------------|------------------------------|
| Bloomer | East Pass, Santa Rosa | J.P. Jackson | Mississippi Sound | Pembina | Galveston |
| Charlotte | East Pass, Santa Rosa | Rose | Mississippi Sound | Sciota | Galveston |
| Cayuga | Pensacola* | Vincennes | Ship Island | Seminole | Galveston |
| Genesee | Pensacola* | Elk | Lake Pontchartrain | Itasca | Rio Grande |
| Kanawha | Pensacola* | Fort Gaines | Lake Pontchartrain | Penobscot | Brazos Santiago |
| Kennebec | Pensacola* | Corypheus | Lake Pontchartrain | Arkansas | Supply Ship to Texas |
| Octorara | Pensacola* | Antona | New Orleans~ | Augusta Dismore | Supply Ship to Texas |
| Pinola | Pensacola* | Arizona | New Orleans~ | Hollyhock | New Orleans |
| Sebago | Pensacola* | Conemaugh | New Orleans~ | Ida | New Orleans |
| Jasmine | Pensacola | Estrella | New Orleans~ | Glasgow | Supply Ship to Mobile |
| Pink | Pensacola | Meteor | New Orleans~ | Galena | Transferred to East Gulf |
| Potomac | Pensacola | Mobile | New Orleans~ | * | = some repairing and coaling |
| W.G. Anderson | Pensacola | Mikwaukee | New Orleans~ | ~ | = some at quarantine station |
| Kittatimny | Pensacola | Orneida | New Orleans~ | | |
| J.C. Kuhn | Pensacola | Princess Royal | New Orleans~ | | |
| Hartford | Mobile Bay | Tennessee | New Orleans~ | | |
| Chickasaw | Mobile Bay | Virginia | New Orleans~ | | |
| Lackawanna | Mobile Bay | Fearnot | New Orleans | | |
| Manhattan | Mobile Bay | Portsmouth | New Orleans | | |
| Metacomet | Mobile Bay | Pampero | Southwest Pass | | |
| Monongahala | Mobile Bay | Carrabassett | Berwick Bay | | |
| Owasco | Mobile Bay | Glide | Berwick Bay | | |
| Port Royal | Mobile Bay | Nyanza | Berwick Bay | | |
| Richmond | Mobile Bay | Aroostook | Calcasieu | | |
| Rodolph | Mobile Bay | Penguin | Calcasieu | | |
| Selma | Mobile Bay | Gertrude | Sabine Pass | | |
| Stockdale | Mobile Bay | New London | Sabine Pass | | |
| Winnebago | Mobile Bay | Pocahontas | Sabine Pass | | |
| M.A. Wood | Mobile Bay | Ossipee | Galveston | | |
| Althea | Mobile Bay | Bienville | Galveston | | |
| Buckthorn | Mobile Bay | Chocura | Galveston | | |
| Cowslip | Mobile Bay | Cornubia | Galveston | | |
| Narcissus | Mobile Bay | Katahdin | Galveston | | |
| Tritonia | Mobile Bay | Kineo | Galveston | | |

