

A Unique Confederate Naval Cutlass Attributed to the *CSS Florida* (but which *Florida* was it?)

By Commander Gerald C. Roxbury U.S. Navy (Retired)

Collectors and students of Confederate edged weapons, especially those of the Confederate States Navy, will recognize a unique cutlass that has been attributed to the *CSS Florida*. The background to this attribution can be found in an example from the Philip Medicus collection. In the book *American Swords from the Philip Medicus Collection* there is illustrated such a cutlass (Figure 1) with the following description:

“Confederate Naval cutlass associated with the *CSS Florida*. This attribution is based on another example, which had an old tag on it stating that it had been sold at the *Florida's* prize court auction in Philadelphia. On the brass hilt, the homemade guard, made of three branches, is heavy and crude with a cutlass-like handguard on the opposite side. The two-piece wood grip is fashioned with rivet fasteners. The plain blade is straight, single-edged, and measures 26 inches. There are no markings. No scabbard.”

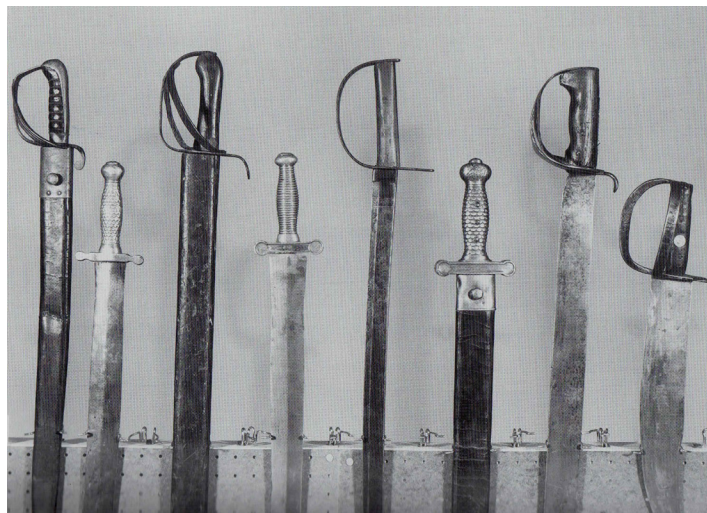


Figure 1: Photograph of Plate 11 from *American Swords From the Philip Medicus Collection*. *Florida* cutlass second in from the right. Courtesy Mowbray Publishers.

Having two of these cutlasses in my collection, I thought I would attempt to research the origins of this attribution and find out more about the *Florida*. I first discovered that the cutlass with the “old tag” on it was once in the collection of Sidney C. Kerksis, therefore I had no reason to doubt the validity of the attribution.

The Cutlasses:

The two cutlasses in my collection only differ slightly. They each have slightly curved blades. Number 1 has a blade length of 25 3/8 inches long with an overall length of 30 5/8 inches, and number 2 a blade length of 25 1/4 inches long and an overall length of 30 13/16 inches. (Figure 2) There is a unique cutout in the blade where they intersect with the hilt (Figure 3). The brass two branch guard is roughly cast and the two piece wood grip is secured to the tang with three random iron rivets (Figure 4). The blade on each cutlass contain what appear to be forging hammer marks (Figure 5) and I have observed these marks on other examples I have examined.



Figure 2: Photograph of two Florida Cutlasses (No. 1 on the top). Author's Collection.



Figure 3. Photograph of the unique blade cutout. Author's Collection.



Figure 4: Photographs of the guards. Author's Collection.



Figure 5: Photograph of forging marks on the blades. Author's Collection.

I was fortunate to obtain cutlass Number 1 from the collection of the late ASAC member Fred Edmunds through the Horse Soldier in 2001. After I purchased the cutlass, Fred was kind enough to send me a letter providing me with a history of the piece.

