



John Grimball

Confederate States of America Naval Officer



Present for the First Shots— And for Those at the End

By Patricia A. Kaufmann

A direct descendent of Lewis Morris, a New York signer of the Declaration of Independence, **John Grimball** (1840-1922) was a Confederate naval officer, the son of John Berkley Grimball (1800-1892) and Margaret (“Meta”) Ann Morris Grimball. (Figure 1)

Grimball attended the U.S. Naval Academy at Annapolis from 1854 to 1858 and accepted a commission in the U.S. Navy. He was one of fourteen graduates, most notable of whom was George Dewey, who became the first Admiral of the Fleet during the Spanish-American War.

Figure 2 shows a cover addressed to Grimball while at the Naval Academy. The stamp, which had been tied with a Charleston S.C. PAID postmark, was regrettably plundered by an earlier philatelist, as was the case with many covers in the Grimball correspondence.

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Grimball’s US Navy sea duty was aboard the *USS Macedonian* (Figure 3), where he received the cover shown in Figure 4 from his father. The cover is replete with postal markings, front and back. It traveled from Charleston, South Carolina, on May 16, 1860, to New York then via the Vanderbilt-European Line Packet *Illinois* to Le Havre, France. From there it went to Aachen, Germany; Genoa, Italy, and ultimately to its final destination, arriving at La Spezia, Italy, on June 7, 1860.

Grimball resigned his U.S. Navy commission shortly after his native South Carolina seceded from the Union and joined the Palmetto State’s

navy on or about December 29, 1860. He was present when Citadel cadets fired on the *Star of the West* on January 9, 1861, preventing her from delivering supplies to Maj. Robert Anderson at Fort Sumter.

Confederate Navy

As soon as the Confederacy was formed in Montgomery, Alabama, Grimball applied for a commission in the Confederate States Navy. He received a commission as Master, resulting from the submission described in the letter below from Stephen R. Mallory, Confederate Secretary of the Navy. A copy of the letter is shown in Figure 5 and the cover which carried it in Figure 6. The cover bears the semi-official imprint type ND-01 from the CSA Catalog.

The Mallory-signed letter states that “Upon considering the statement contained in your letter of your case, the Department has decided to submit your name to the President for the appointment of master in the line of promotion.”

A master, or sailing master, is a historic term for a naval officer trained in and responsible for the navigation of a sailing vessel. The rank can be equated to a professional seaman and specialist in navigation, rather than a military commander. A sea captain, also called a master or shipmaster, is a licensed mariner in ultimate command of the vessel.

CSS Lady Davis

CSS Lady Davis (Figure 7) was a gunboat in the Confederate States



The packet ship *Star of the West*—attacked in Charleston harbor on January 9, 1861, by cadets of the Citadel—observing was John Grimball, an officer in the South Carolina navy. This attack preceded the Fort Sumter attack by over three months.



Figure 1. Lieutenant John Grimball, Confederate Navy. CDV by Penabert & Cie, Paris. Courtesy Library of Congress.



Figure 2. Cover from Charleston based family addressed to John Grimball while he was a student at the U.S. Naval Academy in Annapolis, Maryland. The stamp was regrettably plundered by an earlier philatelist.

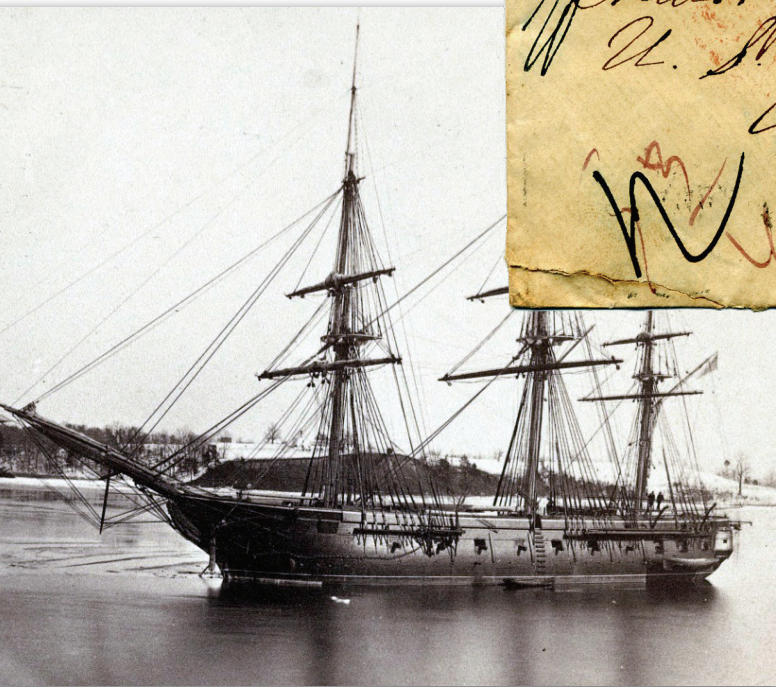


Figure 3. USS *Macedonian* at anchor circa 1861-1865, location unknown. Courtesy Library of Congress.



Figure 4. Grimball's U.S. Navy sea duty was aboard the USS *Macedonian*, where he received this cover from his father. Replete with postal markings, front and back, it went from Charleston, South Carolina, to La Spezia, Italy, with many stops between, arriving June 7, 1860.

Navy. Originally, the Richmond iron steam tug *James Gray*, built at Philadelphia, Pennsylvania in 1858, *Lady Davis* was purchased in March 1861 by Governor Francis Wilkinson Pickens of South Carolina, who armed her and placed in command Lieutenant William Gaillard Dozier, South Carolina Navy, with orders to thwart reinforcement of Fort Sumter by Union troops. She was named in honor of Varina Davis, the wife of President Jefferson Davis.

On May 7, 1861, *Lady Davis* was purchased by the Confederacy for \$32,000 and commissioned in the Confederate Navy, operating thereafter along the Georgia and South Carolina coasts. Grimbball continued his duties on board. At that time, the little gunboat served as flagship of Commodore Josiah Tattnall's Savannah Defense Squadron, consisting of CSS *Savannah*, CSS *Sampson* and CSS *Resolute*.

Figure 8 shows a cover addressed to "Master John Grimbball, C.S.[N.], Charleston, S.C." from Columbia, South Carolina, where it was postmarked with a light blue postmark at upper left and a matching handstamped PAID 5. The cover was forwarded to "C.S. Steamer *Lady Dav[is]*", Beaufort, South Carolina" with a Charleston, SC, June 22, 1861, double circle date stamp and matching handstamped PAID 5.

CSS *Arkansas*

In the Spring of 1862, Lt. Grimbball was ordered to the CSS *Arkansas*, then being built as an iron-clad in Memphis. Two ships were still under construction when Union ships captured Memphis. Confederates burned one of them to prevent capture, while the *Arkansas* was towed further south.

In a May 1862 letter to his sister, Grimbball states that he is in Vicksburg in connection with obtaining guns for the *Arkansas*.

Similar in design and appearance to the more famous CSS *Virginia*

(*Merrimack*), the vessel was completed by early July. Setting sail with a crew of 100 sailors and 60 soldiers commanded by Isaac Brown, *Arkansas* steamed to Vicksburg, where Union Naval Commodore David Farragut's gunboats were rapidly dominating the river from New Orleans northward. At the mouth of the Yazoo River on July 15, 1862, *Arkansas* engaged in a sharp exchange with the three Union ships sent to intercept the ironclad. Grimbball was commanding a bow gun when she made her famous run down the Yazoo and Mississippi Rivers, shown in Figure 9. After fighting through these ships, *Arkansas* headed for the bulk of Farragut's fleet. It then sailed through the flotilla, damaging 16 ships.

