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## **STEAMERS, TENDERS, AND BARKS: THE UNION BLOCKADE OF SOUTH FLORIDA**

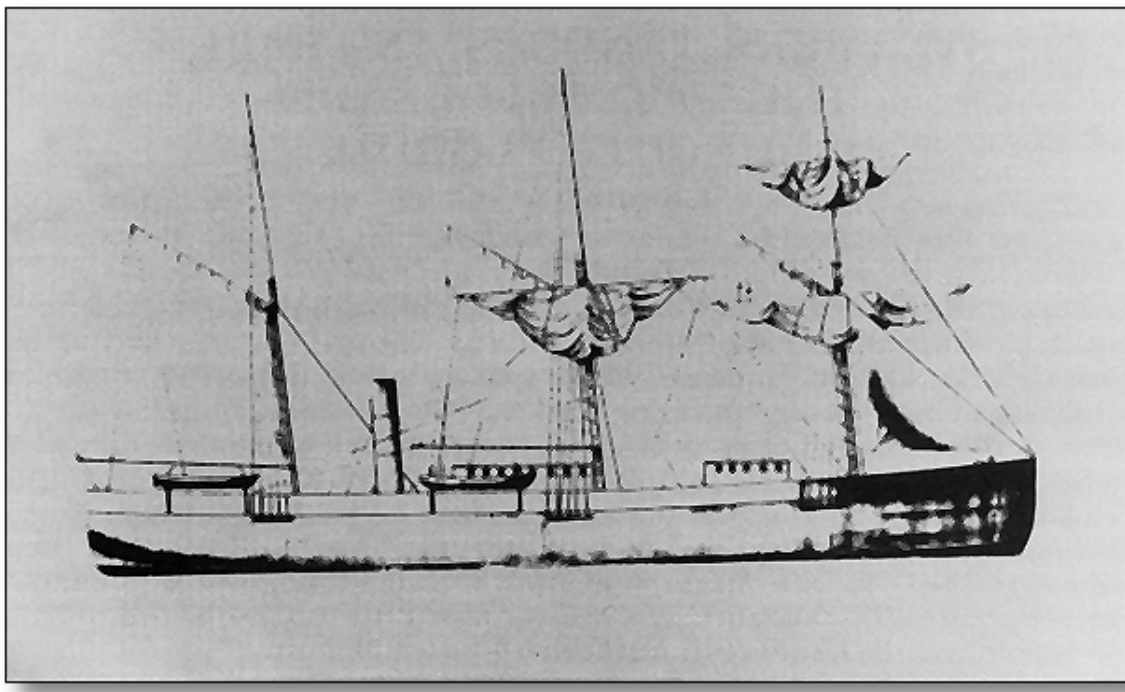
by Irvin D. Solomon and Grace Erhart

During the Civil War, the Union Navy sought to cripple the Confederacy with a blockade of southern waters. In Florida, this task fell primarily to the East Gulf Blockading Squadron, whose mission was to deprive the South of vital food and supplies by capturing blockade runners and raiding salt works. After the blockade of Tampa in 1861, Charlotte Harbor became the only port in South Florida accessible to runners. Consequently, this harbor became a rendezvous point for runners and an important target for the Union Navy. During the war, many kinds of sail and steam-powered craft plied the deep waters of the Charlotte Harbor region, where they operated as blockade runners, blockaders, supply ships, and tenders. Four ships – the *Salvor*, the *Gem of the Sea*, the *Honduras*, and the *Ariel* – exemplified the types of vessels that routinely operated in these waters.<sup>1</sup> This article examines the history of each of these four ships to give a sense of naval encounters along Florida's West Coast during the Civil War.

The 450-ton screw-steamer *Salvor* was possibly the first blockade runner to operate at Charlotte Harbor and the first to be captured and converted to Union service. Built in 1856 in Buffalo, New York, the craft began its career as a wrecker on the Great Lakes. In 1860, Tampa cattle shipper James McKay, Sr., purchased the steamer to transport South Florida's beef cattle to Cuba. In New York, McKay had the ship cut in half and seventy feet added to its middle section. The *Salvor's* new length ideally suited it for duty as a cattle boat. At one hundred and sixty-one feet in length, and with a twenty-five-and-one-half-foot beam (width), the steamer could carry as many as three hundred cattle in its dark and expanded hold. With its nineteen-foot draft, the *Salvor* could navigate the deepest waters of the Gulf of Mexico, Tampa Bay, and Charlotte Harbor with ease.<sup>2</sup> Square-rigged, the steamer sported masts that towered above its wooden decks. These carried auxiliary sails, clouds of canvas that helped assure the ship would never lie dead in the water in case of engine failure. Even the ship's older wood and soft-coal burning engines proved advantageous to Florida duty. This fuel was much easier to obtain in Florida and Caribbean ports than the hard anthracite, or Cardiff, smokeless coal preferred by top-class northern ships. The steamer's single gun, though not powerful enough to intimidate warships, did prove a deterrent to pirates and smaller, hostile craft.<sup>3</sup>

Despite these advantages, McKay's antebellum use of the *Salvor* achieved mixed results. During the summer of 1860, the steamer failed to arrive on time at the cattle holding pens at Ballast Point on Tampa Bay, causing a financial disaster for McKay as some thousand cattle perished because of a local drought. In November 1860, the *Salvor's* base of operations shifted to Charlotte Harbor, where the steamer loaded cattle from McKay's new wharf, near present-day Punta Gorda.<sup>4</sup>

Soon the *Salvor* saw nearly continuous service. In January 1861, McKay purchased 10,000 head of cattle from a South Florida rancher and shipped many of them to Cuba. The captain, realizing that war was imminent, had also agreed to supply cattle to the Federal forces in Key West while continuing to sell beef in Cuba. News of the Confederate attack on Fort Sumter in



*Salvor*. Courtesy of the Naval Historical Foundation, Washington, D.C.