November 30, 1864

| | | | | | |
|---------------|-----------------------|---------------|--------------------|------------------|----------------------------|
| Bloomer | East Pass, Santa Rosa | Pink | Mobile Bay | Cornubia | Galveston |
| Charlotte | East Pass, Santa Rosa | Tritonia | Mobile Bay | Pembina | Galveston |
| Hartford | Pensacola* | Maria A. Wood | Mobile Bay | Chocura | Velasco |
| Kanawha | Pensacola* | J.P. Jackson | Mississippi Sound | Seminole | Rio Grande |
| Kennebec | Pensacola* | Rose | Mississippi Sound | Metacomet | Coast of Texas |
| Kineo | Pensacola* | Bohio | Mississippi Sound | Monongahala | Coast of Texas |
| Ossipee | Pensacola* | Vincennes | Ship Island | Princess Royal | Coast of Texas |
| Owasco | Pensacola* | Elk | Lake Pontchartrain | Arkansas | Supply Ship to Texas |
| Penguin | Pensacola* | Fort Gaines | Lake Pontchartrain | Augusta Dinsmore | Supply Ship to Texas |
| Pinola | Pensacola* | Tallahatchie | Lake Pontchartrain | Hollyhock | New Orleans |
| Sciota | Pensacola* | Antona | New Orleans | Ida | New Orleans |
| Constellation | Pensacola | Arizona | New Orleans | Glasgow | Supply Ship to Mobile |
| W.G. Anderson | Pensacola | Estrella | New Orleans | Manhattan | Transferred to Mississippi |
| Arthur | Pensacola | Katahdin | New Orleans | Tennessee | Transferred to Mississippi |
| Corypheus | Pensacola | Manhattan | New Orleans | * | = repairing |
| J.C. Kuhn | Pensacola | Milwaukee | New Orleans | | |
| Kittatiny | Pensacola | Oneida | New Orleans | | |
| Potomac | Pensacola | Tennessee | New Orleans | | |
| Buckthorn | Pensacola | Virginia | New Orleans | | |
| Jasmine | Pensacola | Fearnot | New Orleans | | |
| Narcissus | Pensacola | Pampero | Southwest Pass | | |
| Richmond | Mobile Bay | Meteor | Head of the Passes | | |
| Genesee | Mobile Bay | Carrabasset | Berwick Bay | | |
| Octorara | Mobile Bay | Glide | Berwick Bay | | |
| Port Royal | Mobile Bay | Nyanza | Berwick Bay | | |
| Rodolph | Mobile Bay | Penobscot | Calcasteu | | |
| Sebago | Mobile Bay | New London | Calcasteu | | |
| Selma | Mobile Bay | Gertrude | Sabine Pass | | |
| Stockdale | Mobile Bay | Itasca | Sabine Pass | | |
| Chickasaw | Mobile Bay | Pocahontas | Sabine Pass | | |
| Kickapoo | Mobile Bay | Lackawanna | Galveston | | |
| Winnebago | Mobile Bay | Aroostook | Galveston | | |
| Althea | Mobile Bay | Bienville | Galveston | | |
| Cowslip | Mobile Bay | Cayuga | Galveston | | |

January 1, 1865

| | | | | | |
|---------------|-----------------------|------------------|--------------------|----------------|---------------|
| Arthur | Pensacola | Stockdale | Mississippi Sound | Monongahala | Galveston |
| W.G. Anderson | Pensacola | Tallahatchie | Mississippi Sound | Princess Royal | Galveston |
| Bohio | Pensacola | Fort Gaines | Lake Pontchartrain | Virginia | Galveston |
| Charlotte | Pensacola | Meteor | Pass a l'Outre | Kanawha | Pass Cavallo |
| Jasmine | Pensacola | Pampero | Southwest Pass | Penobscot | San Luis Pass |
| Kennebec | Pensacola | Vincennes | Ship Island | Seminole | Rio Grande |
| J.C. Kuhn | Pensacola | Arizona | New Orleans | Metacomet | Cruising |
| Ossipee | Pensacola | Aroostook | New Orleans | | |
| Owasco | Pensacola | Arkansas | New Orleans | | |
| Penguin | Pensacola | Augusta Dinsmore | New Orleans | | |
| Pinola | Pensacola | Bienville | New Orleans | | |
| Potomac | Pensacola | Cornubia | New Orleans | | |
| Sciota | Pensacola | Estrella | New Orleans | | |
| Bloomer | East Pass, Santa Rosa | Feamot | New Orleans | | |
| Antona | Mobile Bay | Glide | New Orleans | | |
| Buckthorn | Mobile Bay | Glasgow | New Orleans | | |
| Chickasaw | Mobile Bay | Hollyhock | New Orleans | | |
| Corypheus | Mobile Bay | Itasca | New Orleans | | |
| Genesee | Mobile Bay | Ida | New Orleans | | |
| Kickapoo | Mobile Bay | Katahdin | New Orleans | | |
| Milwaukee | Mobile Bay | Kineo | New Orleans | | |
| Maria A. Wood | Mobile Bay | Oneida | New Orleans | | |
| Narcissus | Mobile Bay, Disabled | Port Royal | New Orleans | | |
| Octorara | Mobile Bay | Pocahontas | New Orleans | | |
| Richmond | Mobile Bay | Portsmouth | New Orleans | | |
| Sebago | Mobile Bay | Selma | New Orleans | | |
| Sam Houston | Mobile Bay | Carrabassett | Berwick Bay | | |
| Tritonia | Mobile Bay | Nyanza | Berwick Bay | | |
| Winnebago | Mobile Bay | Chocoma | Calcasieu | | |
| Althea | Mississippi Sound | New London | Calcasieu | | |
| Cowslip | Mississippi Sound | Pembina | Sabine Pass | | |
| J.P. Jackson | Mississippi Sound | Cayuga | Galveston | | |
| Rodolph | Mississippi Sound | Gertrude | Galveston | | |
| Rose | Mississippi Sound | Lackawanna | Galveston | | |

