

Papers at O. D. Chapter Meetings 1924-25.
November 12, 1924. Read at Mrs Wm J. McNamara, Harrison St.

History of the
Confederate States Navy. —

J. Thomas Scharf of Baltimore, formerly an officer in the Confederate States Navy, has written a history of the C. S. Navy from its organization to the surrender of the last vessel.

He tells of the difficulties and embarrassments surrounding the subject because there are very few official records of any kind in existence and not a complete set for any department or of the operations at any port, or of any vessel, except that preserved by Admiral Semmes of the "Alabama". Scharf relied upon his own collection, upon contemporary accounts of operations preserved in newspapers, private letters and individual papers which he compared with Federal authorities and such official Confederate records as escaped destruction;—referring these to officers, then living, who participated in the scenes and actions described, for their supervision and correction.

The author asserts that it is no exaggeration of the services rendered in the war, by the navy of the United States to say that, without its aid, the armies of the Union would not have been successful; that if the U. S. had been as destitute of a navy and of naval resources as the Southern Confederacy was, that the Union would have been dissolved, and he clinches his statements with details of naval assistance in the protection of and cooperation with army forces.

If then much is due the U. S. navy, with its equipments and resources, which had occasion to make use of its superior advantages in contending with and ultimately overcoming the Confed. States navy, how much more is due the latter which

was so lacking in naval essentials and without the ability to replace their equipments?

There is always a degree of romantic interest attaching to narratives of the sea whether relating to war or adventure & this becomes enhanced by patriotic & continental interest in the case of the Confederate navy of which comparatively few are formed, yet it was an essential agent in coast defence, in blockade running and obtaining foreign supplies during the progress of the war between the states.

Pretty soon after hostilities ceased, Admiral Semmes penned and published his "Memoirs of Service Afloat," while residing at the "Anchorage" near Mobile, Alabama, in December 1868. This aims to give clearly and fully his service during the war. He was first commissioned to take charge of the "Sumter," the first Confederate States ship of war. In 1862 this vessel was sold, its owner changing its name to "Gibraltar," and under the English flag as a merchant ship, made one voyage to the coast of the Confederate States as a blockade runner, entering the port of Charleston. She was afterwards lost in the North Sea, and, Semmes says, her bones lie interred not far from those of the Alabama, to which vessel he was assigned in June 1862. The Alabama became famous, the fame of steam. Let loose against the commerce of a great commercial people, the destruction she caused was enormous. She not only alarmed the enemy, but all the other nations of the earth which had commerce afloat, as they could not be sure that a similar scourge, at some future time, might not be let loose against themselves.

Of the exploits of the Alabama in his "Service Afloat" Admiral Semmes gives full details.

Reminiscences of the Confederate Navy.

Read at ~~Mrs Priddy's~~ December 10, 1924

The death in Washington of a great nephew of Admiral Semmes of the Confed. States Navy, serves to recall the last fight of that sea-rover in the S.S. "Alabama" with United States Steamship "Kearsarge" off Cherbourg, France, June 19, 1864, when the "Alabama" was sunk after a brief conflict. In the great duel which was the first sea-fight under steam, the "Kearsarge" was struck some thirty times, one of the shots penetrating the ship's side. History says this U.S. vessel was originally lost at sea, wrecked at night on a reef and abandoned to her fate by her officers and crew; but the fact is she was burned and to make complete the irony of her fate, she was burned by the namesake of Semmes. The accepted epitaph of the "Kearsarge" is that she was wrecked on Roncador reef in the Caribbean sea, February 2, 1894.

Built of wood, this U.S. Steamship was a corvette of 1031 tons register and was named for the Kearsarge Mtn in New Hampshire, and built at Portsmouth (in that state) then known as the Kittery Maine navy yard. She sailed on her first cruise for Cadiz, in search of the Confederate Steamship "Semter" on Feb. 15, 1862. The "Semter" was soon afterward replaced by the Confed. S.S. "Alabama", which was a privateer of 1040 tons register, built by the Lairds of Liverpool whence she escaped to sea on July 29, 1862, ^{and} under command of Captain (afterward Admiral) Semmes, she proved a veritable terror and scourge to the U.S. shipping on the high seas for the two succeeding years. She soon entered the Gulf of Mexico for an attempt on U.S. vessels off Galveston coast, which port she succeeded in entering and also leaving. Capt. Semmes after making his escape from that harbor and running the gauntlet of the blockading vessels, was indiscreetly chased by the U.S. Steamship "Hatteras" a gun-boat. After leading his pursuer out far enough to be out of sight and hearing of her companion ships, Capt. Semmes turned upon and quickly destroyed her.