April 1861 led McKay to believe the Cuban cattle trade was, at least temporarily, doomed. He attempted to sell the *Salvor* to the Confederate Navy, but a southern naval officer who inspected the ship at Tampa Bay rejected the purchase rafter he rated the steamer too large to work on the rivers and too slow to evade Yankee warships at sea.<sup>5</sup>

Undaunted, McKay loaded more cattle aboard the *Salvor* and steered a risky course for Havana. Unfortunately for McKay, the Union command had learned of his attempt to sell the vessel to the Confederate Navy and ordered it seized as he attempted to skirt the Florida Keys. The Federal troops at Key West immediately retrofitted it and pressed the ship into their own service. The steamer's hard duty in the salt waters of the Gulf of Mexico soon "burned out" its boiler. When McKay, who had somehow arranged his own release from the Union forces, arrived at Key West from Tampa, he found the *Salvor's* boiler seriously deteriorated. Ever the optimist, McKay offered his reclaimed ship to the U. S. Government. The Federals, however, had little use for the crippled ship, although McKay collected some money in lease fees for its limited service.<sup>6</sup>

McKay gave his word that he would not attempt to run the blockade again and sailed the disabled *Salvor* to Cuba. He expected to sell the steamer to a Cuban bidder, but the buyer had withdrawn his offer by the time McKay reached Havana. Hoping to sell the steamer and a contraband cargo at Nassau, McKay had the *Salvor's* boiler repaired and readied for the voyage across the Straits of Florida. He also changed the ship's name to *M.S. Perry* and transferred title to a British subject so the ship would have foreign registry and would, theoretically, be safe from capture by the Federals. On October 1861, McKay set off for Nassau with a cargo of small arms,

percussion caps, coffee, and cigars. This would prove to be the *Salvor's* final voyage under his command.<sup>7</sup>

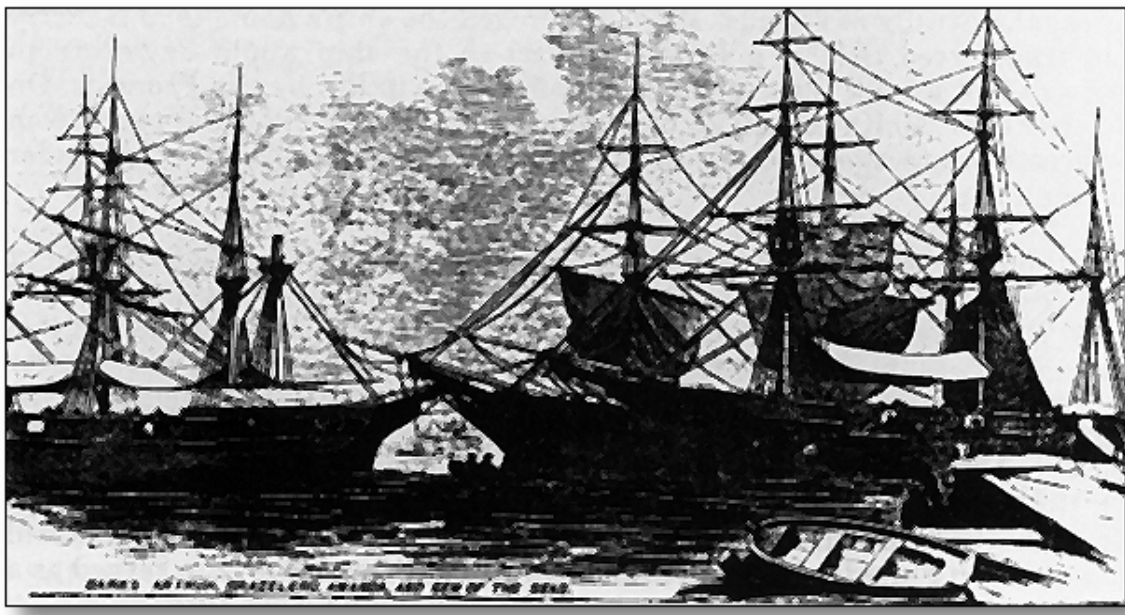
Although supposedly repaired, the steamer's engines propelled it along at a modest three-and-one-half miles per hour. Every two hours the engines had to be shut down for servicing. McKay's short-handed crew, consisting of a mate, two sailors, two engineers, and a cook, probably could not muster enough force to set the *Salvor's* massive sails. Thus, the limping ship proved no match in speed for the Federal warship *U.S.S. Keystone State*, which inspected and took it as a prize near the Tortugas on the evening of October 13, 1861. After sailing to Key West, the *Salvor* was condemned and shipped North, never to return to Florida waters. Later that year, the steamer was sold at auction in Philadelphia for \$38,250.94. After the war, the ship served as a freighter on the Metropolitan line between Boston and New York.<sup>8</sup>

In June 1863, long after the blockade-runner *Salvor* had exited Florida waters, a notably different kind of ship entered the area. Whereas the *Salvor* operated at Charlotte Harbor for only seven months, the 371-ton command bark *Gem of the Sea* blockaded the port for eighteen months. This vessel, as the *Salvor* had done for Confederate actions, typified the class of Federal ships that routinely plied these waters during the war years.<sup>9</sup>

