

Home Thoughts from Abroad

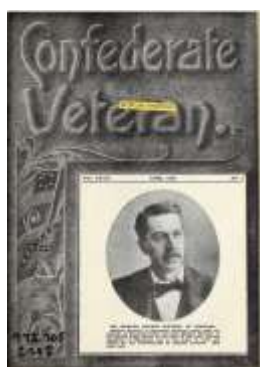
Issue #8 ~~ Summer 2025

Capt. John Low, CSN
Scarborough, England
Sons of Confederate Veterans Camp #2161

Camp Commander: John Collier

"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."

Lt. General Stephen Dill Lee, Commander General,
United Confederate Veterans,
New Orleans, Louisiana, April 25, 1906



From the CV Archives

As is now tradition, we are featuring the front covers of "Confederate Veteran" from the months of April, May and June 1926, depicting the images of Dr Hunter Holmes Maguire, (April); a plaque on the Dixie Highway in NC, (May) and the recently elected C-in-C of the United Confederate Veterans, Gen M D Vance of Arkansas (June). As always, each issue is crammed full of the history of our forefather's fight for independence, some of it first-hand and it makes for excellent reading.



Another long-standing feature, and one I shamefully neglected to acknowledge, is that the *United Daughters of The Confederacy* are included with a number of pages about the women behind the men and their efforts at having monuments erected throughout the South. The entire back catalogue of CV Volume 1 in 1892 to Volume 40 in 1932 is online and really worth reading.



The 131st NATIONAL Reunion takes place this year in Lexington, Kentucky.

For those that have already registered and are in receipt of this newsletter, please consider writing a short piece on it for our next issue.

I, for one, would dearly like to know what actually happens at these.

LaDona and I are giving serious consideration to travel from here and attend the 2027 Reunion in, her birthplace of, Mobile Alabama. Any advice would be appreciated.

George St Leger Grenfell was born in London on May 30 1808 the son of George Bevil Granville Grenfell. He was brought up in Penzance before being sent to the family's business of banking and metal dealing in Holland and France.

Adventurous in nature, Grenfell served in the military in France, Turkey and, possibly, South America before events in the USA gained his attention.

He joined the Confederacy side with an introduction to General Robert E Lee who passed him on to Colonel John Hunt Morgan who made him his adjutant-general. Although white haired Grenfell was as hard as steel and tough as leather and an excellent horseman. Morgan and Grenfell harassed the Federal army throughout Kentucky and in 1863 he left Morgan and joined Bragg's Army in Tennessee and subsequently in Virginia with General 'Jeb' Stuart.

After two years of fighting, as he was not an American citizen, he was able to travel to the North where he was interviewed by the Secretary of War, Stanton and allowed to live freely. He became involved with the Northwestern Conspiracy and in due course was arrested. His court-martial took place on 1865 and Grenfell was found guilty and sentenced to death, which following demands from the British Parliament was commuted to life imprisonment by President Andrew Johnson. Grenfell was sent to Dry Tortugas where he was held as part of a chain gang under appalling conditions. When an epidemic of yellow fever broke out he and a fellow prisoner, Dr Mudd, worked ceaselessly to ease the suffering of others in the camp and the grateful camp commander wrote to President Johnson asking for Grenfell's release. But the President was adamant and his appeal was denied.

Although no longer in chains and able to cultivate a garden he decided to make a break for freedom. During a storm on the night of 7th March 1868, he and two companions escaped from the prison to the shore where they joined two desperadoes, one chained to a 30lb weight.

They rowed out into the storm and were never seen again.



Charles H. Hasker was born in London, England, 1831; and served as a youth, in the British Navy before immigrating to America about 1848 and enlisting in the United States Navy in March 1857 as a boatswain.

In 1860, Hasker was living with his wife, Elizabeth, and two sons, at Portsmouth, Virginia; from where he joined the Confederate States Navy, as boatswain, June 11, 1861; serving on the CSS Fanny, 1861; New Orleans station, 1861; Confederate States recruiting ship CSS United States, 1861; CSS Virginia, 1861 – 1862 aboard which he participated in the engagement at Hampton Roads, Virginia, March, 1862; served at Drewry's Bluff, Virginia, 1862; also served on the CSS Richmond, 1862 – 1863.