January 15, 1865

| | | | | | |
|---------------|-----------------------|------------------|--------------------|----------------|----------------|
| Arthur | Pensacola | Rose | Mississippi Sound | Lackawanna | Galveston |
| W.G. Anderson | Pensacola | Tallahatchie | Mississippi Sound | Monongahala | Galveston |
| Buckthorn | Pensacola | Elk | Lake Pontchartrain | Princess Royal | Galveston |
| Jasmine | Pensacola | Fort Gaines | Lake Pontchartrain | Virginia | Galveston |
| Kennebec | Pensacola | Vincennes | Ship Island | Kanawha | Pass Cavallo |
| J.C. Kuhn | Pensacola | Pampero | Southwest Pass | Seminole | Rio Grande |
| Kittatinny | Pensacola | Meteor | Pass a l'Outre | Penobscot | San Luis Pass |
| Metacomet | Pensacola | Arizona | New Orleans | Bienville | Coast of Texas |
| Narcissus | Pensacola, Disabled | Aroostook | New Orleans | Penguin | Coast of Texas |
| Ossipee | Pensacola | Arkansas | New Orleans | | |
| Owasco | Pensacola | Augusta Dinsmore | New Orleans | | |
| Pinola | Pensacola | Cornubia | New Orleans | | |
| Potomac | Pensacola | Cowslip | New Orleans | | |
| Sciota | Pensacola | Estrella | New Orleans | | |
| Sam Houston | Pensacola | Fearnot | New Orleans | | |
| Bloomer | East Pass, Santa Rosa | Glasgow | New Orleans | | |
| Charlotte | East Pass, Santa Rosa | Glide | New Orleans | | |
| Antona | Mobile Bay | Hollyhock | New Orleans | | |
| Althea | Mobile Bay | Ida | New Orleans | | |
| Corypheus | Mobile Bay | Itasca | New Orleans | | |
| Genesee | Mobile Bay | Katahdin | New Orleans | | |
| Kickapoo | Mobile Bay | Kineo | New Orleans | | |
| Maria A. Wood | Mobile Bay | Oneida | New Orleans | | |
| Milwaukee | Mobile Bay | Port Royal | New Orleans | | |
| Octorara | Mobile Bay | Poconantas | New Orleans | | |
| Pink | Mobile Bay | Selma | New Orleans | | |
| Richmond | Mobile Bay | Portsmouth | New Orleans | | |
| Sebago | Mobile Bay | Carrabassett | Berwick Bay | | |
| Stockdale | Mobile Bay | Nyanza | Berwick Bay | | |
| Tritonia | Mobile Bay | Chocura | Calcasieu | | |
| Winnebago | Mobile Bay | New London | Calcasieu | | |
| Bohio | Mississippi Sound | Pembina | Sabine Pass | | |
| J.P. Jackson | Mississippi Sound | Cayuga | Galveston | | |
| Rodolph | Mississippi Sound | Gertrude | Galveston | | |