“Dear Mr. Roxbury

Wes Small, of The Horse Soldier, has requested that I drop you a line and furnish you with information concerning the Confederate Naval Cutlass which you purchased from him sometime ago. I am enclosing a copy of the write-up which I prepared for their catalog when the item was offered for sale. I am not sure it is word-for-word with the catalog entry. At any rate, the cutlass was displayed in The Confederate States Armory & Museum, which I owned and operated in Gettysburg, from May 1992 to July, 1999, along with many other Confederate weapons. Also enclosed herein, you will find Norm Flayderman's catalog # 37, which was issued in May of 1959. Your Confederate Naval Cutlass is the exact one described as item #493. Also, at a price of \$74.50, it was a pretty good buy at the time!

Enjoy it in your collection!
Very truly yours,
Fred Edmunds”

Cutlass Number 2 in my collection was obtained from an antique shop in Norfolk, Virginia in 2016 with no provenance other than it came from the estate of a local collector.

The CSS *Florida*:

Over the years of displaying my Confederate Naval collection at various Civil War shows, I received many a comment as to the origins of these *Florida* cutlasses. One such speculation was that they were purchased by the *Florida* in Bahia, Brazil, when the ship made a port visit there prior to it being seized by the *USS Wachusett* in 1864. I do not believe that the origin of these cutlass to be anything but Southern so I was determined to find out the truth. I discovered that the Confederacy had not one but five ships named *Florida*. Searching for references, I discovered a series of books titled “Directory of American Naval Fighting Ships.” Volume II of the series lists ships of the Confederate States Navy. It was my hope that by reviewing the history of each of the ships named *Flor-*

ida I would find a clue as to the origin of these cutlasses. Below are quoted excerpts that document the history of each of the ships:

Florida

(ScSlp: l. 191’; b. 27’2”; dph. 14’; dr. 13’; s. 9.5 k.
(12 under canvas); cpl. 146; a. 6 6” r., 2 7” r., 1 12-pdr.)

CSS Cruiser *Florida* was built by the British firm of William C. Miller & Sons and purchased by the Confederacy from Fawcett, Preston & Co., also of Liverpool who engined her. Known in the shipyard as *Oreto* and initially called by the Confederates *Manassas*, the first of the foreign-built commerce raiders was commissioned *Florida*; Union records long continued to refer to her as *Oreto* or to confuse her with *Alabama* although, fitted with two funnels she was readily distinguishable from single-stacked *Alabama*.

Florida departed England 22 March 1862 for Nassau to coal and contrived to fill her bunkers, although entitled only to enough to make the nearest Confederate port. The Governor drew the line, however, at an attempted rendezvous with her tender in Nassau harbor; so she transferred stores and arms at isolated Green Cay. There she was commissioned as *Florida* 17 August, with veteran Lt. John Newland Maffitt, CSN, in command. During her outfit, yellow fever raged among her crew, in 5 days reducing her effective force to one fireman and four deckhands. In desperate plight, she ran across to Cuba. There in Cardenas, Maffitt too was stricken with the dreaded disease.

In this condition, against all probability, the intrepid Maffitt sailed her from Cardenas to Mobile. In an audacious dash the “Prince of Privateers” braved a hail of projectiles from the Union blockaders and raced through them to anchor beneath the guns of Ft. Morgan for a hero's welcome by Mobile. *Florida* had been unable to fight back not only because of sickness, but because rammers, sights, beds, locks and quoins had, inadvertently, not been loaded at Nassau. Having taken stores and gun accessories she lacked, along with added crew members, *Florida* escaped to sea 16 January 1863.

After coaling again at Nassau, she spent 6 months off North and South America and in the West Indies, with calls at neutral ports, all the while making captures and eluding the large Federal squadron pursuing her.

Florida sailed 27 July from Bermuda for Brest, where she lay in the French Government dock from 23 August 1863 to 12 February 1864. There, broken in health, Maffitt relinquished command to Lieutenant Morris. Departing for the West Indies, *Florida* bunkered at Barbados, although the 3 months specified by British law had not elapsed since last coaling at an Empire port. She then skirted the U.S. coast, sailed east to Tenerife in the Canaries and thence to Bahia, 4 October 1864.