Farragut was furious that a single boat wreaked such havoc on his force. The engagement temporarily shifted Confederate fortunes on the Mississippi, but not for long. *Arkansas*, pursued by the Union ironclad Essex, fled down the river and experienced mechanical problems. On August 6, the ship was run aground; the crew blew it up to keep it from falling into Yankee hands.

CSS *Baltic*

After surviving the ordeal with *Arkansas*, Grimbball was in need of a new vessel. He was ordered to the CSS *Baltic* in Mobile, Alabama, shown in Figure 10.

Figure 11 shows a cover with a Spartanburg, South Carolina, August 23, 1862, double circle cancel and matching PAID 10 handstamp. It is addressed to Lieut. John Grimbball, Vicksburg, Mississippi. The Vicksburg address was crossed out and the cover was redirected to Mobile, Alabama. The letter contained therein was from Grimbball's father, J. Berkley Grimbball, who had moved with his family to Spartanburg for the duration of the war. It was intended for delivery to his son aboard CSS *Arkansas* at Vicksburg. Evidently, the Vicksburg postmaster found

Gems of Confederate Philately

EXAMPLES

Naval Postal History

Among the most sought after covers in Confederate philately are items related to the CSA Navy. Such as these that directly relate to Lt. John Grimball.



Figure 11. Cover from family in Spartanburg, addressed to Grimball in Vicksburg when briefly on the CSS *Arkansas*, forwarded to Mobile where Grimball had been resigned to the CSS *Baltic*. ADV. 2 from Mobile for advertising in the newspaper. Markings of three towns representing 22¢ in postage paid.

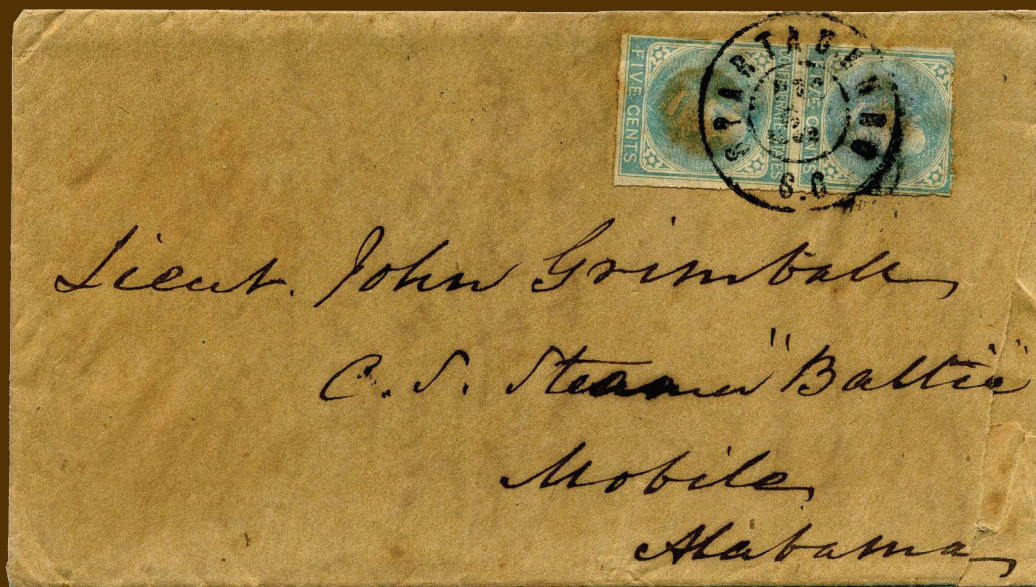
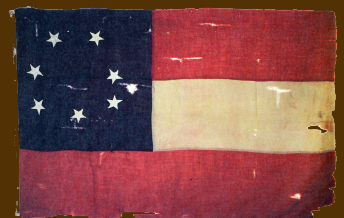


Figure 13. CSA Richmond print pair tied Spartanburg, SC, to Grimball while on the C.S. Steamer *Baltic* in Mobile, Alabama.



out Grimball's new location and forwarded the cover to Mobile. In Mobile, the postmaster advertised in the newspaper (Figure 12) to find Lieut. Grimball, who by then had reported to CSS *Baltic* in Mobile Bay. The Mobile "ADV. 2" handstamp (CSA Catalog type I) is a scarce marking. When Grimball was located, the Mobile postmaster put the cover on the ferry for delivery; note the "Ferry" routing directive at lower left. The total rate for the cover was 22¢: Paid 10 at Spartanburg, [DUE] 10 at lower right for forwarding from Vicksburg, plus 2¢ for advertising. This cover epitomizes just why postal history is so fascinating. It bears the postal markings of three cities, all on one cover, which chased Grimball around the South from port to port. Even in the midst of the adversity of war, the mail found its way to Grimball.

Another cover, shown in Figure 13, is addressed to Lieut. John Grimball aboard the C.S. Steamer *Baltic* at Mobile, Alabama. It bears a vertical pair of 5¢ Richmond prints (CSA 7) tied on cover by a double circle cancel of Spartanburg, South Carolina.

CSS *Baltic* was an iron and cotton-clad side-wheeler built in 1860 in Philadelphia as a river tow boat belonging to the Southern Steamship Co. She was purchased by the State of Alabama, converted to an armored ram, and turned over to the Confederate States Navy in mid-1862. Throughout the war, *Baltic* operated in Mobile Bay [Alabama] and nearby Tombigbee River and other tributaries. *Baltic* was reported unfit for service in February 1863; her deteriorating condition prevented her from joining the defense of Mobile Bay in June 1864.

Figure 14 shows the bottom half of a cover addressed to Grimball with manuscript routing at lower left to "Billy Boat Baltic." I initially thought this was a derogatory nickname for the vessel due to her declining condition. But that was an incorrect assumption.

I ran "Billy Boat Baltic" through an online search engine, "just in case," and found my knowledge of Baltic mythology lacking (specifically Lithuania, Latvia, Prussia). On a website called godchecker.com, I found Perkunas, the Baltic Thunder God. Perkunas (AKA Perkūnas, Perkana, Perkonis, Perkunis, Perun [Slavic], Diviriks) is the major all-encompassing thunder deity of the Baltic. He wields an axe in a similar way to Thor, the hammer-throwing macho god of thunder and Thursdays (Thursday). And the axe always returns when Perkunas throws it at demons. He is king of the skies even though his chariot is drawn by goats! Aha! The Billy Goats are monumental and magnificent. Clearly the well-educated Grimball family knew their mythology. I often say that I learn something new virtually every day because of postal history. That was my daily piece of new knowledge.

CSS *Baltic* was dismantled in July 1864 and her armor transferred to CSS *Nashville*. Her hulk was captured by United States forces on the Tombigbee River, Alabama, in May 1865 and sold the following December.

CSS *Robert E. Lee* – blockade runner to Europe

Once again, Grimball was in need of a new position. On May 18, 1863, Grimball left Wilmington, North Carolina, on the blockade runner CSS *Robert E. Lee* for Bermuda and onward passage to Liverpool. She is shown in Figure 15 as illustrated in *The Photographic History of the Civil War* in Ten Volumes: Volume Six, The Navies.