Originally built in 1853 in Warren, Rhode Island, the *Gem of the Sea* had dimensions that suited it for a career in the merchant marine. Although only 116 feet long, the ship had a twenty-six-foot beam and a massive hold (fully thirteen feet five inches deep), allowing it to carry large amounts of cargo but preventing it from navigating shallow waters and rivers such as those characterizing Charlotte Harbor. As a sailing vessel, the *Gem of the Sea* had but one source of power, which came from the huge canvas sails set on three masts that towered above its wooden decks. The ship was rigged as a bark; rectangular sails graced its fore- and main-masts, while a fore- and aft-"spanker" hung parallel to the decks on a stubby mizzen-mast.<sup>10</sup>

The Union Navy purchased the *Gem of the Sea* for \$15,000 in August 1861. Shortly thereafter, dock workers at the Brooklyn Navy Yard set about converting the bark into a blockading-type warship. They cut gun-ports into the ship's wooden hull and mounted six 32-pounder cannons to serve as its battery (two of the guns were later removed). Although far from the heaviest artillery available, these weapons could easily demolish the small, unarmed blockade-running craft that the vessel would later encounter in Gulf waters. The ship's deep hold proved a valuable asset, allowing the *Gem of the Sea* to store enough supplies to last several weeks. In September, Irvin B. Baxter, a career sea-captain commissioned as an Acting Volunteer Lieutenant in the Navy, took command of the *Gem of the Sea* and its seventy-man crew. He remained the ship's captain through most of its Florida service. Five other officers, including an assistant surgeon and a paymaster, also served on the bark. In late October, the Navy commissioned the former merchant ship and gave Captain Baxter his first duty assignment.<sup>11</sup>

Attached to the South Atlantic Blockading Squadron, the *Gem of the Sea* accompanied a fleet of coal and powder ships during their voyage south from Hampton Roads, Virginia, to Port Royal, South Carolina. There the fleet supplied theater commander Admiral Samuel Du Pont's gunboats for their successful attack on Port Royal in November 1861. Afterward the *Gem of the Sea* served briefly off Charleston and Bull's Bay, South Carolina, before taking up station off the



*U.S.S. Gem of the Sea* (on the right), along with other barks.

Photograph from *Harper's Weekly*, September 7, 1861.

city of Georgetown. Near Georgetown the blockader's captain and crew captured numerous rice-runners and supplied and protected a camp of escaped slaves and refugees on outlying North Island. In October 1862, having sustained minor damage after seizing five blockade runners, the *Gem of the Sea* sailed to the Boston Navy Yard for minor repairs. After servicing, the bark sailed south to join the East Gulf Blockading Squadron at Key West.<sup>12</sup>

In December 1862, the *Gem of the Sea* took up temporary station off Indian River, where its success continued. In January 1863 the blockade-runner *Anne* fell prey to small boats launched from the bark. The same boats later assisted in the March 1863 capture of the rebel schooner *Charm* and another unidentified sloop. That month, Baxter sent word to Squadron Commander Theodorus Bailey that blockade-running in and near the Indian River area seemed stymied, at least temporarily. Unconvinced, Bailey kept the *Gem of the Sea* on duty there until June 1863, allowing the bark to add the blockade runners *Petee*, *Inez*, and *Maggie Fulton* to its ever-growing list of prizes. Commander Bailey then ordered the ship to Key West, where it mounted an extra gun (a 20-pounder rifle) that strengthened its battery of four 32-pounder smooth-bores. Thus armed, the *Gem of the Sea* sailed for its next and final station, Charlotte Harbor on the peninsula's southwest coast.<sup>13</sup>

The bark arrived at Charlotte Harbor in July 1863, just in time for its crew to witness a Union raid up the nearby Peace River. The sailing tender *Rosalie* and two cutters from the bark *Restless*, which would shortly leave the harbor for duty elsewhere, had sailed and poled up the Peace River in an effort to capture two small blockade runners. Baxter sent a boat to assist the expedition, but the "cutting-out" party of armed and now land-borne sailors needed no help. The

incident reflected the nature of blockade operations in the Charlotte Harbor area, which late in the war came to be characterized by frequent cutting-out parties.<sup>14</sup>

The *Gem of the Sea* quickly assumed a supervisory role over shore operations and the general blockade at Charlotte Harbor. The ship's launches and cutters assisted the smaller, shallow-draft tenders on their expeditions up the rivers and sometimes caught a runner or two themselves. But the deep-draft command bark seldom, if ever, pursued Confederate prey in the coastal waters; in fact, there are no records of any such missions. Rather, these types of shallow-water missions remained the duty of the smaller tenders and launches manned by cutting-out parties. In a sense this added an unusual character to the naval war in the Charlotte Harbor area, since military records reflect few similar actions by other blockading ships on the West Coast of Florida.<sup>15</sup>

The *Gem of the Sea* provided invaluable service at Charlotte Harbor. It became a reservoir of men and supplies and often detailed prize crews to sail captured runners' ships to Key West. The *Gem of the Sea* also stored much of the food used by the Charlotte Harbor blockading vessels, not only for the larger ships in the theater, but for the crews of the various tenders as well.<sup>16</sup>

By 1863 the command bark assumed new responsibilities in the area. This occurred largely as a result of the Union's rising concern for attempted cattle-running out of Charlotte Harbor. In December 1863, when a detachment of the Forty-Seventh Pennsylvania Regiment arrived from Fort Taylor, service boats from the *Gem of the Sea* transported the volunteer force to their new base on Useppa Island near the mouth of Charlotte Harbor. They helped organize a locally recruited unit composed of draft evaders ("layouts") and Union sympathizers (known as the Florida Rangers – later the Second Florida Cavalry), which would obviously require naval support. Theater Commander Theodorus Bailey wrote Captain Baxter, "You will therefore render them [the troops] every assistance in your power and protect them with your guns and all the force under your command, if necessary."<sup>17</sup>