Anchored in the Brazilian haven, on 7 October *Florida* was caught defenseless in a night attack by Comdr. Napoleon Collins of *USS Wachusett*, while her captain was ashore with half his crew. Towed to sea, she was sent to the United States as a prize despite Brazil's protests at this violation of neutral rights.

At Newport News, 28 November 1864, *Florida* reached the end of her strange career when she sank in a collision with the USAT *Alliance*, a troop ferry and thus could not be delivered to Brazil in satisfaction of the final court order. Commander Collins was court-martialed but won fame and eventual promotion for his daring.

Florida captured 37 prizes during her impressive career; her prizes *Tacony* and *Clarence* in turn took 23 more.

Tacony (Florida No. 2)

(Bark: t. 296; dr. 12'; a. 1 12-pdr. how.)

Tacony, also called *Florida No. 2*, was built in 1856 at New-castle, Del. While traveling in ballast from Port Royal, S.C., to Philadelphia, Pa., she was captured on 12 June 1863 by the brig *Clarence*, under Lt. C. W. Read, CSN, which in turn had been captured and then detached by CSS *Florida*. Lieutenant Read, finding *Tacony* a far better vessel than his own, transferred his force to her and burned *Clarence*. Now called *Florida No. 2* by her captors, *Tacony* sailed northward along the New England coast to harass Union shipping.

Between 12 June and 24 June *Tacony* captured 15 vessels. Her last prize captured on 24 June was the small fishing schooner *Archer*. By now subject to a frantic and intensive search by the U.S. Navy, Lieutenant Read transferred his force to *Archer*, hoping to avoid his pursuers. He burned *Tacony* on the next day 25 June 1863.

Florida

(Sch: a. 1 6-pdr. rifle)

The pilot schooner *Florida* was not issued a letter of marque but gave better account of herself as a "junior privateer" than did many a larger vessel better armed after formal commissioning. Maj. W. Bevershaw Thompson, CSA, chief engineer of the Coast Defense Department fortifying Hatteras Inlet approaches, in a report from Fort Hatteras, N.C. to the Military Secretary, Col. Warren Winslow, 25 July 1861 described her: "We have also a saucy-looking little pilot schooner, the *Florida*, mounting one 6-pounder rifled cannon. She captured a prize 2 days since, took her crew out, and sent her in with her own men. A U.S. Government steamer gave chase to the prize, and they were obliged to beach her near Nag's Head. She, of course, is a total loss." After this brief moment on stage during the early days of the war, history says no more of the enterprising pilot boat-privateer, it is impossible at this distance even to be sure that she was privately owned and not a North Carolina public vessel.

Selma (Florida)

(SwGbt: l. 252'; b. 30'; dr. 6'; dph. 6'; s. 9 k.; cpl. 65 to 94; a. 2 9" s.b., 1 8" s.b., 16.4" r.)

CSS *Selma* was a coastwise packet built at Mobile for the Mobile Mail Line in 1856. Little doubt now remains that she was originally named *Florida*. As the latter, she was inspected and accepted by Capt. Lawrence Rousseau, CSN, 22 April 1861, acquired by the Confederacy in June, cut down and strengthened by hog frames and armed as a gunboat, apparently, in the Lake Ponchartrain area. Her upper deck was plated at this time with 3/8"-iron, partially protecting her boilers, of the low pressure type preferred for fuel economy and greater safety in battle. CSS *Florida* is cited on 12 November 1861 as already in commission and serving Commodore Hollins' New Orleans defense flotilla under command of Lt. Charles W. Hays, CSN.