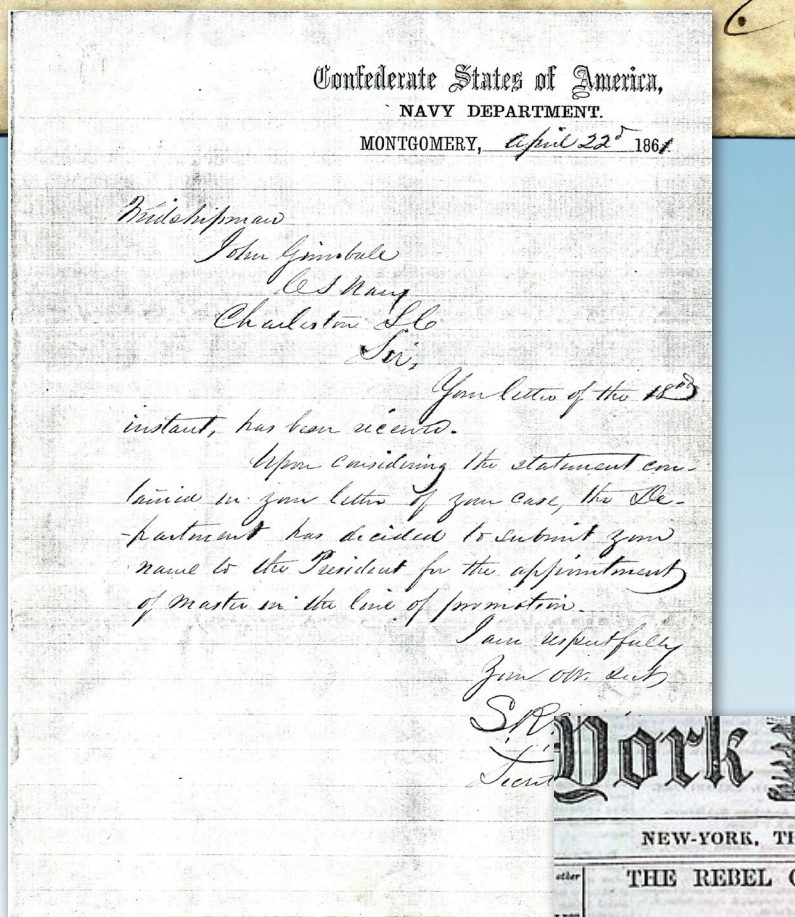
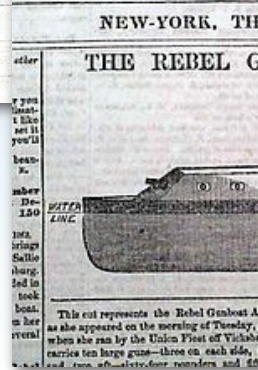


Figure 5. Copy of Confederate Navy Department letter signed by Confederate Secretary of the Navy Stephen R. Mallory to Grimball regarding his CSN commission as master.



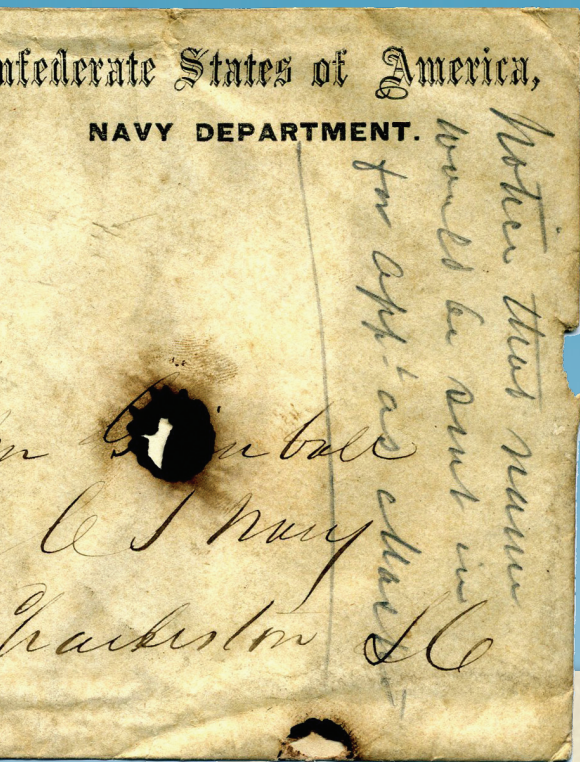


Figure 6. Confederate Navy Department imprinted semi-official cover to Grimball which contained the letter in Figure 5. CSA Catalog type ND-01.

Robert E. Lee was originally the merchant ship *Giraffe*, a schooner-rigged, iron-hulled, oscillating-engine paddle-steamer with two stacks, built on the River Clyde in Scotland during the autumn of 1862 as a fast Glasgow-Belfast packet. Alexander Collie & Co. of Manchester acquired her for their blockade-running fleet, but were persuaded by renowned blockade-runner Lieutenant John Wilkinson, CSN, to sell her to the Confederate States Navy for the same £32,000 just paid. *Robert E. Lee's* luck ran out on November 9, 1863, after 21 voyages in ten months carrying out over 7,000 bales of cotton, returning with munitions invaluable to the Confederacy. She left Bermuda five hours after her consort, *CSS Cornubia*, only to be run down a few hours after her by the same blockader, *USS James Adger*. The two runners were conceded to be easily "the most noted that ply between Bermuda and Wilmington."

Lieut. Grimball became "Mr. Grimball" when he got to England, to avoid any official association with the Confederacy. Both Yankee and Rebel spies and counterspies prowled the docks at London and Liverpool. From the start, the British government was courted by diplomats from both the United States and Confederate governments. Because the South lacked major shipbuilding facilities and expertise, the most effective commerce raiders were secretly built in Great Britain. But Britain was a neutral power, thus this arrangement was illegal and the raiders had to be built in secret.

Addresses on the covers in the Grimball correspondence during his time in Europe all show non-military designation and often went out through the blockade either under separate cover or carried privately outside the mail. They were usually addressed care of Fraser, Trenholm & Co, the British branch of John Fraser & Company of Charleston, South Carolina. Fraser, Trenholm & Co. was a principal procurement agent of the Confederacy in Europe. There were also covers during this period which were addressed to Grimball in Lyons and Paris, France, during the first part of 1864.

CSS Shenandoah

CSS Shenandoah was a Rebel raider. She is shown in Figure 16 at a slip in Australia in December 1865. As the Union Navy gathered strength to impose a blockade on the South, Confederate leaders developed their own plans for the war at sea. The North had more ships, cannons, naval officers, and industrial facilities, leaving the Rebels with no realistic hope of obtaining control of the Atlantic. The Confederates therefore developed a two-part naval strategy: Firstly, they would defend their key ports and rivers with forts, gunboat flotillas, and eventually ironclads. Secondly, they would commission priva-

teers and Confederate naval vessels to attack Union commerce at sea.

The concept of commerce raiding was centuries old. President Jefferson Davis issued Letters of Marque to enterprising civilian captains, authorizing them to outfit private vessels to raid Union shipping. These privateers were essentially licensed pirates, which license saved them from the gallows. The Letter of Marque was a government license authorizing a person, known as a privateer, to attack and capture enemy vessels and take them before admiralty courts for condemnation and sale. Across the globe, it was considered an honorable profession for centuries, as opposed to unlicensed piracy.

