



# **The Hancock Rebel**



**Winner of the 2016-17 Small Camp Newsletter Award from the Mississippi Division SCV**

---

**THE SHIELDSBORO RIFLES CAMP #2263 NEWSLETTER**

**BAY ST. LOUIS, MS**

**ISSUE #79**

**NOVEMBER 2022**

---

**Don Green – Camp Commander**  
**dgreen\_1865@yahoo.com**  
**601-270-5316**

**Pat Alford – 1<sup>st</sup> Lt. Commander**  
**alfordoaks1512@att.net**  
**601-562-3579**

**Steve Thoms - 2<sup>nd</sup> Lt. Commander**  
**phred79@mchsi.com**  
**228-342-1709**

**Open – Camp Adjutant**

---

## **The Charge**

*"To you, Sons of Confederate Veterans, we will commit the vindication of the cause for which we fought. To your strength will be given the defense of the Confederate soldier's good name, the guardianship of his history, the emulation of his virtues, the perpetuation of those principles which he loved and which you love also, and those ideals which made him glorious and which you also cherish.*

*Given at New Orleans, LA in a speech on April 25, 1906 to the SCV National Convention by Lt. Gen. Stephen D Lee.*

---

## **From the Commander's Desk**

**By: Camp Commander Don Green**

**Greetings Compatriots,**

***It is with a heavy heart that I announce that I will not run for Camp Commander for the 2023 campaign. I feel I need a break from being Commander and attend to personal issues that have presented themselves recently. This is an opportunity for someone to step up and be a leader for this camp. I will still be at your disposal for questions and advice. With that being said, the annual officer elections will be Tuesday November 29, 2022 at our monthly camp meeting. I would like to say it has been the utmost pleasure to be the first and only Camp Commander of the Shieldsboro Rifles to this point since 2015; you will have a new leader soon. Also, Mr. Pat Alford will not seek the position of 1<sup>st</sup> Lt Commander or any other position in the Camp. So there will be 3 positions open including Adjutant, of which Mr. Michael Mihalak has been preparing for. This is a good camp with good people in it and potential members are right around the corner to join. We are set to have Capt. Daryl Ladner of the 7 Stars Artillery and an associate member present on Period Artillery. Hope to see you there!***

---

## *October Camp Meeting*



*Drew Lane from the Simpson Fencibles Camp 2336 presented on Confederate Flags.*



*Camp Members and Associates look on at the flags on the table on October 25, 2022.*



*Group Photo taken after the meeting with Camp Members and Associates.*

---

## *Fort Pike Living History*



*Spectators tour Fort Pike at Fort Pike Fest on Saturday October 29, 2022.*



*Camp Commander Green leads the 3<sup>rd</sup> Mississippi Infantry in drill at Fort Pike.*



*Participants pose for a photo inside Fort Pike before the crowds began to tour.*

---

***Camp 2263 Guest Speakers for 2022***

***February 22, 2022 – Commander Don Green – Battle for the Texas Hospital***

***March 29, 2022 – Terry Arthur – Chairman of the Miss Div Guardian Program***

***April 26, 2022 – Jack DuPont/Don Green – Period Music***

***May 31, 2022 – Commander Forrest Daws – 5<sup>th</sup> Brigade Executive Councilman***

***June 28, 2022 – Beau Ladner – The Telegraph***

***July 26, 2022 – Paula Webb – Such A Woman: The Life of Madame Octavia Walton LeVert***

***August 30, 2022 – Zoe Brumfield – The Bagpipes***

***September 27, 2022 – Mark Hidlebaugh – Gen. Barksdale at Gettysburg (At Beauvoir)***

***October 25, 2022 – Drew Lane – Confederate Flags***

***November 29, 2022 – Daryl Ladner – Period Artillery***

***December 13, 2022 – Christmas Social***



***The Shieldsboro Rifles Camp 2263 was awarded a Co-Camp of the Year plaque at the Banquet.***

---

## *Media Pages Update*

*We had a new website go live for the Camp last month. Camp Member Don Elbourne has worked on the new website and created a YouTube Channel. Camp Member George Purvis has also contributed to the Camp Website and has produced a blog. We are also looking at creating other pages on different social media sites given the biasedness against our heritage that exists on present medias. More to come.*