February 1, 1865

| | | | | | |
|---------------|-----------------------|--------------|--------------------|------------------|----------------|
| Charlotte | East Pass, Santa Rosa | Rose | Mississippi Sound | Virginia | Galveston |
| Bloomer | East Pass, Santa Rosa | Vincennes | Ship Island | Kanawha | Pass Cavallo |
| W.G. Anderson | Pensacola | Elk | Lake Pontchartrain | Penguin | Velasco |
| Arthur | Pensacola | Fort Gaines | Lake Pontchartrain | Penobscot | San Luis Pass |
| Buckthorn | Pensacola | Tallahatchie | Lake Pontchartrain | Seminole | Rio Grande |
| Jasmine | Pensacola | Meteor | Pass a l'Outre | Antona | Coast of Texas |
| Kernebec | Pensacola | Pampetro | Southwest Pass | Augusta Dinsmore | Coast of Texas |
| J.C. Kuhn | Pensacola | Arkansas | New Orleans | Bienville | Coast of Texas |
| Narcissus | Pensacola, Disabled | Arizona | New Orleans | Pinola | Coast of Texas |
| Owasco | Pensacola | Aroostook | New Orleans | Princess Royal | Coast of Texas |
| Potomac | Pensacola | Cornubia | New Orleans | | |
| Sam Houston | Pensacola | Estrella | New Orleans | | |
| Kitatimny | Pensacola | Fearnot | New Orleans | | |
| Althea | Mobile Bay | Glasgow | New Orleans | | |
| Chickasaw | Mobile Bay | Itasca | New Orleans | | |
| Cowslip | Mobile Bay | Ida | New Orleans | | |
| Corypheus | Mobile Bay | Katahdin | New Orleans | | |
| Genesee | Mobile Bay | Kineo | New Orleans | | |
| Ida | Mobile Bay | Oneida | New Orleans | | |
| Kickapoo | Mobile Bay | Port Royal | New Orleans | | |
| Metacomet | Mobile Bay | Pocahontas | New Orleans | | |
| Maria A. Wood | Mobile Bay | Portsmouth | New Orleans | | |
| Milwaukee | Mobile Bay | Selma | New Orleans | | |
| Octorara | Mobile Bay | Carrabassett | Berwick Bay | | |
| Pink | Mobile Bay | Glide | Berwick Bay | | |
| Richmond | Mobile Bay | Nyanza | Berwick Bay | | |
| Sciota | Mobile Bay | Chocura | Calcasieu | | |
| Sebago | Mobile Bay | New London | Calcasieu | | |
| Stockdale | Mobile Bay | Pembina | Sabine Pass | | |
| Tritonia | Mobile Bay | Cayuga | Galveston | | |
| Winnebago | Mobile Bay | Gertrude | Galveston | | |
| Boho | Mississippi Sound | Lackawanna | Galveston | | |
| J.P. Jackson | Mississippi Sound | Monongahala | Galveston | | |
| Rodolph | Mississippi Sound | Ossipee | Galveston | | |