Private vessels were not paid by the government. Instead, they kept

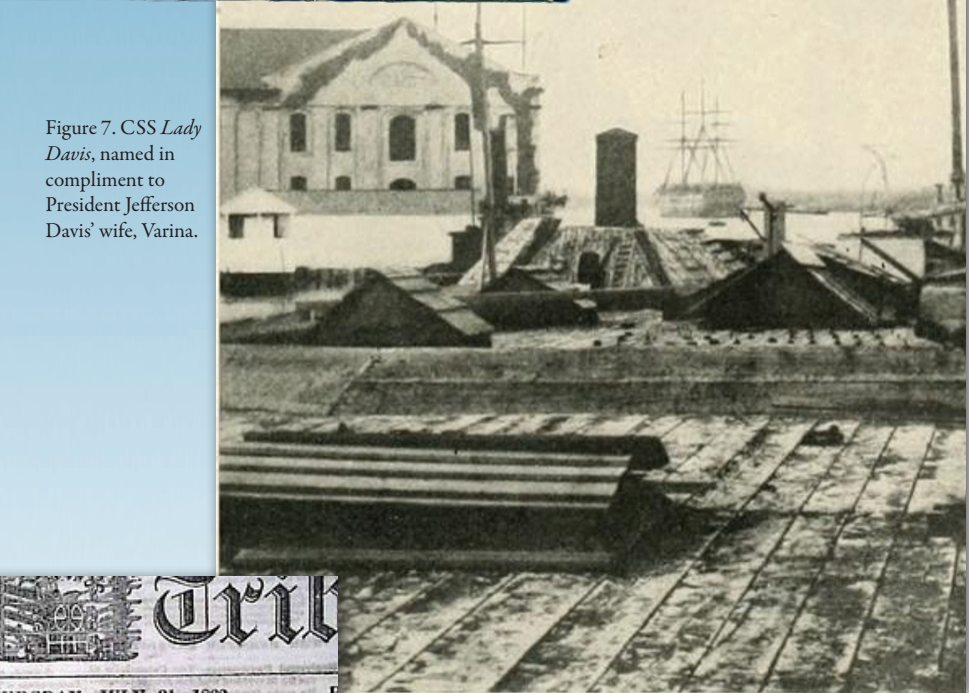
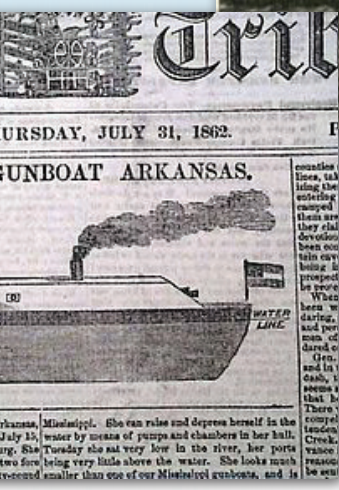
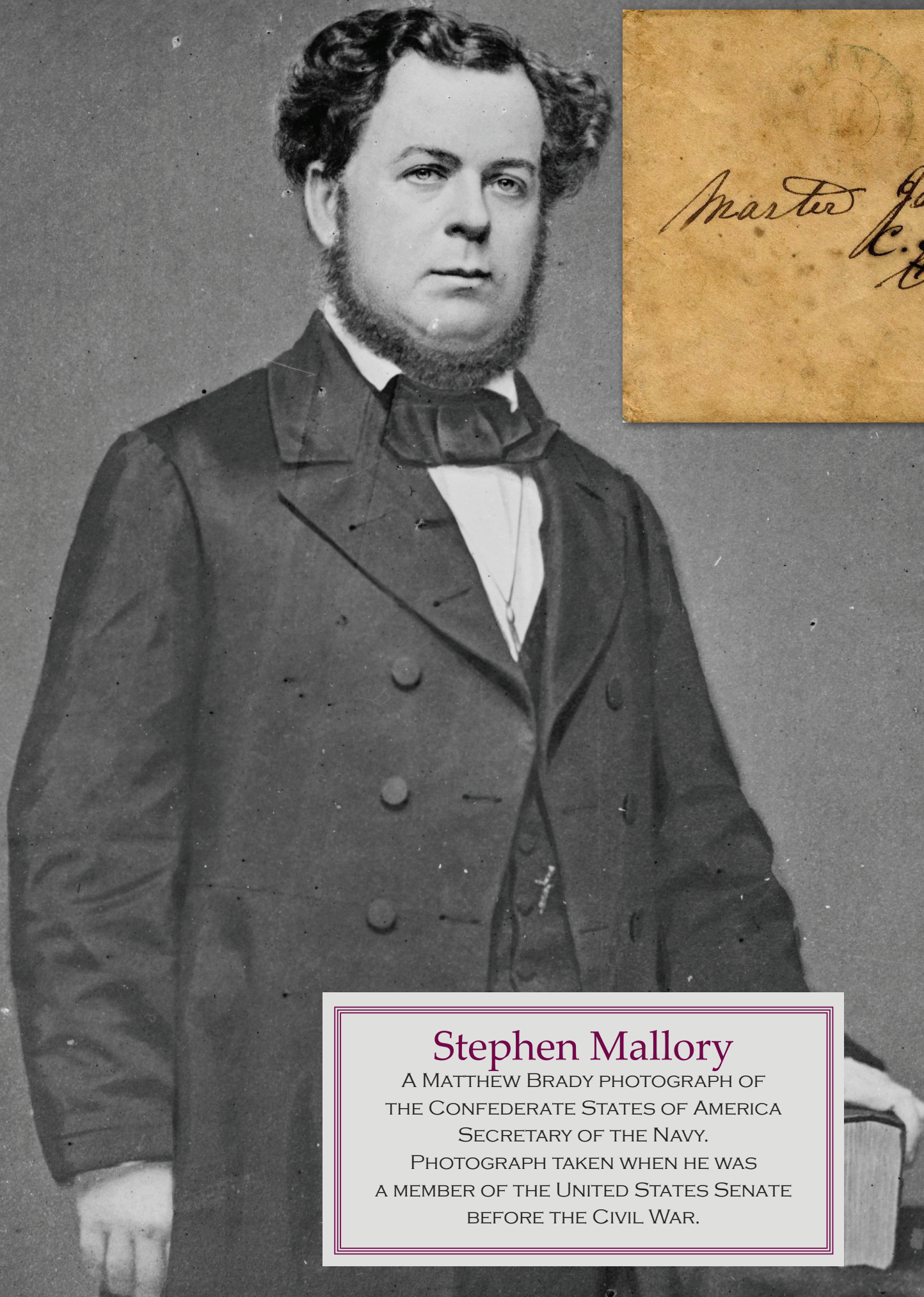


Figure 7. *CSS Lady Davis*, named in compliment to President Jefferson Davis' wife, Varina.



A line drawing from the front page of the July 31, 1862 edition of *The New York Tribune* showing the Confederate gunboat *CSS Arkansas*, which by that time had become rather infamous in the North.



Stephen Mallory

A MATTHEW BRADY PHOTOGRAPH OF
THE CONFEDERATE STATES OF AMERICA
SECRETARY OF THE NAVY.

PHOTOGRAPH TAKEN WHEN HE WAS
A MEMBER OF THE UNITED STATES SENATE
BEFORE THE CIVIL WAR.

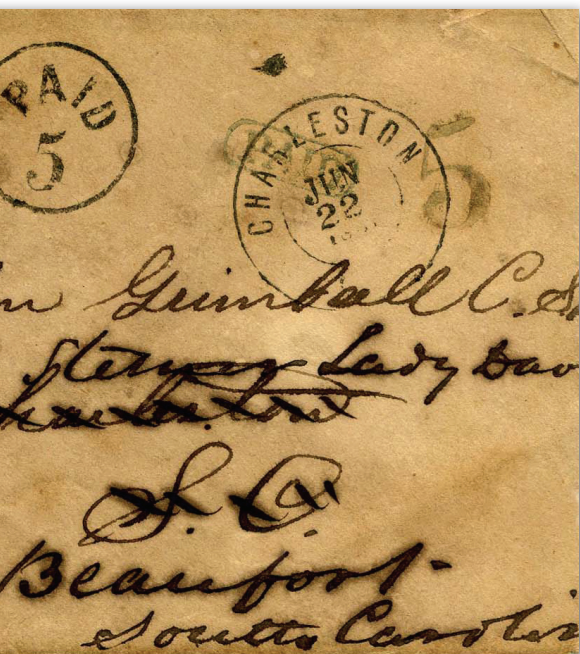


Figure 8. Cover from Columbia, SC, to Master John Grimball, CSN in Charleston on the C.S. Steamer *Lady Davis*, where the cover was forwarded to Beaufort, South Carolina, with Charleston postal markings.

whatever ships and cargo they seized, and divided the profits among the owner and crew. Commerce raiders were generally smaller than Navy cruisers, but had the same needs: namely, the speed to outrun warships, and enough armament to capture undefended merchantmen. In theory, privateers rarely fought battles and had the possibility of making an immense profit, so privateering was an appealing profession early in the war. However, it soon became clear that there was a problem making it home to sell their prizes and captured cargo, refuel, undergo repairs or drop off prisoners. Many Rebel captain used foreign ports but with limited success. Few foreign governments were willing to take sides in the war and thus strictly limited services to Confederate raiders. Thus, privateering became less common as the war raged on. As privateers were motivated by profit, the difficulty in selling their prizes drove many to blockade running instead.