In a letter dated, March 4, 1863, and written jointly with gunner Charles B. Oliver, both Hasker and Oliver made a mild protest about their having been outranked in the Confederate service, by midshipmen, who were permitted to take charge of a vessel, while they were not; Hasker stated that, while in the United States service, before the war, he had performed the duties of a lieutenant for some nine months; subsequently, he was promoted lieutenant for the war, May 5, 1863.

He later served on the Charleston station, South Carolina, and aboard the CSS Chicora, 1863; captured at Morris Island, South Carolina, September 7, 1863, and confined at Fort Warren, Boston Harbor, 1863 - 1864; appointed 1st lieutenant, Provisional Navy, in absentia, to rank from January 6, 1864; paroled September 28, 1864, and exchanged at Cox's Wharf, Virginia, October 18, 1864; served aboard the CSS Peedee, Marion Court House, South Carolina, 1864; attached as lieutenant to Semmes' Naval Brigade, April, 1865; surrendered and paroled at Greensboro, North Carolina, April 26, 1865.

Lt Hasker died in Richmond, Virginia, on July 8, 1898 and is buried in Oakwood Cemetery.



Lieut Charles H Hasker
CSN
Born: 19 Feb 1831
London, England
Died: 9 Aug 1898
Richmond,
Virginia

Collier's Column

30 years ago, the number of known gravesites of veterans of the War here in the UK and Ireland was less than 1% of what it is now, modern technology has made an incredible amount of previously inaccessible information available to us, and more and more of this information is continuing to become known to us. Only this year, and it is still only June, the oldest known veteran buried here in the UK has changed twice! I was out and about only last week when a person who knew I was interested in history approached me, after a short conversation she realised my interest in the War and showed me her smartphone and on it was picture of a lesser-known Federal General who was her ancestor! She had found this by researching records on line.

Having researched my own family history by such means I found 12 Federal and 3 Confederate veterans I am a firm believer that my findings were by no means unusual. That is the easiest and best way to find family members who fought in the War. The more veterans we find in our family, the more interesting it becomes, and I know several people who have joined the SCV by finding veterans in the family this way.

I know that many who read this newsletter have quite incredible skills when it comes to finding veterans lost gravesites. We have some in our Camp who have had success in this area. I, myself, have found graves I thought were lost forever, but one grave is proving very difficult and I am asking for your help, if you have a talent for finding lost graves.

The grave is of a Federal BUT ... its finding could create a lot of interest in The War and its veterans here, and here's one reason why.

He is almost certainly the last veteran of The War to have died outside of the American mainland.

His name was **George M. Green**, born in Maine in 1845.

He served in Co B 15th Maine Volunteers, with the rank of Corporal.

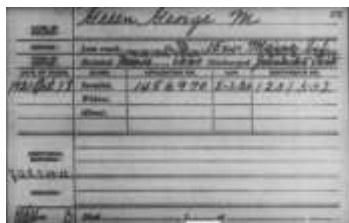
By 1921, he was in England (probably, the city of Hull) and claiming a Federal Veterans Pension.

I believe he lived in Hull from then until about 1941.

His last pension cheque was returned, uncashed, the date suggesting that he died in 1947/48.

I am almost certain that he died at his home, which is only a few miles from where I live.

His final address was: Waterloo Cottage, North Marine Drive, Flamborough.



*Pension Index Card of
Corporal
George M Green*

This is only a few miles from, known, Confederate gravesites. I have done all that I can think of to locate the grave, even contacting people I thought may have known him when he was alive. If you think that you can help, it would be very much appreciated.

And... if you're not really well up on modern technology, get a young family member to help you, you will be surprised what can be found.

John Collier
Camp Commander
SCV Camp#2161
Captain John Low
Scarborough,
UK

John has an extremely famous Confederate ancestor and hopefully he will do a piece on him for a future issue.