The *Mobile Evening News* editorialized early in December on the startling change "from her former gay, first-class hotel appearance, having been relieved of her upper works and painted as black as the inside of her smokestack. She carries a jib forward and, we suppose, some steering sail aft, when requisite."

Although much of *Florida's* time was spent blockaded in Mobile, she made some forays into Mississippi Sound, two of which alarmed the U.S. Navy's entire Gulf command: On 19 October *Florida* convoyed a merchantman outside. Fortunately for her the coast was clear of Union ships and batteries, for *Florida* fouled the area's main military telegraph line with her anchor and had no sooner repaired the damage than she went aground for 36 hours. Luck returning, she tried out her guns on USS *Massachusetts*, "a large three-masted propeller" she mistook for the faster *R. R. Cuyler*. Being of shallower draft and greater speed, she successfully dodged *Massachusetts* in shoal water off Ship Island. The havoc caused by one well-placed shot with her rifled pivot gun is described by Commander Melancton Smith, USN, commanding *Massachusetts*: "It entered the starboard side abaft the engine five feet above the water line, cutting entirely through 18 planks of the main deck, carried away the table, sofas, eight sections of iron steam pipe, and exploded in the stateroom on the port side, stripping the bulkheads of four rooms and setting fire to the vessel ... 12 pieces of the fragments have been collected and weigh 58 pounds."

The first sortie by *Florida* caused consternation. Capt. L. M. Powell, USN, in command at Ship Island-soon to be main advance base for the New Orleans campaign-wrote to Flag Officer McKean, 22 October, "The first of the reported gun steamers made her experimental trial trip on the *Massachusetts*, and, if she be a sample of the rest, you may perhaps consider that Ship Island and the adjacent waters will require a force of a special kind in order to hold them to our use.... The caliber and long range of the rifled cannon from which the shell that exploded in the *Massachusetts* was fired established the ability of these fast steam gunboats to keep out of the range of all broadside guns, and enables them to disregard the armament or magnitude of all ships thus armed, or indeed any number of them, when sheltered by shoal water."

Protecting CSS *Pamlico*, in contrasting white dress and laden with some 400 troops, "the black rebel steamer" *Florida* on 4 December had a brush with USS *Montgomery* in Horn Island Pass that caused jubilation in the Southern press. Comdr. T. Darrah Shaw of *Montgomery*, finding his 10-inch shell gun no match for *Florida's* long-range rifles, signaled Comdr. Melancton Smith for assistance, and when it was not forthcoming, ran back to safety under the guns of Ship Island. Shaw saved *Montgomery* and lost his command for fleeing from the enemy: Commodore McKean promptly sent Lieutenant Jouett to relieve him and forwarded Shaw's action report to Secretary Welles, noting, "It needs no comment." Crowded *Richmond Dispatch* on 14 December, quoting *Mobile Evening News* "The *Florida* fought at great disadvantage in one respect, owing to her steering apparatus being out of order, but showed a decided superiority in the effectiveness of her armament. That gun which scared the *Massachusetts* so badly, and had nearly proved fatal to her, is evidently a better piece or must be better handled than any which the enemy have." With the advent of cruiser *Florida*, she was renamed *Selma*, in July 1862 Lt. Peter U. Murphey, CSN, assuming command.

On 5 February 1863, while steaming down Mobile Bay with 100 extra men in search of a blockader to carry by boarding, *Selma* was bilged by a snag in crossing Dog River Bar, entrance to Mobile, and sank in 8 feet of water. Pumped out hastily, she was back in service the 13th.

By the following year, *Selma*, *Morgan* and *Gaines*, the only ships capable of defending lower Mobile Bay, were having a serious problem with deserting seamen, and intelligence reported *Selma's* crew as having fallen as low as 16 men about mid-February. At the crucial battle of 5 August 1864, *Selma* particularly annoyed Farragut by a steady, raking fire as she stood off *Hartford's* bow. After passing the forts, Farragut ordered gunboat *Metacomet* cast loose from *Hartford* to pursue the *Selma*. After an hour-long running fight, Murphey, unable to escape to shallows out of reach, had to surrender to faster, more heavily armed *Metacomet*. *Selma* lost 7 killed and 8 wounded, including her captain.