Grimball was transferred to the vessel that was to become the CSS *Shenandoah*, one of 27 Confederate Navy officers who reported to duty on October 8, 1865, at the Princess Docks in Liverpool. On that date, the *Sea King* departed for an announced trading voyage to India; but on arrival at Funchal, Madeira, she rendezvoused with *Laurel* which had already arrived loaded with necessary guns, powder and military stores. Over the following days, the *Sea King* was successfully converted into a formidable warship; and on October 19, 1864, she

was formally renamed and commissioned into the Confederate Navy as the CSS *Shenandoah* under the command of Lieutenant James Waddell. James Bulloch, the Confederate Navy's agent, had instructed Waddell "... to sail into the seas and among the islands frequented by the great American whaling fleet, a source of abundant wealth to our enemies and a nursery for their seamen. It is hoped that you may be able to greatly damage and disperse that fleet." Two days after that, she put to sea on her mission of harassing and destroying US shipping.

Shenandoah cruised around the Cape of Good Hope, through the Indian Ocean and to Melbourne, Australia, where she stopped a few days for repairs. She then cruised in the Pacific and Arctic Oceans, destroying numerous ships. The last ship that *Shenandoah* fired upon was the New Bedford whaler *Sophia Thornton* on June 22, 1865, the second most valuable of all the raider's prizes. *Sophia Thornton* had tried to make a break for it as *Shenandoah* faced down nine whalers. But she didn't try for long. As soon as shots were fired, she stopped running. In all, there would be 23 others that surrendered without trying to run.

Figure 17 shows the "Destruction of Whale Ships off Cape Thaddeus Arctic Ocean June 23 1865 by the Conf Stmr *Shenandoah*." It is a colored lithograph of an artwork by B. Russell, depicting *Shenandoah's* assault on the US whale ships in the Bering Sea area. Individual items shown are (from left to right): brig *Susan Abigail* (burning); ship *Euphrates* (burning—distant); CSS *Shenandoah*; ship *Jerab Swift* (burning *Sophia Thornton*—distant); ship *William Thompson* (burning—distant); ship *Sophia Thornton* (burning); whaleboat going to warn other whalers (very distant);

ship *Milo*, which carried the destroyed vessels' crews to San Francisco; ice in the distance. This was in the Collection of President Franklin D. Roosevelt. It is a US Naval Historical Center photograph. Original caption: "Photo # NH 50454-KN "Destruction of Whale Ships ... by Conf. Stmr. *Shenandoah*"



THE CONFEDERATE RAM "ARKANSAS" RUNNING THROUGH THE UNION FLEET AT VICKSBURG, JULY 15, 1862.

Inside *The Atlanta Constitution* in November 1893, Dr. F. H. McNulty of Boston told of the exploits of the *Shenandoah* to reporter James Riley. McNulty

was assistant surgeon onboard. It was reprinted in the *Southern Historical Society Papers*. The most salient points are recounted herewith:

"On the 27th June, after destroying much shipping in Bering Sea, we captured the *Susan Abigail*, twenty-eight days from San Francisco. Then, for the first time, we heard that the war was over. But as the captain could show no proof, not even a newspaper, we set it down as a smart Yankee trick, thought of to save his ship.

“On the 5th of July occurred our greatest day’s work--perhaps the greatest destruction ever served upon an enemy in a single day by one ship. The morning came heavy and thick with fog. Suddenly across our bows swept something; in the fog we thought we could outline a ship. A gun brought to a bark. Soon her flaming form broke upon the fog and told her fate. She had nearly run us down in the thickness of the weather. The fog now rising disclosed a wide bay or roadstead in which were anchored with their sails half furled a large fleet of whaling vessels of every rig. They were mostly from New Bedford. Before entering upon our work we counted them; there were eleven. Soon the work of demand, surrender, debarkation, and conflagration began. Two were saved and bonded to take home the other crews. Then followed the torch and auger. Never before had these far latitudes beheld such a dread scene of devastation as this, as ship after ship went up in flame. We had been ordered to wipe out the whaling marine of the enemy; and now, after the government that had

so ordered had been itself destroyed, we, unwittingly, were dealing the enemy our hardest blows--not our enemy, if we knew the facts, and we were making of ourselves the enemy of mankind.

“Re-entering the Arctic seas, we cruised some days without success. Then turning back to Bering Sea, we pointed our prow to the South. The 2d day of August was clear and bright, and the sea smooth. The cry of “a sail!” brought all minds to attention. But, alas! it was not to revive the old scenes. The Shenandoah had done her last work, and the now oncoming craft was to bring to us tidings of consternation and despair.

“She showed the English flag, but this to us was a small matter. Half our prizes had done this. Her double top-sail yards (a Yankee rig) were thought sufficient identity. She proved, however, to be the English ship Barracoutta (sic), two days out from San Francisco. Her captain informed our boarding officer that the war was over, and produced New York and San Francisco papers, telling us for the first time of the great and closing scenes of the fearful drama; the surrender of Lee; the capture of Richmond; the assassination of Lincoln, and the final collapse of the Confederacy. Quick as thought, Captain Waddell now swung his guns

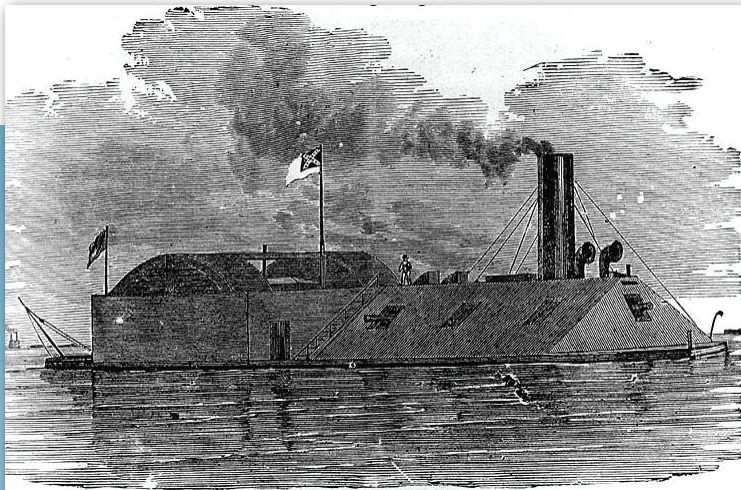


Figure 10. CSS *Baltic*.



Figure 12. Close-up of the scarce ADV. 2 (Advertised 2¢) marking from Mobile, Alabama, charged for advertising in the newspaper to locate the addressee.



Figure 16. CSS *Shenandoah* on a slip at Williamstown, Australia, January 1865.

Figure 17. Colored lithograph of an artwork by B. Russell, depicting CSS *Shenandoah*'s assault on U.S. whale ships in the Bering Sea area. Collection of President Franklin D. Roosevelt. Courtesy U.S. Naval Historical Center.



flag. But, on the other hand, we knew the United States had never recognized the Southern States to be in secession, and, inasmuch as we were unsuccessful, we could hardly know what to expect. But the vastness of the movement, greater in extent and completion of design than anything

in history, embodying within itself millions of men who had sprung full armed and as in one step to war, was beyond the pale of international or of national precedent.