Baxter then ordered the *Rosalie* to join the *Gem of the Sea* at Charlotte Harbor. Apparently Commander Bailey, who maintained close and frequent contact with Captain Baxter, intended the *Rosalie* to be the chief communication link and "quick alert" vessel between the land-based Rangers and the deep-draft command ship. His efforts paid off in December 1863, when the *Rosalie's* cannon fire provided strategic cover for a detachment of sailors making a rendezvous with Rangers of the Second Florida Cavalry on the mainland. Under attack by Confederate guerrillas, the Union men retreated to the water's edge where the shallow-draft tender picked them up. The *Rosalie* completed similar duties throughout its service in these waters.<sup>18</sup>

In January 1864, Captain Baxter received orders to assist and protect the Federal troops that moved in to occupy the old post at Fort Myers, used during the Seminole Wars. Shortly afterward Charles H. Rockwell replaced Baxter, who departed to take command of the steam blockader *Fort Henry* (altogether four different officers would command the *Gem of the Sea*). The sturdy ship fulfilled its new mission well until it departed Charlotte Harbor in January 1865. By that date it had captured or assisted in the seizing of nine blockade runners. If the rebel vessels captured by its tenders are counted, the bark orchestrated the capture of nearly two dozen runners.<sup>19</sup>

After departing the southwest coast in early 1865, the battle-scarred *Gem of the Sea* sailed first to Key West and then north for repairs. It never returned to Florida waters. Auctioned at Philadelphia in late 1865, the *Gem of the Sea* fetched a paltry \$6,500. What its new owners, A.C. Purvis and Son, did with the proud vessel remains a mystery.<sup>20</sup>

Besides the ubiquitous blockaders and runners, a third type of vessel routinely operated at Charlotte Harbor – the supply ship. The most significant supply vessel in South Florida undoubtedly was the wooden side-wheeler *Honduras*. Built in New York, the *Honduras* first saw sea duty in 1861. Somewhat surprisingly, the U. S. Navy initially overlooked this handsome 376-ton ship in its rapid expansion early in the Civil War. After the screw-steamer *Salvor's* initial detainment at Key West, the Cubans, to whom cattle-shipper James McKay, Sr., sold his beef, bought the *Honduras* to import cattle from Truxillo to Battabano, Cuba. The Union Navy purchased the side-wheeler from the Cubans in July 1863 for \$51,000. Converted to a war-ship, the *Honduras* received its commission that September. Assigned to the East Gulf Blockading Squadron as a supply ship (and sometimes a dispatch boat), the side-wheeler served throughout the war in this capacity.<sup>21</sup>

Indeed, the *Honduras* proved well-suited for this task. Its spacious ten-foot-deep hold easily carried large amounts of supplies. In spite of its sizeable dimensions (150 feet long, with a twenty-seven-foot beam), the *Honduras* drew only eight to nine feet of water when fully loaded, allowing it to restock ships operating in fairly shallow areas near the runners' favorite clandestine ports like Charlotte Harbor and the Peace River. The steamer's tall masts and fore and aft schooner rigging complemented a single walking beam engine, which normally pushed the *Honduras* along at a respectable seven knots. At its utmost, the side-wheeler could reach twelve-knot bursts. The steamer burned coal, necessitating rather frequent trips to the naval base at Key West to refill its bunkers.<sup>22</sup>

Although not designated as a blockade ship, the *Honduras* initially mounted two 12-pounder sea rifles, a minimal but sufficient armament for routine hostilities. On October 9, 1863, the steamer's battery was reinforced by a 20-pounder rifle and two 24-pounder howitzers. Six days later, the supply ship captured its first blockade runner, the Scottish-built steamer *Mail*. The side-wheeler stood in pursuit, but the blockade runner proved both fast and desperate. A six-hour chase ensued, with three small Federal tenders joining in the pursuit. Off Tampa, the *Mail* finally hove to and surrendered to the persistent *Honduras*.<sup>23</sup>