She was sold at New Orleans, 12 July 1865, being redocumented as a merchant ship the following month.

Florida

(ScStr: t. 429 or 460; l. 171'; b. 29'11"; dph. 9'6")

CSS *Florida*, built at Greenpoint N. Y. in 1859, was thrice considered for a gunboat before she became one. Contrary to previous interpretation of the official records, closer comparison of entries reveals that she did not serve the Mississippi River Defense Fleet as originally intended but became a Government-owned blockade runner, most authors have confused her with the Mobilian CSS *Florida* who did not receive her name *Selma* until July 1862. CSS *Florida* of New Orleans was one of 14 steamers of Charles Morgan's Southern Steamship Co. which Maj. Gen. Mansfield Lovell "impressed for public service" at New Orleans 15 January 1862, acting on Secretary of War Benjamin's orders.

The colorful Lt. Beverly Kennon, CSN, had sought her command but had to be content with *Governor Moore*. He nostalgically described *Florida* to a court of inquiry as "a very fast and a very handsome vessel indeed.... A direct-acting screw of about 100 horsepower ... about the same size in all respects as the U.S. steam sloop *Pocahontas*."

Of the several ships of the same name, she apparently is the *Florida* who arrived at Havana 23 March 1862 with 1,000 bales of cotton. Attempting to repeat her success, she had loaded 211 bales in St. Joseph Bay near Pensacola when captured by Acting Master Elnathan Lewis with armed boats from US Bark *Pursuit*, 6 April. The boarders had just captured a sloop, *Lafayette*, at St. Andrew's, 20 miles below, and the latter's Captain Harrison volunteered to pilot Lewis' party on up to capture *Florida*. Surprised at 4 o'clock Sunday morning, *Florida's* crew were unable to fire their ship.

It later appeared that the pilot, chief mate, first and second engineers were Union sympathizers. Mr. Lewis, after running *Florida* aground twice and jettisoning 30 bales of cargo, found "it was impossible to bring her out without the assistance of the engineers, pilot, and mate; so rather than burn her he considered it prudent to bargain with them, and gave his word that they would receive \$500.00 each. They were faithful."

In the 30-mile passage to the bar, *Florida* and *Lafayette* were almost recaptured by the Confederates on 8 April after Capt. R. L. Smith, CSA, and his company of dragoons had galloped 24 hours from Marianna, Fla. to intercept them off St. Andrew's. A ship's boat was ambushed with four casualties, one dead, but the prizes continued on to Key West. There, 19 April 1862, Commodore McKean reporting to Secretary Welles confirms that *Florida* had never been converted: "I have examined her, and find that her upper deck is too light to carry guns of any weight. I have not the

means to strengthen her sufficiently, or I should retain and convert her into a gunboat." Despite this rejection the U.S. Navy bought Florida from the Philadelphia prize court, 20 September, changed her name to Hendrick Hudson and placed 4, later 5, guns on board.

Table 1

Key to Abbreviations:

a. = Armament	r. = Muzzle-loading rifle
b. = Beam	s. = Speed
cpl. = Complement	s.b. = Smooth Bore
dph. = Depth (in hold)	Sch. = Schooner
dr. = Draft	ScSlp. = Screw Sloop-of-War
how. = Howitzer	ScStr. = Screw Steamer
l. = Length	SwGbt. = Stern Wheel Gunboat
pdr. = Pounder	t. = Tonnage

Armed with the histories of each of the ships named *Florida* as described in the *Dictionary of American Naval Fighting Ships* above, the reader will come to the same conclusion as I, that there is no doubt that the *Florida* referred to on that "old tag" can only be the *Florida* purchased by the U.S. Navy at the Philadelphia prize court and renamed *Hendrick Hudson* (Figure 6).