February 15, 1865

| | | | | | |
|---------------|-----------------------|------------------|--------------------|----------------|----------------|
| Bloomer | East Pass, Santa Rosa | Vincennes | Ship Island | Kanawha | Coast of Texas |
| Charlotte | East Pass, Santa Rosa | Bohio | Mississippi Sound | Ossipee | Coast of Texas |
| Arthur | Pensacola | J.P. Jackson | Mississippi Sound | Pembina | Coast of Texas |
| W.G. Anderson | Pensacola | Corypheus | Mississippi Sound | Penguin | Coast of Texas |
| Jasmine | Pensacola | Fort Gaines | Lake Pontchartrain | Penobscot | Coast of Texas |
| Kernebec | Pensacola | Pampero | Southwest Pass | Pinola | Coast of Texas |
| Kiritatimy | Pensacola | Arizona | New Orleans | Princess Royal | Coast of Texas |
| J.C. Kuhn | Pensacola | Aroostook | New Orleans | Virginia | Coast of Texas |
| Narcissus | Pensacola, Disabled | Cornubia | New Orleans | Seminole | Rio Grande |
| Owasco | Pensacola | Cowslip | New Orleans | | |
| Potomac | Pensacola | Estrella | New Orleans | | |
| Althea | Mobile Bay | Fearnot | New Orleans | | |
| Arkansas | Mobile Bay | Glasgow | New Orleans | | |
| Buckhorn | Mobile Bay | Hollyhock | New Orleans | | |
| Chickasaw | Mobile Bay | Itasca | New Orleans | | |
| Corypheus | Mobile Bay | Katahdin | New Orleans | | |
| Elk | Mobile Bay | Kineo | New Orleans | | |
| Genesee | Mobile Bay | Metacomet | New Orleans | | |
| Ida | Mobile Bay | Monongahela | New Orleans | | |
| Kickapoo | Mobile Bay | New London | New Orleans | | |
| Meteor | Mobile Bay | Onetida | New Orleans | | |
| Maria A. Wood | Mobile Bay | Port Royal | New Orleans | | |
| Milwaukee | Mobile Bay | Pocahontas | New Orleans | | |
| Pink | Mobile Bay | Portsmouth | New Orleans | | |
| Richmond | Mobile Bay | Selma | New Orleans | | |
| Sciota | Mobile Bay | Carrabassett | Berwick Bay | | |
| Sebago | Mobile Bay | Glide | Berwick Bay | | |
| Stockdale | Mobile Bay | Chocura | Calcasieu Pass | | |
| Sam Houston | Mobile Bay | Cayuga | Galveston | | |
| Tallahatchie | Mobile Bay | Gertrude | Galveston | | |
| Tritonia | Mobile Bay | Lackawanna | Galveston | | |
| Winnabago | Mobile Bay | Antona | Coast of Texas | | |
| Octorara | Mobile Bay | Augusta Dinsmore | Coast of Texas | | |
| Nyanza | Mobile Bay | Bienville | Coast of Texas | | |

March 1, 1865

| | | | | |
|---------------|-----------------------|--------------|--------------------|----------------------------|
| Bloomer | East Pass, Santa Rosa | Rodolph | Mobile Bay | Galveston |
| Arthur | Pensacola | Vincennes | Ship Island | Galveston |
| W.G. Anderson | Pensacola | Arkansas | Mississippi Sound | Galveston |
| Bohio | Pensacola | J.P. Jackson | Mississippi Sound | Galveston |
| Charlotte | Pensacola | Jasmine | Mississippi Sound | Galveston |
| J.C. Kuhn | Pensacola | Fort Gaines | Lake Pontchartrain | Galveston |
| Kennebec | Pensacola | Pampero | Southwest Pass | Cavallo and Aransas Passes |
| Narcissus | Pensacola, Disabled | Aroostook | New Orleans | San Luis Pass and Velasco |
| Owasco | Pensacola | Bienville | New Orleans | Rio Grande |
| Potomac | Pensacola | Chocura | New Orleans | Coast of Texas |
| Kittatinny | Pensacola | Cincinnati | New Orleans | Coast of Texas |
| Althea | Mobile Bay | Comubia | New Orleans | Coast of Texas |
| Buckhorn | Mobile Bay | Corypheus | New Orleans | Coast of Texas |
| Chickasaw | Mobile Bay | Couslip | New Orleans | Coast of Texas |
| Elk | Mobile Bay | Estrella | New Orleans | Coast of Texas |
| Genesee | Mobile Bay | Fearnot | New Orleans | Coast of Texas |
| Ida | Mobile Bay | Glasgow | New Orleans | Coast of Texas |
| Itasca | Mobile Bay | Hollyhock | New Orleans | Coast of Texas |
| Kickapoo | Mobile Bay | Katahdin | New Orleans | Coast of Texas |
| Metacomet | Mobile Bay | Kineo | New Orleans | Coast of Texas |
| Meteor | Mobile Bay | Monongahala | New Orleans | Coast of Texas |
| Milwaukee | Mobile Bay | New London | New Orleans | Coast of Texas |
| Maria A. Wood | Mobile Bay | Oneida | New Orleans | Coast of Texas |
| Nyanza | Mobile Bay | Osage | New Orleans | Coast of Texas |
| Octorara | Mobile Bay | Pocahontas | New Orleans | Coast of Texas |
| Pink | Mobile Bay | Port Royal | New Orleans | Coast of Texas |
| Richmond | Mobile Bay | Portsmouth | New Orleans | Coast of Texas |
| Sciota | Mobile Bay | Rose | New Orleans | Coast of Texas |
| Sebago | Mobile Bay | Selma | New Orleans | Coast of Texas |
| Stockdale | Mobile Bay | Carrabassett | Berwick Bay | Coast of Texas |
| Sam Houston | Mobile Bay | Glide | Berwick Bay | Coast of Texas |
| Tallahatchie | Mobile Bay | Pinola | Calcasieu Pass | Coast of Texas |
| Tritonia | Mobile Bay | Pembina | Sabine Pass | Coast of Texas |
| Winnabago | Mobile Bay | Antona | Galveston | Coast of Texas |