*Camp Website: [www.shieldsbororifles.org](http://www.shieldsbororifles.org)  
Camp Blog: <https://shieldsbororifles.wordpress.com/>  
Camp YouTube: [Shieldsboro Rifles - YouTube](#)  
Brigade Website: [www.dgreen1865.wix.com/5th-brig-ms-div-scv](http://www.dgreen1865.wix.com/5th-brig-ms-div-scv)  
Division Website: [www.mississippiscv.org](http://www.mississippiscv.org)  
Beauvoir Website: [www.visitbeauvoir.org](http://www.visitbeauvoir.org)  
National Website: [www.scv.org](http://www.scv.org)*

---

## *5<sup>th</sup> Brigade Meeting Dates 2022*

*The following dates are confirmed for the future Brigade meetings at the Dixie Community Center South of Hattiesburg. We hope those who can do attend.*

*March 4<sup>th</sup>, 2022  
June 3<sup>rd</sup>, 2022  
September 2<sup>nd</sup>, 2022  
December 2<sup>nd</sup>, 2022*

---

*Happy Thanksgiving!!!!*



---

## ***Surrender of the CSS Shenandoah***

***November 6, 1865***

### ***Surrender***

***The River Mersey with Liverpool on the right bank. CSS Shenandoah surrendered approximately where the ship is in mid-river. The open sea is to the top.***

***Liverpool Town Hall. The last act of the Civil War was Captain Waddell walking up the steps. Regardless of Davis's proclamation and knowing the unreliability of newspapers at the time, Captain Waddell and his crew knew returning to a U.S. port would mean facing a court sympathetic to the Union. News of Lincoln's assassination also served to further diminish any expectation for leniency. The crew predicted that surrendering to federal authorities would run the risk of being tried in a U.S. court and hanged as pirates. Commerce raiders were not included in the reconciliation and the amnesty that Confederate soldiers were given. Perhaps more importantly, Waddell would have been aware that the U.S. government no longer had to consider the threat of Confederate retaliation against Union prisoners while it determined his crew's fate. Likely not known to Waddell was that Captain Raphael Semmes of CSS Alabama had managed to escape charges of piracy by surrendering on May 1, 1865, as an army general under Joseph E. Johnston. Semmes's former sailors surrendered as artillerymen.***

***Captain Waddell eventually decided to surrender his ship at the port of Liverpool, where Confederate Commander Bulloch was stationed.***

### ***Last lowering of Confederate flag***

***CSS Shenandoah sailed from off the west coast of Mexico via Cape Horn to Liverpool, a voyage of three months and over 9,000 nautical miles (10,000 mi; 17,000 km) and was all the while pursued by Union vessels. She anchored at the Mersey Bar at the mouth of the estuary awaiting a pilot to board her to guide the ship up the river and into the enclosed docks. Not flying any flag, the pilot refused to take the ship into Liverpool; the crew raised the Confederate flag. CSS Shenandoah sailed up the River Mersey with the flag fully flying to crowds on the riverbanks.***

***The Liverpool Mercury reported the event on Tuesday, 7 November 1865:***

***THE CONFEDERATE CRUISER SHENANDOAH IN THE MERSEY. Considerable excitement was caused on 'Change yesterday morning by circulation of the report that the Confederate cruiser Shenandoah, of whose exploits amongst the American whalers in the North Pacific so much has been heard, was passed about 8 o'clock by the steamer Douglas at anchor at the bar, of Victoria Channel, apparently waiting for high water. By many the report was discredited, it being thought that those on board the Douglas were in error, and had mistaken some other craft for the celebrated ex-Confederate cruiser. At half past ten, however, all doubts on the***

*point were set at rest, with the Shenandoah steaming up the Victoria Channel with the Palmetto flag flying from her masthead.*

*HMS Donegal happened to be anchored in mid-river between Toxteth in Liverpool and Tranmere in Birkenhead. Captain Waddell maneuvered his ship near to the British man-of-war, dropping anchor. The CSS Shenandoah was surrendered by Captain Waddell to Captain Paynter of HMS Donegal on 6 November 1865. The Confederate flag was lowered again for the very last time, under the watch of a Royal Navy detachment and the crew.*

*CSS Shenandoah had struck her colors twice. This marked the last surrender of the American Civil War and the last official lowering of the Confederate flag. The very last act of the Civil War was Captain Waddell walking up the steps of Liverpool Town Hall with a letter to present to the mayor surrendering his ship to the UK government. In so doing, Shenandoah became the only Confederate warship to circumnavigate the globe.*