Photo # NH 53512 USS Hendrick Hudson at anchor, during the Civil War

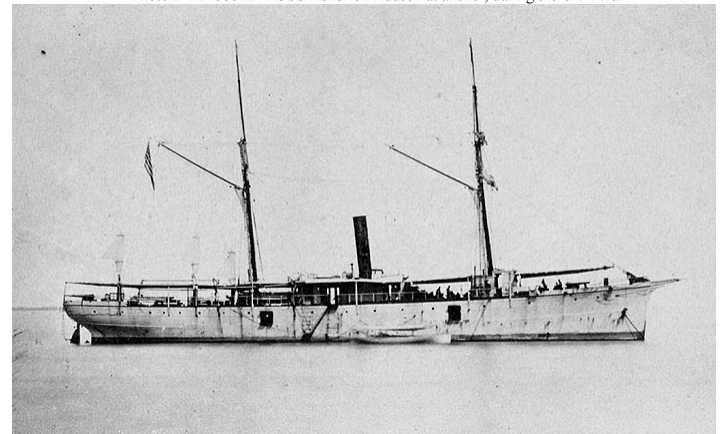


Figure 6: Photograph of the Hendrick Hudson. Courtesy NavSource Online: "Old Navy" Ship Photo Archive.

The Mississippi River Defense Fleet:

As discussed in the history of "our" *Florida* above, she was originally intended to be part of the Mississippi River Defense Fleet. J. Thomas Sharf in his book *The Confederate States Navy from Its Organization to the Surrender of Its Last Vessel* writes

"On January 15th, 1862, in obedience to a telegram from Secretary of War Benjamin, Gen. Lovell seized fourteen steamers at New Orleans; they were the *Mexico*, *Texas*, *Orizaba*, *Charles Morgan*, *Florida*, *Arizona*, *William Heines*, *Atlantic*, *Austin*, *Magorda*, *Matagorda*, *William H. Webb*, *Anglo-Saxon*, and *Anglo-Norman*."

He goes on to write that Mr. Benjamin informed Gen. Lovell of the passage by the Confederate Congress of laws Nos. 344 and 350, and that these vessels were

"Not to be a part of the navy, for the acts intended a service on the rivers, and will be composed of the steamboat-men

of the Western waters. The expedition was to be subject to the general command of the military chief of the department where it may be ordered to operate, but the boats will be commanded by steamboat captains and manned by steamboat crews, who will be armed with such weapons as the captains may choose, and the boats will be fitted out as the respective captains may desire. The intention and design are to strengthen the vessels with iron casing at the bows, and to use them at high speed to run down or run over and sink, if possible, the gunboats and mortar rafts prepared by the enemy for attack at our river defences. These gunboats and mortar rafts have been so far protected by iron plated and by their peculiar construction as to offer, in the judgment of the President and of Congress, but small chances of our being able to arrest their descent of the river by shot or shell, while, at the same time, their weight, their unwieldy construction and their slow movement, together with the fact that they show very little surface above the water-line, render them peculiarly liable to the mode of attack devised by the enterprising captains who have undertaken to effect their destruction by running them down, if provided with swift and heavy steamers, so strengthened and protected at the bows as to allow them to rush on the descending boats without being sunk at the first fire.

Capt. Montgomery and Townsend have been selected by the President as two of those who are to command these boats. Twelve other captains will be found by them and recommended to the President for appointment. Each captain will ship his own crew, fit up his own boat, and get ready within the shortest possible delay. It is not proposed to rely on cannon, which these men are not skilled in using, nor on fire-arms. The men will be armed with cutlasses. On each boat, however, there will be one heavy gun, to be used in case the stern of any of the gunboats should be exposed to fire, for they are entirely unprotected behind; and, if attempting to escape by flight, would be very vulnerable by shot from a pursuing vessel.