With his prisoners he proceeded to Port Royal (Kingston) Jamaica dockyard, where he arrived on January 30, for landing prisoners, refitting and replenishing of stores. He became, in that vicinity, the hero of the hour, and what more natural than that children should be named for him? So during his stay of five days at Port Royal, a certain shipwright, (for convenience we may call Smith) having a son born, named him Raphael Semmes Smith. In the course of time this R. S. Smith having grown up made several trading voyages to the Caymen islands, found a wife there, in due course succeeded his father-in-law in the business of fishing and wrecking in and about the waters. The Caymens are a group of three coral islands, belonging to England situated some 175 miles northeast of Jamaica and to the northward of Roncador bank.

Certain of the inhabitants, who mostly follow fishing for a livelihood were ever on lookout for wrecks along the dangerous reefs around, and it came about that some of these hardy fishermen of the Caymens became the wreckers of the Kearsarge, one of them burned her, and thus avenged the sinking of the Alabama.

Leaving Smith in the fishing fleet in the Caymens, we will revert to the "Alabama" and her pursuers. After paroling the officers and crew of the U.S.S. "Hatteras", the "Alabama" left Jamaica and sailed to the eastward terrifying the seven seas, doing tremendous damage to northern commerce and prestige and was finally encountered and destroyed by Capt. Winslow of the U.S.S. "Kearsarge" during the battle of Cherbourg June 19, 1864. We call attention to the appropriateness of the name "Alabama" meaning "here we rest."

Long after the war the Kearsarge continued her career in the navy and became flagship of the North Atlantic station; visited Jamaica and the West Indies. While at Port-au-Prince, orders were received to proceed to Bluefields in Central America. On February 2, 1894 while sailing thither she grounded at seven o'clock

at night on Roncador reef in Caribbean sea and was abandoned there after a few days. News of this disaster reached the adjacent coasts, and fishermen, turned wreckers flocked thither and stripped her of all that could be easily detached, except her flag which had been nailed to her foremast.

They carried the news home and Raphael Semmes Smith, fisherman and wrecker, hearing of the disaster to some big ship, set sail at once for the scene, in order to secure his share of what might be had from her. Late in arriving on the scene and finding that predecessors had stripped every thing detachable of value, he determined to secure the metal in her hull as his share of the wreckage. So he drenched her decks with kerosine and then set fire to her, and standing off in his vessel, a little way, watched her burn to the water's edge. Gathering up the valuable metal thus laid bare, he departed to his place: thus it transpired that the namesake of Admiral Semmes of the "Alabama" burned the "Kearsarge" which had destroyed her thirty years before and seventeen years after Semmes' death.

Thus was instanced the truth of the adage that the mills of the gods grind slowly, but they grind exceedingly fine; and demonstrated that romance becomes linked with prosy fact in most unexpected ways.

Admiral Franklin Buchanan, Conf. States Navy.
Monument to be erected in Baltimore, Md.

The Fr. Buchanan Camp. of Baltimore, chartered, with following officers:
Commander, H. Ashton Ramsey; Lieut. Commanders, Charles Marshall,
John Gill, Ronaldpk Barton; Adjutant, Winfield Peters; Pay-master, S. H.
Buck; Sergeant Major John McWilliams; Vidette, S. M. Grayson; mapped
plans for raising a fund to raise a monument to Adm. Fr. Buchanan, C. S. N.