“THE LOST CAUSE.

“Then, too, we felt something must be expected of the great nation that had allowed its people to enter heart and soul into our cause. Would she

between decks, closed the port holes, and the *Shenandoah* was again a craft of peace.

“A council of officers was now held to decide what course to pursue. The opinion of each was asked and given. Some were in favor of sailing to Melbourne; others for Valparaiso, or New Zealand. Captain Waddell, although in the minority, decided in favor of Liverpool. **We had no flag and no country**, but we had sailed from England, and to England we would now return. We were not aware that from one of the bonded ships which we had sent to San Francisco with the crews of herself and others had gone the word by telegraph to Washington of our depredations, and that **President Johnson had issued a proclamation of outlawry against us.**

“The crew of the *Shenandoah* were now all called aft, and Captain Waddell, in a brief address, told them of our altered condition, and of his decision to sail to Liverpool. The men gave three cheers to their commander, and pressed forward to their duties with a will, while the ship’s prow was pointed to Cape Horn. On our way we sighted many ships; some nearing

us would send up signals, but would receive no answer. We had lost our voice and manners with our occupation, and all we thought of now was to get to the other side of this terrestrial globe as soon as possible. We had but seven days’ coal supply, and must husband this for an emergency. It came in rounding Cape Horn, when we were obliged by stress of weather to fall upon its use. We now laid our course for our destination, and every day was closing in the miles that separated us from our fate. How far the world had gone in the last few months we did not know. We had been beyond its pale. And now, wanderers without a home, we had not even that which usually follows successful privateering--money, **for we had sailed against the flag of the United States, not to plunder its citizens, but to, destroy its commerce.** We were imbued with no grasping thoughts of wealth. The success of our cause was what we had sailed for, and now that we had no cause, we were poor indeed. What we had done was all under the open mandate of honorable warfare, recognized as such by the oldest and most powerful of the maritime and naval nations, when she declared we were belligerents, thus recognizing that the flag we bore was a national

Figure 14. Bottom half of cover addressed to Grimball with manuscript routing at lower left to “Billy Boat Baltic.”

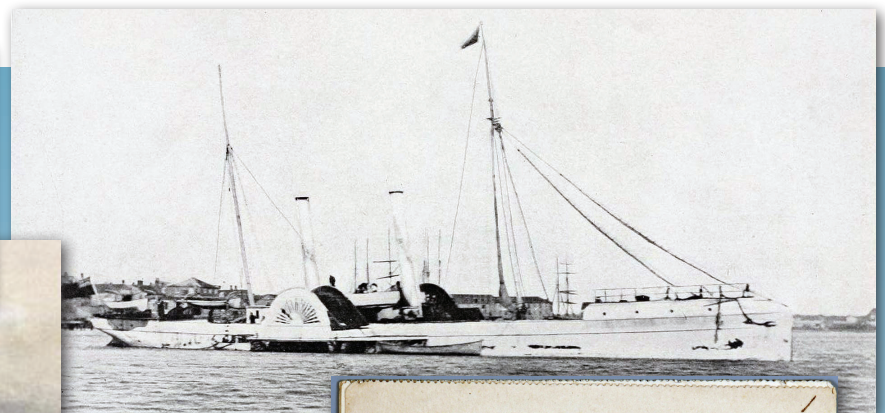
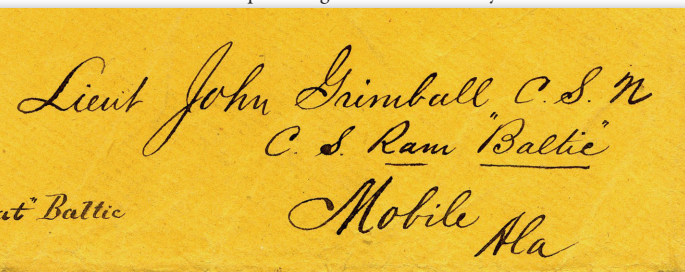


Figure 15. The blockade runner CSS *Robert E. Lee*, formerly the *Giraffe*, as shown *The Photographic History of the Civil War in Ten Volumes: Volume Six, The Navies*. Public Domain.

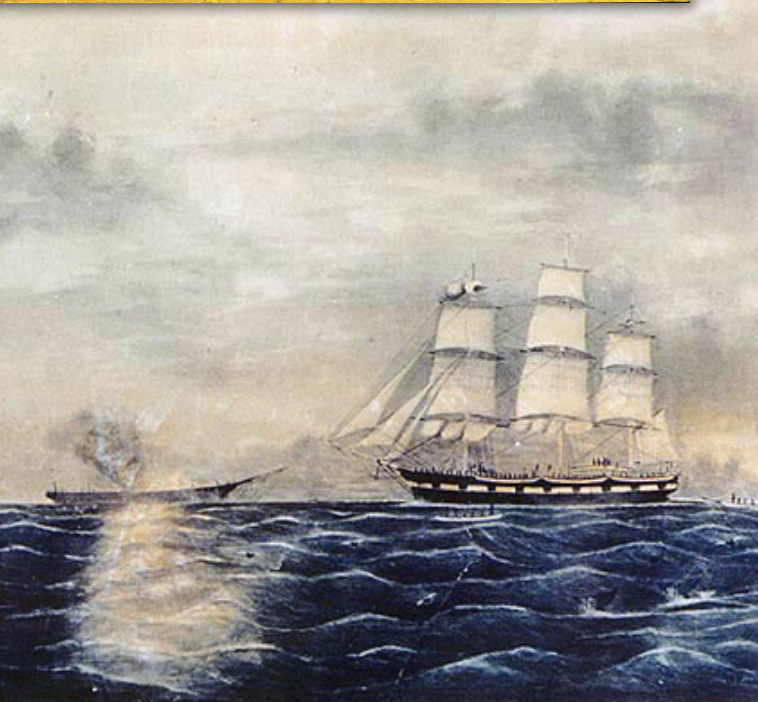
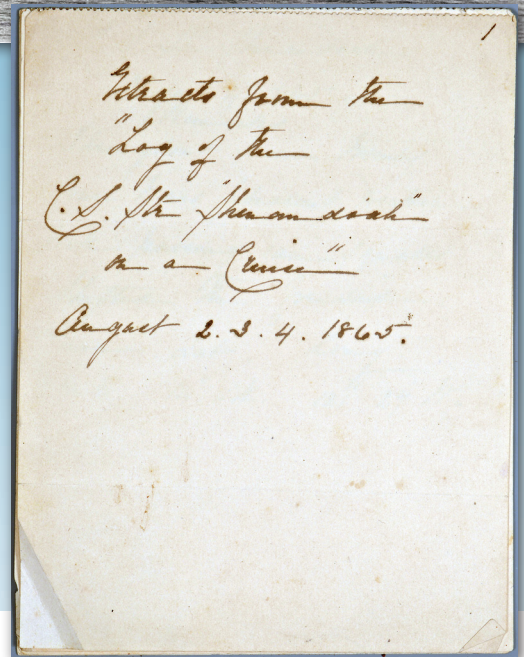


Figure 18. Extracts from the Log of the C.S. Steamer *Shenandoah* on a Cruise August 2, 3, 4, 1865. Courtesy Case Antiques, Inc.



stand by us now in our day of trial? These were our varying thoughts and hopes against the uncertain future, when on the 5th of November land was descried. Up from the water rose the Welsh hills. Distance lending her charm to their purpling heather, smoothed down their rough exterior as they rose from the water, bright in the autumn sunlight. Now the clear headlands of the Anglesey, rising high out of St. George’s channel, stood

more near, and a pilot swept alongside.