Editor

The Unreconstructed Consul

Henry Pickney Walker was born in Norfolk, England to an English attorney and South Carolina mother in 1816 and came to the United States where he would follow in his father's path in the practice of law and later became involved in the consular service.

During the 1850's Henry was Great Britain's Acting Consul in South Carolina, becoming Vice-Consul in May 1860 just as the political scene in the US was approaching boiling point.

He was totally sympathetic to the Southern point of view and was widely known to be in favour of British recognition for the Confederacy (when it was established). Indeed, Henry Walker was so thrilled when South Carolina seceded that he said:

"The glorious union! The model republic is at an end. The people of the North, for fifty years past, have amused themselves at the expense of the Southerners. They have sneered at them and traduced them without measure, and while they have grown rich and over-insolent, they have been feeding upon Southern industry, and all their prosperity is traceable to Southern industry and products. Millions upon millions have the South unjustly paid under the Northern protective tariff system. With secession this tribute payment ceases. There is no wonder that the Northerners are union men, and denounce the impropriety of secession. It occasions them pecuniary loss."

Walker's correspondence to his family in England makes for very interesting reading; in them, he sought to explain as to why the Confederacy was not positively viewed by some in the land of his birth. He wrote that he felt British people were being grossly misled by the British press which was very heavily influenced by Northern newspapers, which he noted began a number of months prior to hostilities beginning and heavily increasing since. It was in mid-1861 that Henry renounced his American citizenship, swearing allegiance to the Confederate States of America.

When War did begin, Walker vowed to remain true to the South, remaining there even after his family had begged him to return to Britain. His wife, Dora, wrote to family that:

"Henry was warmly espoused to the Southern cause"

Like a great many families throughout the South, loved ones departed for the army. The Walkers were no different. Henry had two sons that would serve the Confederacy; Charles Edward Walker and Harry Pickney Walker Jr. would both serve in Co A, Manigault's Battalion, SC Artillery. Charles survived but Henry Jr died of meningitis in March 1865 near Fayetteville NC.

During 1863, when Federal forces began their bombardment of Charleston, Henry moved his family out of the city to a nearby plantation while he remained in the beleaguered city. He would have a narrow escape, in 1864, when a federal shell exploded in a street close to where he was standing but Henry lived through the War.

Following the ending of the conflict, Henry and his wife remained in South Carolina, living for many years in Mount Pleasant, he would remain unrepentant for his Pro-South views and never reapplied for American citizenship. The Walker's last years were spent near Sommerville SC.

In the summer of 1890, suffering from a number of health issues, Henry took a trip to New York to see a specialist doctor there and it was in that city that Henry Pickney Walker died on August 24th. His body was returned to South Carolina for burial in Charleston's Magnolia Cemetery.

A Charleston newspaper's obituary printed the following:

"He was a man of fine education, both in his profession and polite literature. He never lost his individuality as an Englishman. He was a thorough gentleman in every way of life, and a most interesting talker on all current subjects. His death will be regretted by thousands of friends in Charleston, who he attached to himself in a long, prosperous, and honourable career as lawyer and consul."

Henry P Walker
Born: Norfolk,
7th Feb 1816
Died: NYC
24th Aug 1890
Buried: Magnolia
Cemetery,
Charleston SC



Cherbourg's Rescue Yacht

As the CSS Alabama & USS Kearsarge battled off Cherbourg on 19th June 1864, a small flotilla of other boats were in close proximity to witness the historic duel. One of these was the British yacht, "Deerhound" which would play a higher role in the aftermath, but what do we actually know of this vessel?

Originally built in 1858 for the Duke of Leeds, at the Laird Shipyard in Birkenhead, Merseyside, *Deerhound* was a steel built, three masted schooner, with a screw propeller. She had a tonnage of approximately 190 and 70 hp engines, capable of steaming at 20 knots.

She didn't stay with the Duke very long as shortly after her completion, *Deerhound* was purchased by John Lancaster, a wealthy businessman and member of The Royal Mersey Yacht Club. In June of 1864, *Deerhound* under the captaincy of Evan Parry Jones and with the Lancaster family on Board sailed for Northern France via the Channel Islands. By the 9th, the vessel put in at St Malo, where the family disembarked for a short time before resuming their trip. Once all were on board, Captain Jones headed for Cherbourg where the Lancaster family were to be among the honoured guests at the opening of a new casino, "Casino Bains de Mer" and a previously arranged mail collection.