Admiral Buchanan was born in Baltimore in 1800, entered the U. S. Navy
in 1815 and was trained by some of the naval heroes who had fought through
the war of 1812-14, his first commander being Commodore Hull. He served
gallantly through the Mexican war and led a storming party in one of the en-
gagements on the coast. He was the first commandant of the Naval Academy
and organized that institution. When the war of '61-65 broke out he was recognized
as one of the most valuable officers of the service.

Speaking of the achievements of Admiral Buchanan & of the Merrimac
Comdr. Ramsey said: "The name of Buchanan & of the Merrimac, which he
commanded, have gone down into history together. Well may Maryland be proud
of the prowess of her son. All of her citizens, whether they or their fathers fought
on the side of the north or the south, in calling over the names of distinguish-
ed Marylanders, can point with pride to this hero as their countryman.
By one short, dashing, brilliant engagement he astonished the world & upset all
previous theories regarding the construction and handling of war vessels, & this
in spite of the prophecies of so many brother officers, that his vessel, with all on
board, would be sunk by the first broadside of the enemy.

Baltimore Sun.

Professor Frederick W^m Nichols Grouch, of Baltimore (1896)
Author of "Kathleen Mavourneen."

Prof. Grouch's long life of 88 years has been an eventful one: he has composed about 2000 songs, of which the best known is "Kathleen Mavourneen." The only benefit he reaped from the famous song was an indirect one. An Irish lad impressed by its sweet strains, remembered them long after he had reached middle life and abandoned his own name, took that of the old musician, becoming his adopted son in order that he might care for him. This is James Marion Roche a paymaster in the U.S. navy, who adopted Grouch as his last name.

When the war of '61-'65 broke out, Prof. Grouch was a teacher of music & a member of the choir of St. Paul's church in Richmond. He was at the height of his prosperity in America. Giving up all this he shouldered a musket and marched to the front in the service of the Confederacy with the Richmond Hertzgers. He was the life of his company. Long weary marches had no effect on his blithe heart. He was always in for a frolic, notwithstanding his advancing years, which then bore lightly upon him, and at night, around the camp-fires, he would sing to his weary, footsore comrades the sweet ballads he had written in former days.

Prof. Grouch could fight as well as sing, and he was one of the men who caused the destruction of the Portsmouth navy yard and the naval vessels there. He was in almost every struggle of the Army of No. Va. until the surrender at Appomattox.

Fought on the sea; Irvine and James Bullock.
Two of Roosevelt's uncles in Confederate Navy.

Irvine Bullock (uncle of Roosevelt) has the distinction of having fought against the United States many months after the surrender of Gen. Lee. He pulled the lanyard that discharged the last gun wh. was fired from the gun-deck of the Alabama as she went down, in the harbor of Cherbourg.

James D. Bullock, uncle of Roosevelt's mother was the man who got the Alabama afloat, and also started the Shenandoah on her memorable cruise that resulted in the destruction of millions of dollars' worth of Federal shipping.

Capt. W.C. Whittle was executive officer, Irvine Bullock sailing master. Gen. Fitz Lee introduced Capt. Whittle to President Roosevelt, as a man who was fighting us citizens of the U.S. 6 months after Lee surrendered."

The Shenandoah circumnavigated the globe in search of Federal merchantment, destroying property worth \$10,000,000, flew to the polar sea, and flew the Confederate flag for months after the war, then surrendered to the English government. Capt. Whittle said that Irvine Bullock was almost the bravest man he had ever known.

The Bullock brothers were born on a Georgia farm: Irvine went early to sea: James graduated at Annapolis, & entered the navy: both enlisted in the Confederate navy. James went to Europe as representative of the Confed. navy, charged with the duty of purchasing or having built vessels for the Confed. navy. The Florida, the Alabama & the Shenandoah were put ^{afloat} through his tireless work. It was no mean achievement to launch and put in commission a Confederate vessel in foreign waters. The act was in violation of the laws of neutrality and the men who were engaged in it were

watched by the spies of the country in which they were working, as well as by the Federal secret service. There was great laxity on the British government concerning the building of the Alabama & that vessel which was being constructed by the Lairds, on the Mersey, was to be sent against the Federal navy, which was a matter of common knowledge. Repeated protests against this violation of neutrality were made by the Federal government, but they did not avail & the completed vessel steamed off the Mersey, July 29, 1862, followed by vast throngs of people, many of them waving Confederate flags and wishing her a successful voyage.