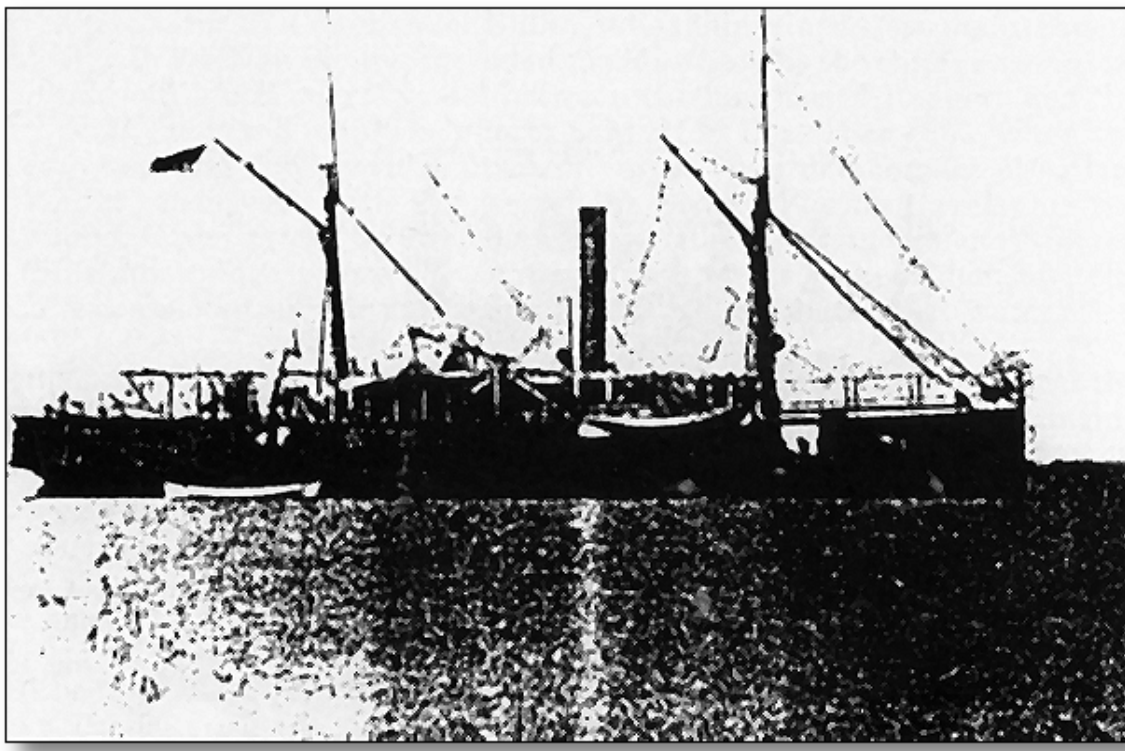
The *Honduras* then resumed its regular supply duties, carrying beef and vegetables to the ships on blockade duty and occasionally ferrying captured contraband, such as cotton and turpentine, to Key West. In January 1864, the *Honduras* received orders to assist the schooner *Matchless* in transporting a detachment of the Forty-Seventh Pennsylvania Volunteers from Key West to Fort Myers. The *Honduras's* speed and reasonably shallow draft, which allowed the side-wheeler to navigate the shifting Caloosahatchee River twelve miles upriver to the fort, made it ideal for this service. Commander Theodorus Bailey detached the steamer from regular supply duties for two weeks to further assist the troops. The *Honduras* not infrequently ferried captured Confederate sympathizers, dispatches, and occasionally Confederate cattle to Key West. Later, the side-wheeler participated in the May 1864 raid on Tampa Bay. Again, the steamer served as a troop and supply transport, but this time an armed boatload of sailors from the *Honduras* joined



**Admiral Theodorus Bailey, Commander of East Gulf Blockading Squadron, from December 9, 1862, to August 7, 1864.**

Photograph courtesy of the Naval Historical Foundation, Washington, D.C.





*Honduras.*

Photograph courtesy of the Naval Historical Foundation, Washington, D.C.

the landing party and participated in the capture of the *Neptune*, a blockade-runner carrying fifty-five bales of cotton.<sup>24</sup>

After its service at Tampa, the *Honduras* returned to its normal supply duties. Through August 1864, the steamer continued its supply runs to the Charlotte Harbor area, despite a yellow fever epidemic sweeping the squadron. Even though some sailors aboard the side-wheeler eventually contracted the disease, the crew and ship faithfully performed their duties.<sup>25</sup>

In July 1865 the *Honduras* departed Florida waters for New York, where the steamer was decommissioned and sold for \$27,000. The ship's career in Florida, however, had not ended. Late in 1865 the nefarious cattle runner James McKay, Sr., purchased the side-wheeler and used it to revive South Florida's cattle trade with Cuba. Renamed the *Governor Marvin*, the steamer once again served in the familiar waters of the Charlotte Harbor region. Its ultimate destiny remains a mystery.<sup>26</sup>

While the *Honduras* served primarily as a supply ship and transport, another type of vessel performed different, yet equally valuable, services for the Union forces at Charlotte Harbor. These were the tenders, small sailing craft assigned to assist the command ships. Typical of these small vessels was the nineteen-ton schooner *Ariel*. Possibly built by John Curry at Key West, this former blockade-runner was captured by the steam blockader *Huntsville* in November 1862.

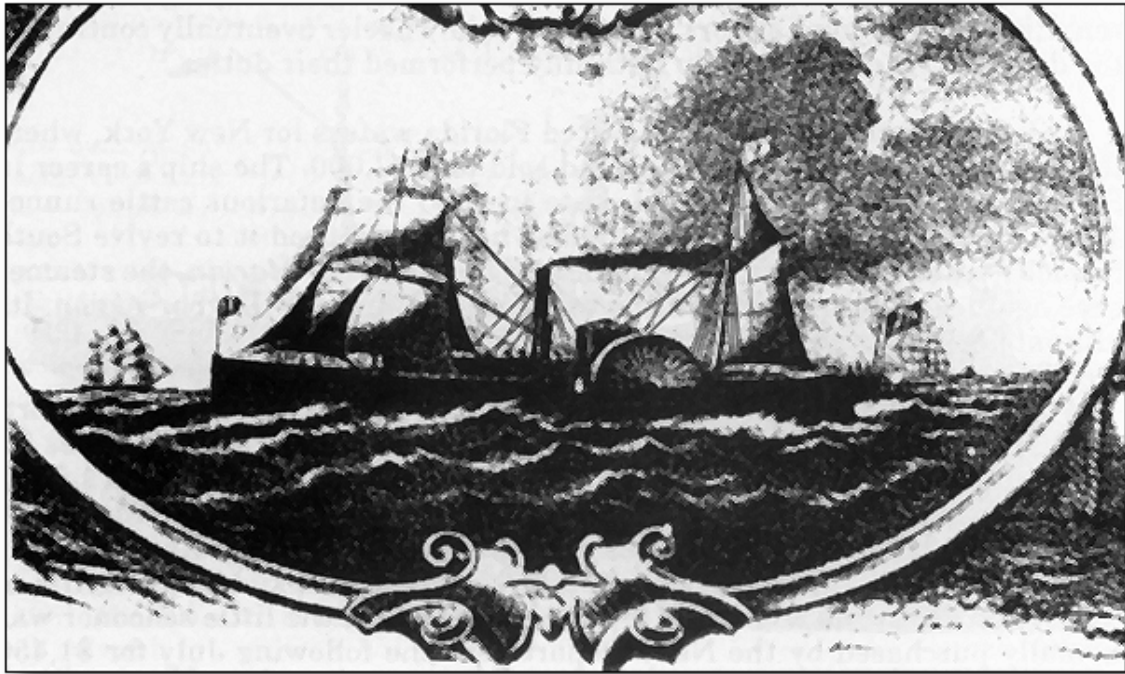
Condemned as a prize at Key West, the little schooner was formally purchased by the Navy Department the following July for \$1,450 (although it had actually begun documented service in January of that year). The *Ariel's* most important feature was its shallow, four-foot draft. This allowed the little vessel to operate much closer to shore than the larger command blockaders and supply ships. A small crew, probably consisting of no more than eight men, sailed the ship, while a single light 12-pounder smoothbore cannon (the smallest caliber artillery available) provided the vessel's main armament. The tender's twin masts and fore and aft sails supplied its only power.<sup>27</sup>