On arrival at Cherbourg, Captain Jones dropped anchor close to another British yacht, "The Hornet" and the famed Confederate ship, *Alabama*. Despite their closeness and apart from usual pleasantries between those on board the three vessels, there was little communications between them. Mr Lancaster asked Captain Jones to request a courtesy visit to the CS ship, but this was politely refused as she was preparing for battle.

On Saturday morning, June 18th, the mail was collected and with the widespread knowledge of Alabama's impending departure, the Lancaster family discussed whether to remain in port or put into the open sea to gain a better view of the battle; the matter was put to a vote and the result was that the *Deerhound* would be put to sea.

(The events of Sunday June 19th 1864 have been well documented and discussed so it's not for me to add to the annals of maritime history.)

With the battle over, Captain Winslow of the USS Kearsarge asked that Captain Jones *render all assistance possible to the drowning crew.* Captain Jones and the *Deerhound* picked up over 40 survivors from the water, including the *Alabama*'s captain, Raphael Semmes and having completed its mission of mercy, the *Deerhound* immediately headed toward England's shores, making Cowes and, later the same evening, Southampton.

While in Southampton, Confederate Envoy to Great Britain, James Mason visited the vessel to speak with Captain Semmes and his surviving crew as well as giving thanks to Mr Lancaster and Captain Jones for their kindness and humanity.

Nine months later, John Lancaster received a letter of thanks from Confederate President Jefferson Davis as well as being notified that he had been voted a Resolution of Thanks by the Confederate Congress.

By the late 1860's John Lancaster had become a Member of Parliament for Wigan and Chairman of The Wigan Coal and Iron Company. His yacht, *Deerhound* was sold to Sir George Stuckley who, in 1869, sailed it through the Suez Canal when that waterway first opened, becoming the first British ship to sail it. *Deerhound* was subsequently sold to a company in Zambia and floundered off the Zambian coast on a date unknown. An unfortunate ending to the career of a brave vessel, owner, captain and crew that fully merits being remembered by Confederate historians, everywhere.

It is hoped to do a piece on "The Hornet" In an upcoming issue. Editor



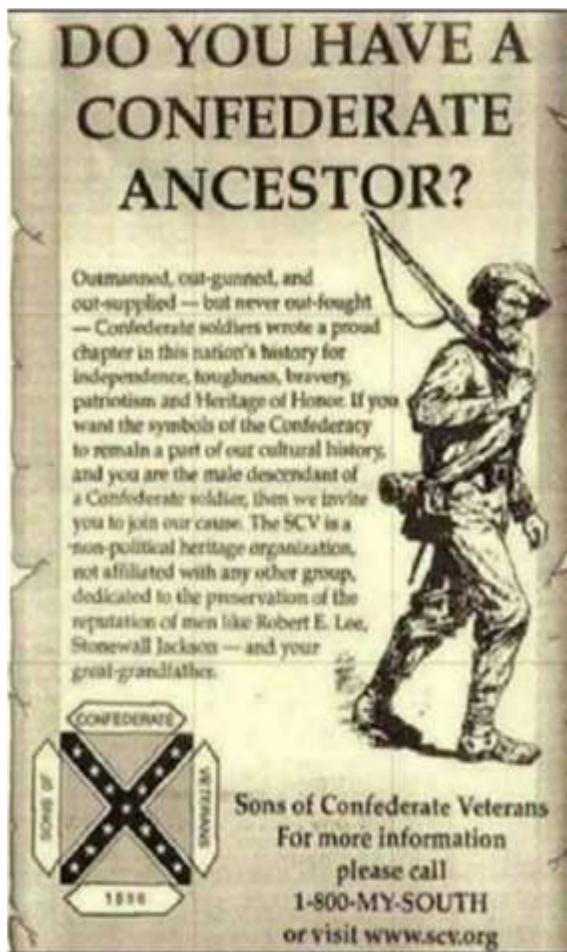
John Lancaster
Owner of The
Deerhound



Evan Parry Jones
Captain
Of
The Deerhound

(R) An Unknown
Artist's
Impression of
The Deerhound
coming to the aid
of the Alabama