I give you these details as furnishing a mere outline of the general plan to be worked out by the brave and energetic men who have undertaken it. Prompt and vigorous preparation is indispensable.”

While it is uncertain as to when *Florida* was placed into service as a blockade runner, we can see from the above documentation that she was initially intended to be outfitted with cutlasses.

Procurement of Cutlasses:

In September of 1862, there was an inquiry conducted by Joint Special Committee of both Houses of the Confederate Congress to investigate the affairs of the Navy Department. On Friday, September 19, 1862 Lieutenant Beverly Kennon was called and sworn to testify to the committee. A Mr. Semmes of the committee then questioned Lieutenant Kennon about his procurement of arms and materials in New Orleans. The testimony in part follows:

Mr. Semmes. I heard you were charged with extravagance.

Lieutenant Kennon. I consulted with many ladies and gentleman, and they advised me if I could get these things at all, to get them then. (Referring to arms and material)

Mt. Semmes. When was this?

Lieutenant Kennon. In August and September (1861). I pur-

chased at that time 1,000 yards of flannel, and in a few weeks after I purchased 34,000 yards, the price in the meantime having advanced 2 or 3 cents a yard. The firm of McStea, Value & Company advised me to purchase all I could get, and I bought a large quantity of them. The only things I think I made a mistake in purchasing were guns and pistols. I tried to purchase fine weapons, but the commodore (Commodore Hollins, CSN) said he did not feel authorized to pay the price demanded, and made me get very cheap guns and pistols. I did so, and neither one or the other is worth much. I was then ordered to get cutlasses. A man offered to make them from \$5 to \$7; but the commodore refused to take them because he did not feel authorized to pay that price for them. I then had them made of case knives, but they did not appear to as good advantage as the others would. Everything else gave satisfaction. These cutlasses we used but for a short time.

So we have testimony that in August or September Lieutenant Beverly Kennon purchased a lot of cutlasses made from “case” knives that did not appear to be to good advantage and were used for but a short time. What then is a “case” knife?

Robert Jump:

When I have displayed these unique *Florida* cutlasses, I often receive comments that they resemble a machete or a sugar cane knife. In a receipt dated August 15, 1861 from the Confederate States Navy to Robert Jump of New Orleans Commodore Hollins received 100 “machetes” at \$2.34 for a total of \$234. On the receipt, the word machetes, is in quotation marks. (Figure 7).