Thus outfitted, the *Ariel* first served as a tender to the flagship *St. Lawrence* near the Bahia Honda reef, about thirty miles northeast of Key West. Three months later the schooner routinely patrolled the waters between Tampa Bay and Charlotte Harbor. Normal duty called for the vessel to scour the coast-line from Charlotte Harbor to Cape Sable as an advance boat for command ships like the *Gem of the Sea*, which were actually expected to capture enemy prizes. Once, while on such duty, the *Ariel* captured the blockade-runner sloop *Magnolia* about five miles off Caximbas Bar, just north of Marco Pass. Even though the *Ariel* saw extensive duty in these waters, the *Magnolia* represented one of only four ships the *Ariel* captured in the war.<sup>28</sup>

In May 1864, the *Ariel*, along with three other tenders, assisted in General Daniel P. Woodbury's raid on Tampa Bay. The diminutive *Ariel* served as a troop transport, landing infantry on the shore. However, the *Ariel's* role in the July 1864 raid on Bay Port proved greater. After assisting in the transportation and landing of some 260 assorted Federal infantry troops near the Anclote River (north of Tampa Bay), the *Ariel*, accompanied by the tender *Sea Bird*, proceeded to Bay Port. Officers from the *Ariel* had the honor of taking possession of the town long before any Federal troops arrived, capturing a quantity of cotton as well.<sup>29</sup>

Following the war, the decommissioned *Ariel* joined the tenders *Rosalie*, *Sea Bird*, *Two Sisters*, and *Stonewall* on the auction block at Key West in June 1865. The small schooner sold for only \$1,270 to John Curry, possibly the ship's builder. Afterward, the *Ariel*, like many of its sister ships in southwest Florida, disappeared from recorded history.<sup>30</sup>

The types of ships serving in the waters of South Florida during the Civil War clearly reflected the nature of the conflict in that area. While blockade runners like the *Salvor's* owner, James McKay, Sr., persisted in challenging the Union net, Federal blockaders just as doggedly adapted to their daring attempts. By 1863, both Confederate runners and Union commanders realized that the shallow waters of Charlotte Harbor represented the last active naval theater on the West Coast of Florida. However, as the Union adapted to this new shallow-waters orientation by orchestrating cutting-out parties and by servicing command barks like the *Gem of the Sea* with more versatile shallow-draft, quick-response vessels like the *Honduras* and their tenders like the *Ariel*, the number of Confederate prizes increased and the number of would be Confederate runners decreased. Though different in class, duties, armaments, and assigned missions, vessels like the *Salvor*, *Gem of the Sea*, *Honduras*, and *Ariel* served as representative examples of the types of ships that operated in South Florida during the Civil War and subsequently sealed the last remaining leaks of the East Gulf Blockading Squadron on the West Coast of Florida.



*U.S.S. Ariel.*

Photograph courtesy of the Naval Historical Foundation, Washington, D.C.

<sup>1</sup> David D. Porter, *The Naval History of the Civil War* (Glendale, NY: Benchmark, 1970 [1886]), 453-61; Stanley L. Itkin, "Operations of the East Gulf Blockade Squadron in the Blockade of Florida, 1862-1865" (Master's thesis, Florida State University, 1962), 1, 4-5.

<sup>2</sup> Stephen R. Wise, *Lifeline of the Confederacy: Blockade Running During the Civil War* (Columbia, SC: University of South Carolina Press, 1989), 319, French to Thomas, October 17, 1861, McKay to Thomas, December 7, 1861, United States War Department, *War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies* (hereafter ORA), ser. 2, vol. 2, 960-61, 966-71; James McKay Jr., "History of Tampa of the Olden Days," *Tampa Daily Times*, December 18, 1923; D.B. McKay, ed., *Pioneer Florida*, 3 vols. (Tampa, Southern Publishing Co., 1959), 2:387; *Florida Peninsular*, August 11, 1860. Wise put the measurements of the *Salvor* at one-hundred and eighty-three feet in length, with a twenty-six-and-a-half-foot beam and a nineteen-foot depth. *Pioneer Florida* puts the *Salvor's* dimensions at one-hundred and sixty-one feet in length, with a twenty-five-and-a-half-foot beam. Both sources agree on place of building, but Wise puts the construction date of the *Salvor* in 1856, ten years later than McKay.

<sup>3</sup> McKay to Thomas, December 7, 1861, ORA, ser. 2, vol. 2, 966-71; "Cases of James McKay and the Crew of the Steamer *Salvor*," Lyons to Seward, December 31, 1861, ORA, ser. 2, vol. 2, 956-59, 972; Itkin, "Operations," 15. Some records describe the *Salvor* as a "bark," while Lyons called the ship a schooner, which would have a fore and aft-rig. Most sources merely call the *Salvor* a steamer.