The Alabama which was known as "No. 250" while on the ways, completed her fittings at Moelfra Bay and then sailed for the Azores. There she was boarded by Admiral Semmes & his officers, her armaments & munitions of war were taken aboard from off the English vessel that had brought them thither & the Stars & Bars were flung to the breeze from her mast.

Admiral Semmes made a speech, telling the crew that he wanted them to enlist in the Confed. navy. 80 of the men who had manned the vessel from England, took the oath. Irvine Bullock was the navigator. In the course of 21 months the Alabama destroyed \$4,000,000 worth of Federal shipping, more than had ever been destroyed by a single vessel in the history of naval warfare. As a result of British indifference to the construction of the Alabama, that Government had to pay the U. S. \$15,500,000 damages after the war.

On Sunday June 19, 1864, the Alabama was lying in the harbor of Cherbourg, France. So great was her reputation that thousands flocked to see this daring fighter. Railroads ran excursions to bring the people. She had driven American shipping off the seas, and her fame

was world-wide. Outside the same harbor lay the U. S. warship, Kearsarge, commanded by Captain John A. Winslow. He sent a challenge to Semmes to come outside the harbor and fight. Semmes had orders to avoid a fight with a war vessel, but his love for a scrap was too strong to decline. He said afterwards that had he known that the sides of the Kearsarge were protected by iron chains he would not have accepted the gauge of battle. When he steamed out of the harbor to accept the proffered fight, he was followed by the Deerhound, a yacht owned by Mr John Lancaster, an English gentleman, who had his wife and sons aboard, who wanted to see the fight. The first gun was fired at 10.57 o'clock & exactly at noon the Alabama hauled down her colors, but through a mistake the Kearsarge did not cease firing until 17 minutes later. A shell had struck the ^{stern part of the} Kearsarge & failed to explode. Had it exploded the story might be vastly different. The last gun fired by the Alabama was discharged by Bulloch, when the ship was rapidly sinking.

When the Deerhound saw the vessel going down, she rapidly ran to the spot and rescued 14 of the officers of the Alabama & some 20 of the crew. She set sail for England & landed them at Southampton. The Deerhound has since been made a war vessel & today constitutes the navy of San Domingo.

Irving Bullock spent several months in England with his brother who was directed by the Confederate government to proceed with all diligence to get a vessel into commission to take the place of the Alabama. This had become a task very difficult of accomplishment, as both the British and the U. S. governments were determined to prevent it. After some delay a man not in any way connected with the Confederacy, purchased the Sea King, a ship wh. was built for the Bombay trade for Bullock. She was speedy and capable of being converted into a man of war. A smaller vessel, the Laurel, was bought as a tender for the Sea King. The vessel was ballasted with coal and cleared for Bombay, the captain carrying on his

pocket a power of attorney to sell the vessel. The Sea-King sailed about the first of October. On the night of the 8th of that month, the Laurel dropped down the river loaded with passengers and armament, the passengers being the officers intended for the cruiser. They had succeeded in outwitting those watching out for them when the Bay of Funchal was reached, the cargo and passengers of the Laurel were transferred to the Sea King, which Capt James L. Waddell who was to command, rechristened as the Shenandoah. On being told of the nature of the service they were to undertake, only 23 consented to take the oath of enlistment in the Confederate Navy. Several of the officers were doubtful if it was advisable to set out under these circumstances, but Irvine Bullock was for going to sea. He told of how the Alabama had been able to get enlistments from captured prizes. This view prevailed, and Oct. 24, 1864 the Shenandoah slipped anchor for the Indian ocean, by way of Cape of Good Hope.

The Shenandoah was commanded by Capt. James I. Waddell of North Carolina, who had served in the old navy for several years. His executive officer was Capt. W. C. Whittle, ^{before} mentioned: Lieutenants, S. C. Grinnall of South Carolina, Sidney Smith Lee, ^{of Va.} a nephew of Robert E. Lee, and W. Minor Seales of Mississippi. The sailing master, or the navigating officer as known in those days, was Irvine Bullock. How well he filled the position the career of the cruiser testifies.