*The United States Naval War Records published in 1894:*

*The Official Records of the Union and Confederate Navies in the War of Rebellion November 5 – Arrived in the Mersey, off Liverpool, and on Monday, the 6th, surrendered the Shenandoah to the British nation, by letter to Lord John Russell, premier of Great Britain. (signed) JAMES I WADDELL.*

*After the surrender, the CSS Shenandoah was berthed in the partially constructed Herculaneum Dock awaiting her fate. Once the international legalities were settled, she was turned over to the United States government.*

*Fate of the crew*

*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. 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.*

*Liverpool Mercury Thursday 9th Nov. 1865.*

*THE SHENANDOAH. PAROLE OF THE CREW.*

*The government have at length taken a decided step in regard to the crew of this vessel. For the last two days the authorities in Liverpool have been in communication with the Secretary of State in reference to the detention of the ship and her crew. The Government seem to have been decided as to the necessity of retaining the vessel, pending an inquiry as to the action*

*which her commander and crew have taken during the last few months, but there seems to have been some doubt as to the proper course to adopt with reference to the men on board. On inquiry at the Custom House yesterday morning, we were informed that the authorities had not received further instructions as to the vessel or her crew.*

*However, about 6 o'clock last night a telegram was received from Government by Captain Paynter, of her Majesty's ship Donegal, to whom the Shenandoah was surrendered, that the whole of the officers and crew, who were not British subjects were to be immediately paroled. Captain Paynter immediately proceeded to the Rock Ferry slip, and applied for a steamboat. The Rock Ferry steamer Bee was placed at his disposal by Mr. Thwaites, in which he immediately proceeded alongside the Shenandoah. Captain Paynter went on board and communicated to the officers the object of his visit. The crew were mustered on the quarterdeck by the officers of the ship, the roll book was brought out, and the names of the men called out as they occurred. As each man answered to his name he was asked what countryman he was. In not one instance did any of them acknowledge to be British citizens. Many nations were represented among them, but the majority claimed to be natives of the Southern States of America or "Southern citizens". Several of those however, who purported to be Americans, had an unmistakably Scotch accent, and seemed more likely to have hailed from the banks of the Clyde than the Mississippi. Captain Paynter informed the men that by order of the Government they were all paroled, and might proceed at once to shore. This intelligence was received by the men with every demonstration of joy, and they seemed to be delighted at the prospect of leaving the craft in which they had hoped to be able to assist the Southern Confederacy. They commenced to pack up their bedding and other articles as fast as possible, and conveyed on board the Bee, which was to take them to the landing stage. Before leaving the vessel, however, they gave three lusty cheers, for Captain Waddell, their late commander. Captain Waddell, in feeling terms, acknowledged the compliment, and said that he hoped the men would always behave themselves, as brave sailors ought to do. The men then went aboard the Bee, and were conveyed to the landing stage. This separated the Shenandoah and her crew, and the vessel now rides at anchor in the Sloyne in charge of some men from the Donegal, under the command of Lieutenant Cheek.*

*Lieutenant Commander James I. Waddell of North Carolina*

*First Lieutenant and Executive Officer, W.C. Whittle\* of Virginia*

*Lieutenant John Grimball of South Carolina*

*Lieutenant Sidney Smith Lee\* Jr. of Virginia*

*Lieutenant Francis Thornton Chew of Missouri*

*Lieutenant Dabney Minor Scales of Mississippi*

*Sailing Master Irvine S. Bulloch of Georgia*

*Passed Midshipman Orris Applewaith Browne\* of Virginia*

*Passed Midshipman John Thompson Mason\* of Virginia*

*Surgeon Charles E. Lining of South Carolina*

*Assistant Surgeon F.J. McNulty of District of Columbia*

*Paymaster William Breedlove Smith of Louisiana*



*Chief Engineer M. O'Brien of Louisiana  
Assistant Engineer Codd of Maryland  
Master's mate John Minor of Virginia  
Master's Mate Lodge Colton of Maryland  
Master's Mate Cornelius E. Hunt of Virginia  
Boatswain George Harwood of England  
Gunner Guy of England  
Carpenter O'Shea of Ireland  
Sailmaker Henry Alcott of England*

*Sometime in December 1865, crew members S.S. Lee, Orris M. Brown, John T. Mason and W.C. Whittle sailed from Liverpool to Buenos Aires, via Bahia, Rio de Janeiro and Montevideo. After prospecting for a while, they went to Rosario, upon Paraná River, and near there bought a small place and began farming.[citation needed] As the animosity of the US government began to soften towards them, Brown and Mason returned home; Lee and Whittle did the same later.*