The citizen-soldiers who fought for the Confederacy personified the best qualities of America. The preservation of liberty and freedom was the motivating factor in the South's decision to fight the Second American Revolution. The tenacity with which Confederate soldiers fought underscored their belief in the rights guaranteed by the Constitution. These attributes are the underpinning of our democratic society and represent the foundation on which this nation was built.

Today, the Sons of Confederate Veterans is preserving the history and legacy of these heroes so that future generations can understand the motives that animated the Southern Cause.

The SCV is the direct heir of the United Confederate Veterans, and the oldest hereditary organization for male descendants of Confederate soldiers. Organized at Richmond, Virginia in 1896, the SCV continues to serve as a historical, patriotic, and non-political organization dedicated to ensuring that a true history of the 1861-1865 period is preserved.

Membership in the Sons of Confederate Veterans is open to all male descendants of any veteran who served honorably in the Confederate armed forces.



FRIENDS OF THE SCV

To recognize persons who support the SCV, but do not meet the requirements for membership, the General Executive Council (GEC) has approved the "Friends of the SCV" concept which has now come to fruition.

For a minimum initial donation of \$40, the "Friend" receives a nice certificate suitable for framing, a FOSCV lapel pin and a one-year subscription to the Confederate Veteran magazine. Subsequent donations of \$30 or more each year will maintain the CV subscription and friendship.

The "Friends of the SCV" application may be accessed on the SCV website at this link:

http://www.scv.org/pdf/FOSCV_MembershipApplication.pdf.



Dea Vindice

I know that this is nearly twelve months away, but never too early to begin planning. You can be assured that there will be plenty more details available in “*Confederate Veteran*” and on the SCV webpage as the Reunion draws closer, so keep an eye out.

Liam & LaDona

Hull's Blockade Runner

Zachariah Pearson was born in East Hull in 1821 to Zachariah and Elizabeth Pearson and following the death of his mother at an early age, young Zachariah and his sister were sent to live with an uncle. Here the young boy remained until the age of 12, when he ran away to sea but was quickly returned to his uncle to finish his education at Hull Grammar School. This, Zachariah did within 4 years and with the longing for a career at sea still alive within him, he signed on a local ship as a cabin-boy.

Zachariah had a gift as a sea-farer as within 5 years of his first voyage, he became a ship's captain and a ship owner by his 25th year.

Over the years, Zachariah built a successful shipping business, while somehow finding time to marry, a Ms Mary-Ann Coleman in 1844 and start a family.

When Zachariah Pearson began his shipping career, it was during the days of sail and he eagerly embraced the age of steam by continuing to build his fleet. 1854 would see he and his brother-in-law, James Coleman, form the "*Pearson Coleman & Company*" and have ships trading lumber from the Baltic Sea to transatlantic freight, which also carried passengers. This proved to be very profitable and led to the modernisation of some of their ships to carry greater numbers of passengers across the ocean to a new life in America. Routes to Australia and New Zealand soon followed and by 1858, *Pearson & Coleman*

had secured a contract to carry mail between the two southern hemisphere countries, establishing a new company, "*The Intercontinental Royal Mail Packet Company*" specifically for this.

His success in business led to Zachariah climbing the political and commercial ladder in his native Hull. He became a local councillor for West Sculcoates in 1856; Sheriff 1858 and Mayor in 1859. As Hull's first citizen, Zachariah set about developing the city for the betterment of its people; a new reservoir to ensure a supply of fresh water; donated nearly 27 acres of his own land for the developing of a new public park and numerous donations, from his own pockets to various local charities.

He was also a frequent visitor to Whitehall in London where he was one of a number of advisors to the British government on maritime matters.