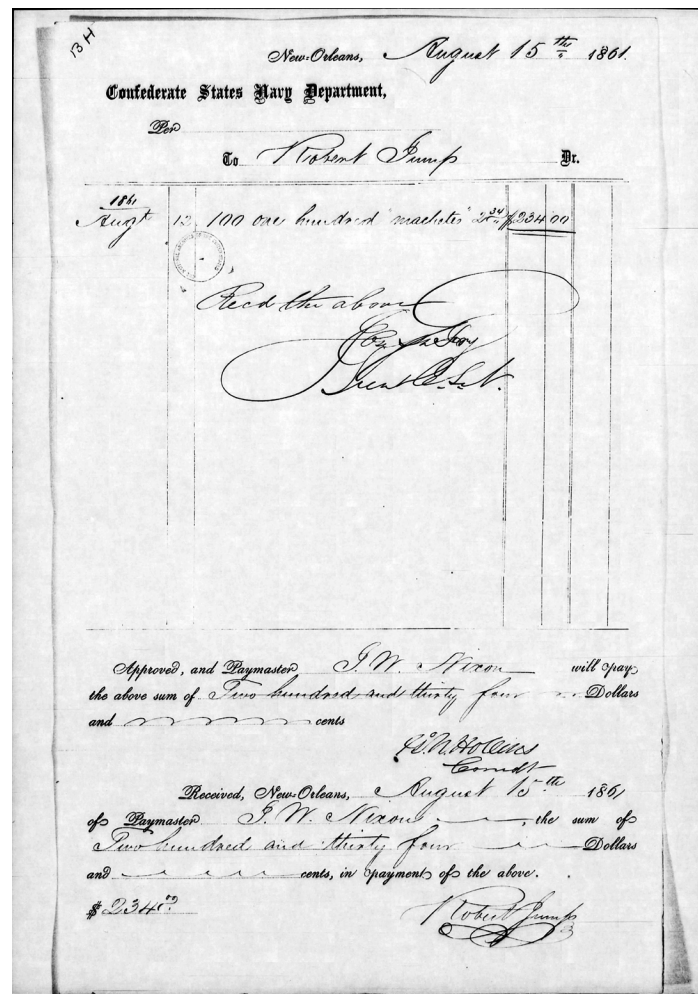


Figure 7: Copy of the receipt for 100 “Machetes” from the Confederate States Navy to Robert Jump. Courtesy National Archives and Fold3.

Timeline:

August 15, 1861: Receipt for 100 “machetes” from the Confederate States Navy to Robert Jump of New Orleans.

August – September 1861: Lieutenant Beverly Kennon procures cutlasses made from “case” knives that did not appear to be to good advantage.

January 15, 1862: *Florida* is one of fourteen steamers seized by Gen. Lovell at New Orleans.

April 6, 1862: *Florida* captured by the US Bark *Pursuit*.

September 20, 1862: *Florida* sold at the Philadelphia prize court and purchased by the U.S. Navy and renamed *Hendrick Hudson*.

Conclusion:

The unique Confederate Naval cutlasses attributed to the *Florida* were in fact from the ship sold at the Philadelphia prize court and purchased by the U.S. Navy and renamed *Hendrick Hudson*. I have found no reference to the term “case” knife as used in the context of Lieutenant Beverly Kennon’s testimony and submit that the transcript should have read “cane” knives. If this is true than the “machete” contract between the Confederate States Navy and Robert Jump in all probability would be for the cutlasses procured by Lieutenant Beverly Kennon. This style of cutlass would not have been unique to the *Florida* and in all likelihood served on-board other ships of the Mississippi Defense Fleet and or other gunboats in New Orleans.

The author welcomes comments and or additional information that may shed more light on these unique pieces of Confederate Naval history.

References:

Stuart C. Mowbray, *American Swords From the Philip Medicus Collection*, 1998.

Navy Department, Office of the Chief of Naval Operations, Naval History Division, Washington. *Dictionary of American Naval Fighting Ships* Volume II 1963 Reprint with Corrections 1969,

J. Thomas Sharf, an officer of the late Confederate States Navy, *The Confederate States Navy from Its Organization to the Surrender of Its Last Vessel*, The Fairfax Press, 1977.

National Archives, “Confederate Navy Subject File, Ordnance, BH-Hand Weapons(revolvers, pistols and cutlasses) ” Fold3, <https://www.fold3.com/>

Endnotes:

1. American Swords From the Philip Medicus Collection, P. 30
2. Dictionary of American Naval Fighting Ships Volume II, P. 520, 521
3. Ibid, P. 571
4. Ibid, P. 519, 520
5. Ibid, P. 565, 566
6. Ibid, P. 520
7. The Confederate States Navy from Its Organization to the Surrender of Its Last Vessel, J. Thomas Sharf, P. 249



Figure 8: Carte-de-visite showing a *Florida* cutlass.

8. Ibid, P. 249, 250
9. Official Records of the Union and Confederate Navies in the War of the Rebellion. ; Series II - Volume 1: Statistical Data of Union and Confederate Ships; Muster Roles of Confederate Government Vessels; Letters of Marque and Reprisals; Confederate Department Investigations, P. 431
10. Ibid. P. 523
11. National Archives, “Confederate Navy Subject File, Ordnance, BH-Hand Weapons (revolvers, pistols and cutlasses) ” Fold3