*On returning home, Mason took a law course at the University of Virginia, graduated, and was successful at his profession. He settled in Baltimore, and married Miss Helen Jackson, of New York, daughter of the late Lieutenant Alonzo Jackson of the U.S. Navy.*

*Whittle returned home to Virginia from Buenos Aires in 1867. Born in Norfolk, Virginia in 1840, an 1858 graduate of the U.S. Naval Academy and an officer in the U.S. Navy before resigning his commission to accept a commission in the Confederate States Navy, Whittle was appointed captain of one of the Bay line steamers running between Baltimore, Norfolk and Portsmouth in 1868 shortly after returning to Virginia and continued in this capacity until 1890. After, he was a Superintendent for the Norfolk and Western Railway Company. In 1902, he became an organizer of the Virginia Bank and Trust Company, Virginia Bank and Trust Building, and served as its vice president and one of its directors thereafter.*

*Born in 1824, Captain Waddell was a former U.S. Navy officer with decades of sailing experience and a Mexican–American War naval combat veteran before resigning his commission to accept a commission in the Confederate States Navy. He returned from England to the United States in 1875 to captain San Francisco for the Pacific Mail Company. He later took command of a force that policed the oyster fleets in the Chesapeake Bay. In 1886, Waddell died of a brain disorder and was buried at St. Anne's Episcopal Church in Annapolis, Maryland.*

*Dr. Frederick J. McNulty, the ship's assistant surgeon, eventually became a resident of Boston, Massachusetts, where he was first employed as Superintendent of the City Lunatic Asylum at Austin Farm and, later, opened there a private sanitarium called Pine Grove Retreat at Roslindale while continuing to reside at 706 Huntington Avenue, Boston. He became a primary historical source for chroniclers of the actions of Shenandoah. Whittle recounts that McNulty, a man of irascible temper, laid the ship's barber out with a single blow when the barber shoved shaving soap in his mouth as part of the crew's hazing of the ship's officers in*

*celebration of crossing the equator. McNulty enlisted as a surgical officer in the Chilean Navy immediately after the surrender of Shenandoah and later in 1869 accepted a commission in the Cuban Patriot Army, but was repeatedly prevented from traveling to join the Army by U.S. government authorities before settling in Boston in 1879. McNulty is variously reported to have been a native of Ireland, the District of Columbia and Richmond, Virginia, but was most likely a native of Ireland. He graduated from the Georgetown University School of Medicine in the District of Columbia and lived in Richmond, Virginia before resigning his commission in the medical service of the U.S. Navy to accept a commission in the Confederate States Navy. McNulty died at his home in Boston on June 14, 1897, at the age of 62.*

#### **Fate**

*After her crew surrendered her to the British government at Liverpool on 6 November 1865, the British handed Shenandoah over to the United States government. The ship was sold to Matthew Isaac Wilson of Liverpool.*

*In 1867 Wilson sold her to Majid bin Said, the first Sultan of Zanzibar, who renamed her El Majidi after himself. On 15 April 1872 a hurricane hit Zanzibar. El Majidi was one of six ships owned by Seyed Burgash that were blown ashore and wrecked. Her crew were rescued.[26] She was refloated on 7 July with assistance from HMS Wolverine. After temporary repairs she sailed on 10 September 1872 from Zanzibar to Bombay with 130 passengers and crew. She developed holes and took on water, sinking a few days later. El Majidi was subsequently repaired. She foundered in the Gulf of Aden off Socotra, Aden Governorate in November 1879. There were a few survivors. She was on a voyage from Zanzibar to Bombay, India, where she was to undergo repairs.*

#### **Legacy**

##### **19th-century artwork depicting Shenandoah under sail**

*Shenandoah had remained at sea for 12 months and 17 days, traversed 58,000 miles (carrying the Confederate flag around the globe for the only time) and sank or captured 38 ships, mostly whalers, all of them American civilian merchant vessels. Waddell took close to one thousand prisoners without a single war casualty among his crew; two men died of disease. The ship was never involved in conflict against any Union Naval vessel. The Confederate cruiser claimed more than 20 prizes valued at nearly \$1,400,000 (equivalent to \$24,800,000 in 2021). In an important development in international law, the U.S. government pursued claims (collectively called the Alabama Claims) against the British government and, following a court of arbitration, won heavy damages.*

Courtesy of: [https://en.wikipedia.org/wiki/CSS\\_Shenandoah](https://en.wikipedia.org/wiki/CSS_Shenandoah)