<sup>4</sup> McKay, "History of Tampa of the Olden Days"; McKay to Thomas, December 7, 1861, ORA, ser. 2, vol. 2, 966-71; Canter Brown, Jr., *Florida's Peace River Frontier* (Orlando: University of Central Florida Press, 1991), 147.

<sup>5</sup> McKay, "History of Tampa of the Olden Days"; McKay to Thomas, December 7, 1861, ORA, ser. 2, vol. 2, 966-71; Canter Brown, Jr., "Tampa's James McKay and the Frustration of Confederate Cattle-Supply Operations in South Florida," *Florida Historical Quarterly*, 70 (April 1992), 415; Brown, *Florida's Peace River Frontier*, 146-47.

<sup>6</sup> McKay, "History of Tampa of the Olden Days"; Mervine to Welles, June 8, 1861, Mervine to French, June 10, 1861, French to Mervine, June 10, 1861, Mervine to Welles, June 12, 1861, *United States War Department, Official Records of the Union and Confederate Navies in the War of the Rebellion* (Washington, D.C., 1894-1922) (hereafter cited as ORN), ser. 1, vol. 16, 530-31, 542-43, 543-44, 545-46; French to Thomas, October 17, 1861, McKay to Thomas, December 7, 1861, Stickney to Seward, February 13, 1862, ORA, ser. 2, vol. 2, 960-61, 966-71, 977-78.

<sup>7</sup> McKay to Thomas, December 7, 1861, McKay to the District of Columbia, ORA, ser. 2, vol. 2, 966-71, 981; McKay, "History of Tampa of the Olden Days"; Brown, "Tampa's James McKay," 420. Orders from William Mervine to Commander Shaw specifically stated that any presumed hostile vessels previously warned away from Key West by the blockade (and the *Salvor* had been detained at Key West on suspicion of disloyalty) could legally be considered a prize, no matter what the nationality of the flag they flew. Mervine to Shaw, June 7, 1861, ORN, ser. 1, vol. 16, 531-32.

<sup>8</sup> F. Menendez, et al. to Her British Majesty's Consul, November 12, 1861, ORA, ser. 2, vol. 2, 962-63; Porter, *Naval History of the Civil War*, 841; D.B. McKay, "The Blockade Runner," *Pioneer Florida*, 2: 387.

<sup>9</sup> Log of the *U.S.S. Gem of the Sea*, July 6, 1863, Records of the Bureau of Naval Personnel (hereafter cited as RBNP), RG 24, National Archives, Washington, D.C. (hereafter cited as NA); Bailey, "Stations of Vessels of the East Gulf Blockading Squadron," July 15, 1863, Stribling, "Stations of Vessels Composing the East Gulf Blockading Squadron," January 16, 1865, and February 1, 1865, ORN, ser. 1, vol. 17, 502-03, 796-97, 805.

<sup>10</sup> "Statistical Data of Ships, 'U.S.S. *Gem of the Sea*,'" ORN, ser. 2, vol. 1, 91; Paul H. Silverstone, *Warships of the Civil War Navies* (Annapolis, MD: Naval Institute Press, 1989), 141.

<sup>11</sup> "Statistical Data of Ships," 91; "United States Vessels of War Serving in the East Gulf Blockading Squadron From February 22, 1862, to July 17, 1865," ORN, ser. 1, vol. 17, xviii; Porter, *Naval History of the Civil War*, 390.

<sup>12</sup> Log of the U. S. S. *Gem of the Sea*, December 18, 1862, RBNP; Du Pont to Cutting, Seldon, et al., September 19, 1862, John D. Hayes, ed., *Samuel Francis Du Pont: A Selection From His Civil War Letters*, 3 vols (Ithaca, NY, Cornell University Press, 1969), vol. 1, 193, 308, 401, vol. 2, 61, 230-31; Du Pont to Haggerty, October 26, 1861, Du Pont to Baxter, October 26, 1861, Lardner to Du Pont, November 26, 1861, *ORN*, ser. 1, vol. 12, 229, 229-30, 361, and accompanying reports 261-91, 358-59, 411, 428, 479-81, 678-80, 732-36; Du Pont to Baxter, September 23, 1862, Welles to Du Pont, November 5, 1862, *ORN*, ser.1, vol.13, 344, 433. The *Gem of the Sea's* officers and crew received prize money for the capture of the *Volante* because the bark was in sight of the runner when it was captured. Also, crewmen from the *Gem of the Sea* that were serving on the steam tug North Santee assisted in the capture of five "lighters" loaded with rice. Prentiss to Du Pont, July 3, 1862, Gregory to Du Pont, July 2, 1862, *ORN*, ser. 1, vol. 13, 124, 125.

<sup>13</sup> Capture reports (1863), *ORN*, ser. 1, vol. 17, 340-41, 373-75, 384, 411-12; Log of the U.S.S. *Gem of the Sea*, January 1, March 10, April 8-18, 1863, RBNP; "Statistical Data of Ships, 91; Bailey, "Stations of Vessels of the East Gulf Blockading Squadron," June 1, 1863, July 17, 1863, ser. 1, vol. 17, *ORN*, 459-60, 502-03.

<sup>14</sup> Browne to Bailey, July 10, 1863, Clarke to Browne, July 8, 1863, *ORN*, ser. 1, vol. 17, 487-88, 488-89; Log of the U. S. S. *Gem of the Sea*, July 6, 1863, RBNP.

<sup>15</sup> Capture reports (1863-1864), *ORN*, ser. 1, vol. 17.