Zachariah had been elected as Mayor for a second time, just as the WBTS broke out and as one whose main line of business was shipping, (in the year and months before April 1861, he had gathered a fleet of, according to some reports, 10 ships on extended credit from the company of *Overend & Gurney*) he was greatly concerned at the Federal blockade but as Hull's Mayor, how the impact was affecting the local population; mills began to close, unemployment grew and families struggled all across the north of England and in Hull, some 1,500 people lost their jobs when the *Hull Flax and Cotton Mill* was forced to close due to no cotton being imported from the Southern States.

With a fleet of his own, Zachariah became what some other ship owners had done- he decided to use his ships to bring goods to the Confederacy and return to England carrying much needed cotton for English Mills. Zachariah Pearson, Mayor of Hull, became a blockade runner! This move caused him to lose popularity, prestige, the Mayoralty, ships, business partner and, eventually his entire fortune because of his "Pro-South" leanings.

Within a few years, Zachariah now operating solely on his own, had lost all ten of his ships; two were lost in the Baltic; one ran aground; one burned while at anchor on the River Thames in London while six were captured by the Federal navy.

This financially ruined Zachariah; his losses were totalled at STG£646,000/US\$ 3.2-3.3million. (today these figures would equal STG£99,811,642/US\$67,022,893). Not surprisingly, these losses caused Zachariah great distress. His business associates, former councillors and a good number of his personal "friends" deserted him. When he presented at the Debtors Court, however, the Bankruptcy Commissioner was very sympathetic toward him and took the view that the losses incurred were due to bad investments and judgements. Two of the charges against Zachariah were thrown out by the judge, two others being discharged for three months each



Zachariah Pearson
In Mayoral Regalia

continued on page 9

and, happily for Zachariah-no prison sentence given.

Zachariah Pearson would spend the rest of his life repaying those he owed monies to and rebuilding his reputation amongst the business and civic community in Hull.

In 1875 he was made a guest of honour and speaker at the official opening of a new residential project in his native city. He lived out his life at 64 Pearson Park, dying on October 29th 1891 and was buried in Hull's General Cemetery.

This August, members of Camp#2161 will be visiting the grave of this overlooked and forgotten (by some) Confederate Supporter. I will have a report on it in our next newsletter. Editor



Would love to hear from someone to help in tracing Zachariah's ships?

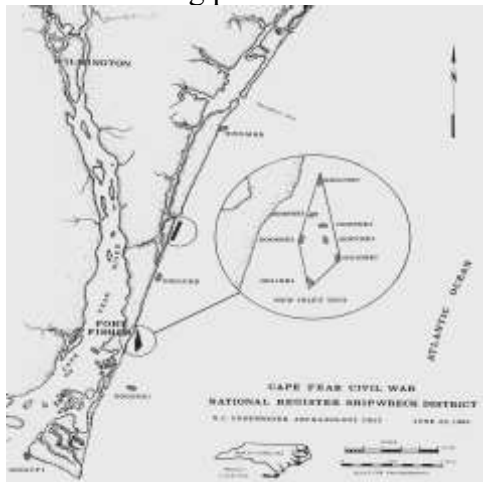
Zachariah Pearson's Ships#1

Modern Greece was screw steam freighter built by Richardson's of Stockton, England specifically for Zachariah Pearson. Weighing in at over 750 tons with a length of 200 feet, she was initially used on the Hull-Baltic lumber trade. However, by the second year of War, Pearson had other intentions for his ship.

Modern Greece left Falmouth on April 28th 1862, bound for the Mexican port of Tampico but toward the end of June, she appeared 3 miles north of Fort Fisher and it quickly became apparent to the blockading Federal ships that the new arrival was going to attempt to run the blockade. The *USS Cambridge* immediately began to fire upon *Modern Greece* and her captain ordered her to run a course parallel to the shoreline, making a run for the protection of the Confederate guns at Ft Fisher. Such was the severity of the fire from the Federal ship, Pearson's vessel quickly ran aground, approximately 1 mile from Ft Fisher and further incoming fire came from the *USS Stars and Stripes* caused the crew to begin salvaging whatever they could. They achieved a good haul, including 4 12lb Whitworth Rifled Canons; 5,000 small arms; powder; bales of clothing, whiskey and a large amount of household goods. The order to abandon ship was finally given as *Modern Greece* was lowering in the water and soon the CS guns fired into the ship in order to prevent any unsaved military items from falling into enemy hands.