March 15, 1865

| | | | | |
|---------------|-----------------------|------------------|--------------------|----------------|
| Bloomer | East Pass, Santa Rosa | Stockdale | Mobile Bay | Galveston |
| Charlotte | East Pass, Santa Rosa | Tallahatchie | Mobile Bay | Galveston |
| Althea | Pensacola | Tritonia | Mobile Bay | Galveston |
| Arthur | Pensacola | Winnebago | Mobile Bay | Pass Cavallo |
| W.G. Anderson | Pensacola | J.P. Jackson | Mississippi Sound | Velasco |
| J.C. Kuhn | Pensacola | Vincennes | Ship Island | Rio Grande |
| Jasmine | Pensacola | Fort Gaines | Lake Pontchartrain | Coast of Texas |
| Kittatimny | Pensacola | Pampero | Northwest Pass | Coast of Texas |
| Narcissus | Pensacola, Disabled | Bohio | Mississippi River | Coast of Texas |
| Poromac | Pensacola | Augusta Dinsmore | New Orleans | Coast of Texas |
| Albatross | Mobile Bay | Aroostook | New Orleans | Coast of Texas |
| Buckthorn | Mobile Bay | Arkansas | New Orleans | Coast of Texas |
| Chickasaw | Mobile Bay | Bienville | New Orleans | Coast of Texas |
| Cincinnati | Mobile Bay | Chocura | New Orleans | Coast of Texas |
| Corypheus | Mobile Bay | Cornubia | New Orleans | Coast of Texas |
| Cowslip | Mobile Bay | Estrella | New Orleans | Coast of Texas |
| Elk | Mobile Bay | Fearnot | New Orleans | Coast of Texas |
| Genesee | Mobile Bay | Glasgow | New Orleans | Coast of Texas |
| Ida | Mobile Bay | Hollyhock | New Orleans | Coast of Texas |
| Itasca | Mobile Bay | Katahdin | New Orleans | Coast of Texas |
| Kickapoo | Mobile Bay | Kineo | New Orleans | Coast of Texas |
| Metacomet | Mobile Bay | Lackawanna | New Orleans | Coast of Texas |
| Meteor | Mobile Bay | Monongahela | New Orleans | Coast of Texas |
| M.A. Wood | Mobile Bay | New London | New Orleans | Coast of Texas |
| Milwaukee | Mobile Bay | Oneida | New Orleans | Coast of Texas |
| Nyanza | Mobile Bay | Pocahontas | New Orleans | Coast of Texas |
| Octorara | Mobile Bay | Port Royal | New Orleans | Coast of Texas |
| Osage | Mobile Bay | Portsmouth | New Orleans | Coast of Texas |
| Pink | Mobile Bay | Preston | New Orleans | Coast of Texas |
| Richmond | Mobile Bay | Rose | New Orleans | Coast of Texas |
| Rodolph | Mobile Bay | Selma | New Orleans | Coast of Texas |
| Sam Houston | Mobile Bay | Carrabassett | Berwick Bay | Coast of Texas |
| Sciota | Mobile Bay | Glide | Berwick Bay | Coast of Texas |
| Sebago | Mobile Bay | Cayuga | Galveston | Coast of Texas |
| | | | | Gertrude |
| | | | | Pinola |
| | | | | Princess Royal |
| | | | | Kanawha |
| | | | | Penobscot |
| | | | | Seminole |
| | | | | Antona |
| | | | | Fort Jackson |
| | | | | Kennebec |
| | | | | Ossipee |
| | | | | Owasco |
| | | | | Pembina |
| | | | | Penguin |
| | | | | Quaker City |
| | | | | Virginia |