On January 23, 1865 the Shenandoah reached Melbourne after having destroyed 8 French merchantmen. No less than 14 enlistments were received from captured vessels. Incidentally it may be mentioned that they never thereafter needed men for their crew.

After repairing and overhauling, the Shenandoah sailed away for the Arctic. On May 21st— fifty-one days after the surrender of Gen. Lee, she entered the Okhotsk sea. She was jammed in the ice several times and the crew suffered intensely. A whaler was captured and one of her crew made pilot. After that all went smoothly, and the ship

There was some delay following a report to the British government, and then those of the crew who were not British born were turned over to the American consul. There all trace of these men and of the vessel becomes lost to the world. The Bullock brothers remained in England for sometime, and then returned to Georgia where Commander Bulloch wrote a history of the secret service of the Confederacy in Europe.

Captain John H. Parker. Read at February Meeting—

The story of Capt. J. H. Parker's return to his native state at the outbreak of the war '61-'65, after many years' service in the U. S. navy, reads like a bit of fiction. Capt. Parker died 1906 in Manchester at the ripe age of more than 80 years & the story of his devotion to his state when she needed him is most interesting. The "Enquirer" of January 20, 1862 gives the following narrative concerning him:

Lieut. John H. Parker, U. S. navy, arrived in Richmond after resigning his office and escaping from the northern government spies and police. He was 1st lieutenant of the steam sloop Decatur of the East India Squadron, & arrived in her about the middle of December at New York.

The East India Squadron was commanded by Commodore Stirling & consisted of the steamship Hartford (flagship), the sloop John Adams, Commander Berrien; the steam sloop Decatur, Commander Radford, and the steamer Saginaw, Commander Schenck. The principal officers were nearly all Southern men. Commodore Stirling is a South Carolinian; Commander Radford, a Virginian; Commander Berrien, a Georgian and Lieutenant Parker, a Virginian, & Lieut. Forrest, Virginian.

While at Hong Kong, in the latter part of June, news of the secession of Virginia was received by the squadron, producing a great sensation. Not very long afterwards Commodore Stirling & Commander Radford were relieved of their commands & sent home.

Capt. Engle of Pennsylvania, succeeded the Commodore, & Commander McKinstry of Michigan succeeded Commr. Radford. They were both decided Union men, & Captain Engle one of the most obnoxious of Republicans. Of course this change of officers was a strong indication, and officers from the South were necessarily extremely cautious in expressing their opinions. Subsequent developments, however, show that the displaced officers might have been trusted, since they are still in the service of the

Northern government - Commodore Stibbling on some committee of investigation at Washington, and Commander Radford a member of the Light Board of New York. It was also understood generally that commander Barrien would stay with the north. His ship had not arrived at last dates.

Soon after the change of officers, the squadron was ordered home, except the *Saginaw*, a small vessel of 3 guns, under officer Schenck, brother of the northern commander whose forces were so disastrously cut up at Vienna by Colonel now General troops. On the route home they stopped at Capetown, where they heard of the battle of Bull Run, to the infinite delight of the Southern men. It was even hailed with pleasure by the inhabitants. Here Lieut. Forrest was detached and sent home, a passenger on the *Hartford*. No accusation was made against him, but his comrades knew well that he was a prisoner, and understood that the step was taken by order of Engle, for some words the lieutenant was reported to have uttered on hearing the news of Bull Run. Since his arrival he has been sent a prisoner to Fort Warren!

The *Decatur* touched at the West Indies, and was sent after the privateer *Sumter*, but she had escaped from Martinique, where she had been for some time watched. The *Decatur* arrived at New York and found that the *Hartford* had reached Philadelphia some two weeks ahead of her. Upon arriving at New York Commander McKinstry administered the oath to support the Constitution to officers and crew, Lieut. Parker, however declaring that he took it only upon the condition that it bound him but so long as he was an officer in the Federal navy. He was then detached, with 2 weeks leave of absence, without restriction.