“**He asked us to show our flag. We say we have no flag.** Then answers the servant of the nations, ‘Cannot go on board your ship.’ A hurried consultation--an anxious exchange of inquiring looks--what shall we do now--we have but one flag--shall we raise it? It was the flag to which we

had sworn allegiance. Shall we lift it once more to the breeze, in defiance of the world--if needs be--and, defying all, be constant to that cause which we had sworn to maintain until we knew there was no Confederacy, and that ours, in truth, was a lost cause? 'We will,' say all hearts with one 'acclaim.' 'And let this pilot, or any other refuse to recognize us if they will.' Then, for the last time, was brought up from its treasured place below, the sacred banner of the fair South, to wave its last defiant wave, and flap its last ensanguined flap against the winds of fate, before going forever upon the page of history. Out upon the free day it flashed, and the far shores

of England seemed to answer its brave appeal--that the banner that had led 1,000,000 men to many victorious battles should now have one more and final recognition, should once more be recognized a flag among the flags of nations. The grim old sea-dog, tossing his boat at stern, beholds go up the outlawed banner! He sees it floating in the wild, free air, and anticipates his England's decision that it shall be recognized for this one last time. He calls for a line, swings himself over the old war-ship's side, and up the noble Mersey, thirteen months after the departure from the Thames, and just six months, lacking four days, after the war ended, sailed the

From Log of the C.S. Steamer Shenandoah August 2, 1865. Remarks. Commenced with light air & fine weather. At Meridian made a sail bearing N.W. Got steam at 10 o'clock and stood in chase. Hoisted in all sail except the head sail. At 4.15 came up with chase stopped

The engine & part of boat alongside the English bark "Mara-centa" from San Francisco bound to Liverpool. 13 days out. Having received by the bark Mara-centa the sad intelligence of the overthrow of the Confederate Government all attempts to destroy the shipping of the Southern

At Sea August 3, 1865

Hour	Lat	Long	Wind	Sea	Bar	Therm	Humid	Dir	Dist
1	22	16	S.W.	S 2	30.2	72	80	101° 44' W.	
2	22	16	"	"	"	"	"	"	
3	22	16	"	"	"	"	"	"	
4	22	16	"	"	"	"	"	"	
5	22	16	"	"	"	"	"	"	
6	22	16	"	"	"	"	"	"	
7	22	16	"	"	"	"	"	"	
8	22	16	"	"	"	"	"	"	
9	22	16	"	"	"	"	"	"	
10	22	16	"	"	"	"	"	"	
11	22	16	"	"	"	"	"	"	
12	22	16	"	"	"	"	"	"	
1	22	16	"	"	"	"	"	"	
2	22	16	"	"	"	"	"	"	
3	22	16	"	"	"	"	"	"	
4	22	16	"	"	"	"	"	"	
5	22	16	"	"	"	"	"	"	
6	22	16	"	"	"	"	"	"	
7	22	16	"	"	"	"	"	"	
8	22	16	"	"	"	"	"	"	
9	22	16	"	"	"	"	"	"	
10	22	16	"	"	"	"	"	"	
11	22	16	"	"	"	"	"	"	
12	22	16	"	"	"	"	"	"	

Notes will see from this date. In accordance with which the first lieutenant Mr. C. Whittle received the order from the Commander to stand below the battery and disarm the ship & crew. Course Lat Long S. 24 S. 16. 20 N. 101. 11 W.

Figure 19. August 2, 1865, entry from the Log of the C.S. Steamer Shenandoah professing just having learned of the overthrow of the Confederate Government months before. Courtesy Case Antiques, Inc.

Figure 20. Continuation of the August 2, 1865, entry from the Log of the C.S. Steamer Shenandoah stating they were to disarm the ship and crew. Courtesy Case Antiques, Inc.

EE LIVERPOOL 18 DEC 55 4

à Monsieur
Monsieur John Grimball
16 Rue Bretagne St Gilles
Caen
France

EMPIRE FRANÇAIS

à Monsieur Jno Grimball
16 Rue Bretagne St Gilles

Figure 23. Cover from Liverpool to Grimball on December 12, 1865, from another of his shipmates.

Figure 24. Cover to Grimball in Caen from another shipmate located in France.

Figure 27. After his short stint in Charleston, Grimball practiced law in New York for 16 years, as shown by the address on this cover.

Due 3

John Grimball Esq.
care of Smead, Grimball & Rivers
No. 53 Exchange-Place
New-York

Figure 28. In 1884, Grimball returned to his native Charleston, as shown by this illustrated ad cover from Syracuse, New York.

Confederate ship-of-war, Shenandoah.”

“The ship was turned over to the United States Consul, at Liverpool, who tried to send her to America, but she refused. Three days out she encountered a heavy storm, and returned in a battered condition. After some months lying elephant-like on the hands of the American Government, she was sold at auction to the Sultan of Zanzibar, who used her as a pleasure craft. But some years later, as if disgusted with a life of such ignoble ease, she suddenly foundered with all on board.

“Such is the history of the Shenandoah and her historic cruise. She had

in her short career circumnavigated the globe, had printed the memory of the Stars and Bars upon every sea, and, from sunland never changing tropic skies to the fair Arctic zone, the boom of her gun had commanded the marine of her enemy to surrender.”

The ship’s log pages also tell the tale in Figures 18-20. This was part of the incredible Confederate Naval photographic archive belonging to Lieutenant Dabney Scales of CSS *Shenandoah*, including images of uniformed and non-uniformed Confederate Naval officers from CSS *Shenandoah*, CSS *Florida*, and CSS *Alabama*. It was sold by a January



Figure 21. Editorial cartoon satirizing Captain James Waddell for still engaging in combat after the war was regarded as over. Unidentified artist.



Figure 22. Cover from Liverpool to Grimball on December 12, 1865, from one of his shipmates.



Figure 25. Grimball spent about a year on a Mexican ranch; this cover was sent to him by family in Charleston.



Figure 26. In 1868, Grimball spent a short time in Charleston practicing law.

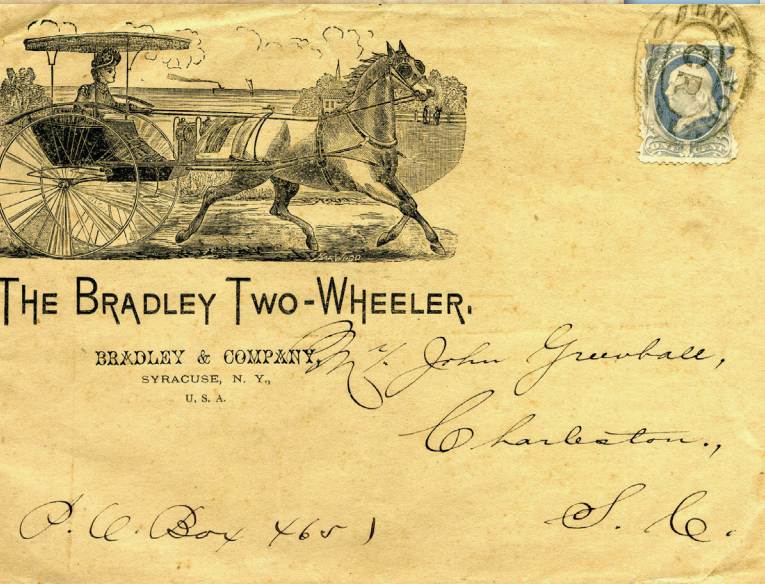
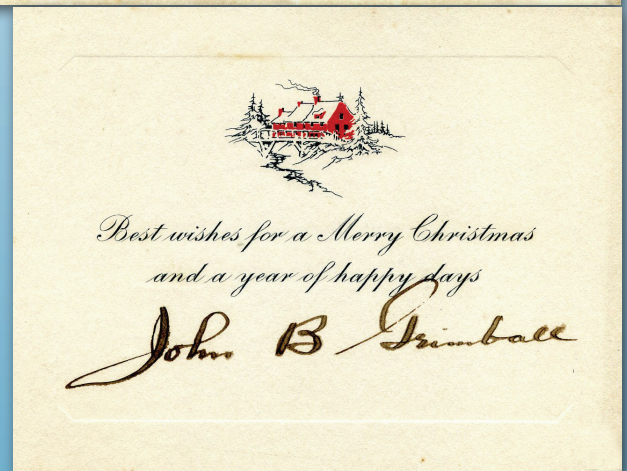


Figure 29. Christmas card sent by Grimball in 1922 and signed by him in still steady hand.