April 1, 1865

| | | | | | |
|---------------|-----------------------|-----------------|--------------------|----------------|----------------|
| Bloomer | East Pass, Santa Rosa | Sciota | Mobile Bay | Antona | Coast of Texas |
| Charlotte | East Pass, Santa Rosa | Stockdale | Mobile Bay | Cayuga | Coast of Texas |
| W.G. Anderson | Pensacola | Tallahatchie | Mobile Bay | Cornubia | Coast of Texas |
| Arthur | Pensacola | Trefoil | Mobile Bay | Gertrude | Coast of Texas |
| J.C. Kuhn | Pensacola | Tritonia | Mobile Bay | Kanawha | Coast of Texas |
| Jasmine | Pensacola | Winnebago | Mobile Bay | Kennebec | Coast of Texas |
| Narcissus | Pensacola, Disabled | M.A. Wood | Mobile Bay | Oneida | Coast of Texas |
| Potomac | Pensacola | Bolito | Mississippi Sound | Owasco | Coast of Texas |
| Sebago | Pensacola | J.P. Jackson | Mississippi Sound | Penguin | Coast of Texas |
| Albatross | Mobile Bay | Vincennes | Ship Island | Penobscot | Coast of Texas |
| Althea | Mobile Bay | Pampero | Southwest Pass | Pinola | Coast of Texas |
| Buckhorn | Mobile Bay | Fort Gaines | Lake Pontchartrain | Preston | Coast of Texas |
| Chickasaw | Mobile Bay | Hollyhock | Mississippi River | Princess Royal | Coast of Texas |
| Cincinnati | Mobile Bay | Arkansas | New Orleans | Quaker City | Coast of Texas |
| Corypheus | Mobile Bay | Aroostook | New Orleans | Virginia | Coast of Texas |
| Cowslip | Mobile Bay | Bienville | New Orleans | | |
| Elk | Mobile Bay | Chocura | New Orleans | | |
| Genesee | Mobile Bay | Augusta Dinmore | New Orleans | | |
| Glasgow | Mobile Bay | Estrella | New Orleans | | |
| Ida | Mobile Bay | Fearnot | New Orleans | | |
| Itasca | Mobile Bay | Katahdin | New Orleans | | |
| Kickapoo | Mobile Bay | Kineo | New Orleans | | |
| Kittatinny | Mobile Bay | Lackawanna | New Orleans | | |
| Metacomet | Mobile Bay | Ossipee | New Orleans | | |
| Meteor | Mobile Bay | Pembina | New Orleans | | |
| Milwaukee | Mobile Bay | Pocahontas | New Orleans | | |
| New London | Mobile Bay | Port Royal | New Orleans | | |
| Nyanza | Mobile Bay | Portsmouth | New Orleans | | |
| Octorara | Mobile Bay | Rose | New Orleans | | |
| Osage | Mobile Bay | Selma | New Orleans | | |
| Pink | Mobile Bay | Carrabassett | Berwick Bay | | |
| Richmond | Mobile Bay | Glide | Berwick Bay | | |
| Rodolph | Mobile Bay | Fort Jackson | Galveston | | |
| Sam Houston | Mobile Bay | Seminole | Rio Grande | | |