<sup>16</sup> Log of the U. S. S. *Gem of the Sea*, September 5, 1863, September 7, 1863, RBNP; various capture reports (1863-1864), *ORN*, ser. 1, vol. 17.

<sup>17</sup> Woodbury to Headquarters..., December 17, 1863, *ORA*, ser. 1, vol. 26, part 1, 874-75; Log of the U.S.S. *Gem of the Sea*, December 19, 1863, RBNP; Bailey to Baxter, December 16, 1863, *ORN*, ser. 1, vol. 17, 605.

<sup>18</sup> Baxter to Bailey, January 2, 1864, *ORN*, ser. 1, vol. 17, 610-11, and accompanying reports, pages 611-15; Log of the U.S. S. *Gem of the Sea*, December 28-31, 1863, RBNP.

<sup>19</sup> Bailey to Rockwell, January 18, 1864, Stribling, "Stations of Vessels Composing the East Gulf Blockading Squadron," November 1, 1864, November 15, 1864, January 16, 1865, *ORN*, ser. 1, vol. 17, 614-15, 772, 777, 796-97; Log of the U.S.S. *Gem of the Sea*, January 17, 1864, RBNP; Log of the U.S.S. *Honduras*, January 6, 1864, RBNP, RG 24; Woodbury to Stone, January 22, 1864, *ORA*, ser. 1, vol. 35, part 1, 460-61; various capture reports, *ORN*, ser. 1, vols. 12, 13, 17.

<sup>20</sup> Stribling, "Stations of Vessels Composing the East Gulf Blockading Squadron," January 16, 1865, February 1, 1865, *ORN*, ser.1, vol.17, 796-97, 805; "Statistical Data of Ships," 91.

<sup>21</sup> McKay to Thomas, December 7, 1861, *ORA*, ser. 2, vol. 2, 966-71; "Statistical Data of U.S. Ships, 'U.S.S. *Honduras*,'" *ORN*, ser. 2, vol. 1, 103; Silverstone, *Warships of the Civil War Navies*, 108.

<sup>22</sup> "Statistical Data of Ships," 103; Greene to Welles, August 13, 1864, *ORN*, ser. 1, vol. 17, 742-43; Bailey, "Stations of Vessels Composing the East Gulf Blockading Squadron, November 1, 1863, January 1, 1864, *ORN*, ser. 1, vol. 17, 583, 619-20.

<sup>23</sup> "Statistical Data of Ships," 103; Gould to Welles, October 16, 1863, *ORN*, ser. 1, vol. 17, 568, and accompanying reports, 569-70.

<sup>24</sup> Bailey, "Stations of Vessels Composing the East Gulf Blockading Squadron, October 15, 1863, January 15, 1864" *ORN*, ser. 1, vol. 17, 567-68, 626-27; Bailey to Welles, January 6, 1864, January 19, 1864, Platt to Bailey, May 2, 1864, *ORN*, ser. 1, vol. 17, 621-22, 630-31, 693, and accompanying reports, 694-96; Log of the U.S.S. *Honduras*, January 6, 1864, January 7, 1864, RBNP; Log of the U.S.S. *Gem of the Sea*, January 12, 1864, RBNP; Woodbury to Stone, January 22, 1864, *ORA*, ser. 1, vol. 35, part 1, 460-61.

<sup>25</sup> Bailey to Welles, "Stations of Vessels Composing the East Gulf Blockading Squadron, June 15, 1864, August 1, 1864," *ORN*, ser. 1, vol. 17, 722, 739; Bailey to Welles, July 27, 1864, *ORN*, ser. 1, vol. 17, 738.

<sup>26</sup> “Statistical Data of U.S. Ships, ‘U.S.S. Honduras,’ ” 103; McKay, “History of Tampa of the Olden Days”; Stribling to Welles, June 1, 1865, *ORN*, ser.1, vol.17, 855-56; Brown, *Florida’s Peace River Frontier*, 197.

<sup>27</sup> Lillie B. McDuffee, *The Lures of Manatee: A True Story of South Florida’s Glamorous Past* (Bradenton, FL: A.K. Whitaker, 1967), 131; “Statistical Data of Ships, ‘U.S.S. Ariel,’ ” *ORN*, ser. 2, vol. 1, 37; “United States Vessels of War Serving in the East Gulf Blockading Squadron from February 22, 1862, to July 17, 1865,” *ORN*, ser. 1, vol. 17, xviii-xix, 327, 350.

<sup>28</sup> See Bailey to Lenthall, January 12, 1863, *ORN*, ser. 1, vol. 17, 350; Bailey, various squadron station reports, January 1, 1863, June 15, 1863, August 1, 1863, October 1, 1863, *ORN*, ser. 1, vol. 17, 343, 472-73, 524, 560; Bailey to Welles, January 15, 1863, Chandler to Welles, December 22, 1863, French to Welles, January 31, 1865, *ORN*, ser. 1, vol. 17, 351-52, 609-10, 804; Itkin, 227.

<sup>29</sup> Bailey to Russell, et al., May 2, 1864, *ORN*, ser. 1, vol. 17, 693, and accompanying reports, pages 694-95; Russell to Bailey, July 25, 1864, *ORN*, ser. 1, vol. 17, 734-35.

<sup>30</sup> “Statistical Data of Ships, ‘U.S.S. Ariel,’ ” 37; McDuffee, *Lures of Manatee*, 131; “Statistical Data of Ships, ‘U.S.S. Rosalie,’ ‘U.S.S. Sea Bird,’ ‘U.S.S. Stonewall,’ and ‘U.S.S. Two Sisters,’ ” *ORN*, ser. 2, vol. 1, 195, 203, 215, 227.