In due time he came to Maryland, sent in his resignation by mail, & set about making his escape across the Potomac, in which he encountered great difficulty and much suffering, owing to exposure and the very cold weather. His first essay failed because of the unseaworthiness of the boat, which was found in a sinking condition and he was barely able to reach

the Maryland shore after discovery. His second attempt was made in a boat with four passengers and two boatmen. A Federal cutter was in sight, and her boats were sent in chase. The refugees put back to the Maryland shore, but were so hotly pursued that Lieut. Parker and one passenger escaped only by jumping out and wading ashore, after which they hid themselves in a neighboring swamp, in which they suffered intensely from cold and fatigue, wading through mud and ice. The other four in the boat they believe were arrested. Lieut. Parker lost his baggage, and for a week was subjected to every sort of discomfort and peril, being hunted by the enemy. He was fired upon as he fled from the shore. The Marylanders treated him with as much kindness as was in their power, and but for their sympathies he must have been captured. His last and successful effort was made at night in a snow storm, in which he suffered much but had the good fortune to land safely on the shore of his native land. He reached home and was welcomed by friends & relatives, who had been uneasy for his fate.

Lieut. Parker had been 18 months absent. His ship, the Decatur, is the fastest in the Federal navy, & the government is pleased at her arrival. He found the people in the West Indies warmly sympathetic with the Southern Confederacy. In New York he was delighted to find all Southern men in feeling in the very best spirits, while it was evident that the Republicans and Union men were deeply despondent. In Baltimore he found the Southern feeling stronger than he would have supposed possible, and in Tidewater Maryland nearly a unanimous sentiment in favor of the Southern Confederacy. He comes to offer his services to his country: is an experienced sailor and accomplished officer.



The Maury Memorial Anchor.

Benjamin B. Brown (brother of Phil F. Brown, of Blue Ridge Spgs) gives the following account of the placing of the anchor memorial to Commodore Maury

"The anchor that I placed to the memory of Commo. Matthew F. I found in the middle of North James River, fronting the upper river Rockbridge Baths. I was informed that it formerly held a pontoon barge which was placed there by a Quartermaster of Stonewall Jackson's army for the transportation of provisions and that the anchor came from Fredericksburg, Virginia.

"With an ice-hook I fastened a chain to the anchor and with Bill Williams and several assistants I got it into a basement room and packed it. I engaged a stage driver to stop at 2 a.m. and with him, Bill Wm. and myself to lift it, the anchor was raised to the boot of the stage. It was then taken up to Goshen Pass. I selected the rock which hangs over the stage road and was known as the "Rock of Ages" or "Presidential Rock". Under this rock is known as "Devil's Kitchen". Above this I chose another rock, in which I had a hole drilled and fastened in an iron ring and a chain from this to the anchor. We used block and tackle to lift the anchor into its place on the face of the "Rock of Ages." On the chain I fastened a basket filled with laurel and rhododendron, and attached to the basket a card upon which I wrote: "Ever keep fresh with the laurel and rhododendron he loved so well." We hastened to finish as a storm gathered, making it as dark as midnight. The wind howled up the pass

thunder vibrated from cliff to cliff, and lightning made it awe-inspiring. We found shelter in the Devil's Kitchen from the downpour of rain. Suddenly there was a calm, and the sun burst through the clouds. We were in a 'pot of gold' - a rainbow covered rocks, trees, river our clothes, face hands and in fact, everything, while millions of diamonds sparkled in drops of rain and shone against the rocks and from the trees. So deeply was I impressed that it made me more anxious for it not to be known who had placed it there. The anchor appears to be a sequel to the casket which was found below Lexington on an island in North James river. I was the first to travel the stage road to Lexington immediately after the great flood of September 1870. My mission was to procure a casket in which to place the remains of Mrs James K. Caskie of Richmond. It was an all-night tug (only eleven miles) I was there by day-light. On entering the undertaker's office I found a handsome coffin. I enquired the dimensions and found them to be identical with the dimensions which I had: I was surprised at this, as was the undertaker but I said I must have a casket. He replied that there was one at the depot, which had been washed away. The case with the casket was then on an island in the river two miles below Lexington. I rode with him down the river in deep mud. After shovelling 6 or 8 inches of mud, we came to the lid. It was a beautiful casket. After removing the glass front I placed my hand inside on the cool, soft cushion, saying "It is too large; I feel that the one that has the correct measurement is the proper one." This casket was the one in which our beloved hero, Robert E. Lee, was placed.