April 15, 1865

| | | | | | |
|---------------|-----------------------|--------------|--------------------|------------------|----------------------|
| Bloomer | East Pass, Santa Rosa | Sebago | Off Mobile City | Preston | Coast of Texas |
| Charlotte | East Pass, Santa Rosa | J.P. Jackson | Mississippi Sound | Princess Royal | Coast of Texas |
| Arthur | Pensacola | Vincennes | Ship Island | Quaker City | Coast of Texas |
| Bohio | Pensacola | Fort Gaines | Lake Pontchartrain | Virginia | Coast of Texas |
| Jasmine | Pensacola | Hollyhock | Mississippi River | Augusta Dinsmore | Supply Ship to Texas |
| J.C. Kuhn | Pensacola | Pampero | Southwest Pass | Seminole | Rio Grande |
| Narcissus | Pensacola, Disabled | Arkansas | New Orleans | Bienville | Gone North |
| Potomac | Pensacola | Aroostook | New Orleans | Kineo | Gone North |
| Albatross | Mobile Bay | Chocura | New Orleans | Althea | Sunk by Torpedo |
| W.G. Anderson | Mobile Bay | Estralla | New Orleans | Ida | Sunk by Torpedo |
| Buckthorn | Mobile Bay | Fearnot | New Orleans | Milwaukee | Sunk by Torpedo |
| Cincinnati | Mobile Bay | Katahdin | New Orleans | Osage | Sunk by Torpedo |
| Corypheus | Mobile Bay | Lackawanna | New Orleans | Rodolph | Sunk by Torpedo |
| Cowslip | Mobile Bay | Ossipee | New Orleans | Sciota | Sunk by Torpedo |
| Elk | Mobile Bay | Pembina | New Orleans | | |
| Genesee | Mobile Bay | Pocahontas | New Orleans | | |
| Glasgow | Mobile Bay | Port Royal | New Orleans | | |
| Kitkatmny | Mobile Bay | Portsmouth | New Orleans | | |
| Metacomet | Mobile Bay | Rose | New Orleans | | |
| Meteor | Mobile Bay | Selma | New Orleans | | |
| New London | Mobile Bay | Carrabassett | Berwick Bay | | |
| Nyanza | Mobile Bay | Glide | Berwick Bay | | |
| Pink | Mobile Bay | Fort Jackson | Galveston | | |
| Richmond | Mobile Bay | Antona | Coast of Texas | | |
| Sam Houston | Mobile Bay | Cayuga | Coast of Texas | | |
| Stockdale | Mobile Bay | Cornubia | Coast of Texas | | |
| Tallahatchie | Mobile Bay | Gertrude | Coast of Texas | | |
| Trefoil | Mobile Bay | Grand Gulf | Coast of Texas | | |
| Tritonia | Mobile Bay | Kanawha | Coast of Texas | | |
| M.A. Wood | Mobile Bay | Kennebec | Coast of Texas | | |
| Chickasaw | Off Mobile City | Oneida | Coast of Texas | | |
| Kickapoo | Off Mobile City | Owasco | Coast of Texas | | |
| Octorara | Off Mobile City | Penguin | Coast of Texas | | |
| Winnebago | Off Mobile City | Pinola | Coast of Texas | | |

VITA

Colin Babb was born in Flemington, New Jersey, on July 12, 1971. He attended schools in Eugene, Oregon, and graduated from South Eugene High School with honors in June 1989. He entered Colgate University, Hamilton, New York, in August 1989 and graduated in May 1993 with a Bachelor of Arts in History. After working for several years he entered the Master's program in History at the University of Tennessee, Knoxville, in August 1996. He received the Master of Arts degree in American History in May 1998.