2015 auction held by Case Antiques, Knoxville, Tennessee. The lot was estimated at \$10,000-12,000 and hammered down for \$19,470. The excerpts of the log pages are presented here with the permission of John Case, courtesy of Case Antiques.

An editorial cartoon by an unknown artist is shown in Figure 21. It satirizes Captain James Waddell for still engaging in combat after the war was regarded as over. It portrays Waddell as Rip Van Winkle, the protagonist in the 1819 Washington Irving short story about a man who falls asleep to awake years later to discover shocking changes.

After the surrender of *Shenandoah* to the British government, a decision had to be made of what to do with the Confederate crew, knowing the consequences of piracy charges (certain death). Clearly many of the crew originated from the United Kingdom and its colonies and three had swum ashore in the cold November waters fearing the worst.

After a full investigation by law officers of the Crown, it was decided that the officers and crew did not infringe the rules of war or the laws of nations to justify being held as prisoners, so they were unconditionally released, as noted in the *Liverpool Mercury* on November 9, 1865.

During her world travels, *Shenandoah* took a total of more than one thousand Yankee prisoners, all of whom were released unharmed. Only two of the crew of the *Shenandoah* lost their lives during the cruise. In slightly over a year's time from 1864-1865, her commerce raiding resulted in the capture, sinking or ransom bonding of 38 Union merchant vessels, of which 32 were burned to the waterline. The total loss to the whaling industry was estimated at \$1.4 million (well over \$20 million in today's dollars). *Shenandoah* was the only Confederate Navy ship to circumnavigate the globe, her crew (it is said Grimball personally) fired the last shot of the war and *Shenandoah* was the last Confederate military unit to surrender at the war's end.

Only the CSS *Alabama* fared better in prizes, gaining fame as the "Greyhound of the Seas." *Alabama* lay waste to more than 60 ships in two years—the highest number of conquests in naval history.

John Grimball Post-war

Two days after Grimball's return to Liverpool, Capt. Charles Manigault Morris, CSN, former commanding officer of the CSS *Florida*, mailed Grimball a letter from Caen, France, where he had settled after the *Florida* was illegally captured by the Union Navy in October 1864 in Bahia, Brazil, while in neutral waters. Like his nephew, Morris had been in the U.S. Navy, having served from 1837-1861 when he resigned to join the Confederate Navy. He served abroad as an agent of the Confederacy after his service on the *Florida*. Following the war, he settled in England, but in 1880 returned to the United States and lived in Baltimore, Maryland. In his 1865 letter to Grimball, he invited him to stay with him in Caen until he could decide what to do next. Grimball went to Caen almost immediately. The covers in Figures 22-23 are to Grimball from his shipmates who still in Liverpool. Figure 24 is from another shipmate elsewhere in France. After several days in Caen, Grimball went back to England where he and some of his *Shenandoah* shipmates made arrangements to go to Mexico. Figure 25 shows a cover from Charleston addressed to him while in Mexico.

After about a year on a ranch in Mexico, Grimball felt safe to return to his native Charleston where he became a lawyer.

Figure 26 shows a cover addressed to him in 1868 as Attorney at Law in Charleston.

After a short time in Charleston, Grimball moved to New York (Figure 27) where he practiced law for sixteen years before he returned to Charleston in 1884 to live out the rest of his days. For a time, he planted rice along the Pon Pon River and, after a time, retired to downtown Charleston. (Figure 28)

During the 1922 holiday season, at the age of 82, Grimball sent out a Christmas card (Figure 29) signed with a still firm and vibrant hand. He had outlived all of his Naval Academy classmates. He died on Christmas Day 1922 as shown on his gravestone in Figure 30. The newspapers eulogized the passing of this gentle, quiet man with the same simplicity that he had lived his later life. They marveled that such an unassuming man had lived such a storied life in his younger years.

Grimball was present when the first shots were fired at Fort Sumter; his obituary declared that he had personally fired the last shot of the war in the summer of 1865 on the other side of the world. He was there for the last official raising of the Confederate flag in Liverpool on the surrender of the *Shenandoah*. He had circumnavigated the globe and served on the shortest-lived Confederate Navy ironclad (*Arkansas*, during her entire commissioned life of 21 days). To say that he lived a full life would be an understatement.

Endnotes:

¹John Grimball family papers, 1804-1893 (bulk 1858-1885) SCHS 426.00 Creator: Grimball, John, 1840. <http://www.southcarolinahistoricalociety.org/wp-content/uploads/2013/01/Grimball-John-family-papers-426.00.pdf> Accessed November 21, 2015.

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³J. Thomas Scharf. *History of the Confederate States Navy from its Organization to the Surrender of its Last Vessel. Its Stupendous Struggle with the Great Navy of the United States; the Engagements Fought in the Rivers and Harbors of the South, and Upon the High Seas: Blockade - running. First use of Iron-clads and Torpedoes, and Privateer History*. New York: Rogers & Sherwood, 1887.

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⁶GodChecker: *The Legendary mythology encyclopedia, Your Guide to the Gods! Baltic Mythology*. <http://www.godchecker.com/pantheon/baltic-mythology.php?deity=PERKUNAS> Accessed November 22, 2015. Department of the Navy, Naval Historical Center. CSS Baltic. <http://www.ibiblio.org/hyperwar/OnlineLibrary/photos/sh-us-cs/csa-sh/csash-ag/baltic.htm>. Accessed November 21, 2015.

⁸Holleman

⁹Wikipedia. CSS Robert E. Lee. https://en.wikipedia.org/wiki/CSS_Robert_E._Lee Accessed November 22, 2015.

¹⁰Roger A. Bailey, *Civil War Trust: Commerce Raiders, Confederate Privateers and Cruisers in the Civil War*. <http://www.civilwar.org/education/history/navy-hub/navy-history/confederate-commerce-raiders.html> Accessed November 22, 2015.

¹¹CSS Shenandoah, 290 Foundation (BVI) Inc. <https://sites.google.com/site/290foundation/history/css-shenandoah> Accessed November 23, 2015.

¹²John Baldwin and Ron Powers, *Last Flag Down: The Epic Journey of the Last Confederate Warship*. Three Rivers Press / New York. 2007

¹³Dr. F. J. McNulty, *CSS Shenandoah, Her Exploits in the Pacific Ocean, After the Struggle of 1861-'5 Had Closed*. Atlanta Constitution, November 1893. Confederate Navy Research Center, Mobile, Alabama. <http://www.csnavy.org/mcnulty,shenandoah.htm> Accessed November 22, 2015.

¹⁴Charles Manigault Morris. Excerpt from ship's log for the CSS "Florida" The Gilder Lehrman Institute of American History. <http://www.gilderlehrman.org/collections/47404a8f-d543-4954-8287-515539727062> Accessed November 22, 2015.