The "Alabama".

List of Vessels Captured and Destroyed by her.

The history of the Confederate war ship Alabama, commanded by Admiral Raphael Semmes has been written in various forms, but it is doubtful if a correct estimate of the damage the ship did to United States shipping has ever been given the public until now. The business of Semmes and his good ship was to do all the damage possible to ships flying the U. S. flag. How well this business was attended to is shown by the following table but recently taken from official documents & but recently published.

Vessels captured and burned by the Alabama from Sep. 5, 1862 to June 19, 1864.

Date	Rig	Name	Hailing Port	Tonnage	Master	Semmes' appraisal
Sep. 9. 62...	Bark	Alert	New London	398	Edwin Church	26,000.00
" 13. 62....	Brig	Allamaha	" Bedford	119	Refus Gray	3,000.00
Nov. 6. 63...	Bark	Amanda	Bangor, Me	598	Isaiah Larabee	104,442.00
June 2. 63..	Bark	Amazonian	Boston, Mass.	480	Winslow Loveland	97,665.00
July 2. 63..	Ship	A. F. Schmidt	" "	784	Hy. B. Twombly	350,000.00
Sep. 14. 62..	"	Berj Tucker	New Bedford	349	William Childs	18,000.00
Oct. 3. 62...	"	Brilliant	" York	839	Geo. Hager	1,64,000.00
March 25. 63...	"	Chas. Hill	Boston, Mass	699	Franklin Percival	28,450.00
Jan. 27. 63...	Brig	Chastelaine	" "	293	Jas. Warren	10,000.00
Nov. 11. 63...	Ship	Contest	New York	1098	Fred. G. Lucas	1,22,815.00
Sep. 17. 62...	Sch.	Courser	Provincetown	121	Silas S. Young	7,000.00
Oct. 26. 62...	"	Crenshaw	New York	279	Wm Wilson	33,869.00
Apr. 26. 63...	Ship	Dorcas Prince	" "	700	Frank B. Melcher	44,108.00
Oct. 7. 62...	Brig	Dunkirk	" "	293	Sam ^l B. Johnson	25,000.00
Sep. 18. 62...	Bark	Elisha Dunbar	New Bedford	257	David R. Gifford	25,000.00
Jan. 14. 64...	Ship	Emma Jane	Bath, Me	1096	F. C. Jordan	40,000.00
July 6. 63....	"	Express	Boston, Mass.	1072	Wm S. Frost	1,21,300.00
Feb. 21. 63...	"	Golden Eagle	" "	1121	Edw. A. Swift	61,000.00
Jan 26. 63..	Bark	" Rule	New York	255	P. H. Whiteberry	112,000.00
Dec 26. 63..	Ship	Highlander	Boston, Mass.	1,050	J. H. Snow	75,965.00
May 29. 63	"	Jabez Snow	Bucksport, Me	1073	Geo W. Fenn	72,781.00
March 2. 63	"	John A. Parks	Hallowell, Me	1048	Mrs S. Cooper	66,157.00
Apr. 15. 63	Brig	Kate Cory	New Bedford	132	Stephen Flanders	10,568.00
March 23. 63	Sch	Kingfisher	Fairhaven, Mass	120	Thos. P. Lambert	2,400.00
Oct 23 62	Ship	Lafayette	New Haven, Conn.	945	A. J. Small	100,337.00
Apr 15. 63	Bark	"	"	"	Wm Lewis	20,908.00
Oct. 15. 62	"	Lampighter	Boston, Mass.	365	Orin V. Harding	117,600.00
Oct. 28. 62	"	Lauretta	" "	284	Marshall M. Wells	32,880.00
Nov. 2. 62	Ship	Levi Starbuck	New Bedford	376	Thos Mellen	25,000.00