Modern Greece remained where she had run aground and by August 1862, her deck spar was level with the waterline as she settled into the seabed.

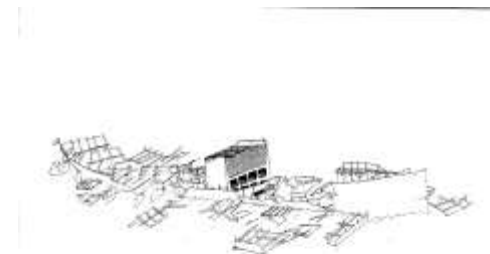
For over 100 years *Modern Greece* lay off the North Carolina coast until a ferocious storm, in 1962, uncovered her 30 feet beneath the surface. Nature had removed enough sand from her deck that Naval Divers were able to report that: "*the hull has been cleared of sand to below the main deck and that the remaining cargo was virtually intact.*" A number of US Agencies became involved in salvaging various artifacts from the wreck and were displayed at Ft Fisher National Historic Site, with the wreck itself becoming protected under the North Carolina Shipwreck Salvage Laws.



(L) Cape Fear Civil War Shipwreck District

A map of Civil War era shipwrecks off the North Carolina coast.

Somewhere In the circled area lies the wreck of "Modern Greece"



(Above) A perspective drawing of *Modern Greece* on the seabed.

President Davis Visits Europe

Following his release on bail from Federal prison in May 1867, President Davis and wife, Varina, went to Canada to begin his recuperation from his two-year imprisonment. Just over 12 months later, the former President, First Lady & family sailed from Quebec bound for Europe. At present, we don't have many exact details of their stay this side of the ocean but we do have a list of dates of their travels, which we are happy to share.

1868

July 25: Departs Quebec

August 4: Arrives Liverpool

September 6: Arrives London

November 22: Attended services in Westminster Abbey

Spent 6 weeks as guests at the Dormer Home in Lemington Spa

December 30: Departs London for Paris

December 31: Arrives Paris

1869

January 2: Visits Louvre Museum

January 14: Departs Paris for London

January-September: Extended stay in the UK

(During this time, on February 15th 1869 Federal Prosecutors dropped the indictment against Pres Davis, rendering it as "Nolle Prosequi")

including a visit to Scotland in August/September.

In Scotland, Pres Davis visited Edinburgh, Glasgow, Oban, the Hebrides, Inverness and the battlefield at Culloden.

September 25: Sailed from Southampton to Baltimore, while Mrs Davis and family remained in the UK.

1870

August 10: Departs New York for Liverpool

August 19; Arrives Queenstown (Cobh) Ireland en route to Liverpool.

September 21: Dublin

September 22: Planned visit to Belfast but no definitive information whether visit took place

September 23: Glasgow

September 24: Arrives in London and is reunited with his family. Davis' visit Ireland and Scotland.

October 9: Departs Queenstown for United States

Hopefully we will uncover more details regarding President Davis European visit and feature them in future issues.

From The Editor

Another issue for you to enjoy with, hopefully some articles that you will be interested in.

I found the story of Zachariah Pearson, his rise, fall and subsequent rise again to be particularly fascinating. LaDonna and I are so very much looking forward to visiting his grave at the start of August and getting to meet up with other camp members.

Please watch our FB for updates as we approach the date.

Already, we have a number of pieces "on the drawing-board" for the next issue and as always, we welcome anyone wishing to make a contribution, it's our camp newsletter, after all and don't be shy to pass it on to likeminded people. It's already posted on the FB pages of a number of other SCV camps, so let's our brethren across the "Pond" know the history of the Southern Patriots that crossed it. Hope to See You in August.

Dea Vindice

Editors

We hope that you enjoyed this issue of "Home Thoughts from Abroad" and if you would like to contribute an article for our next newsletter, or to be included in "Members Profile," then please email:

greenblueandgray6165@gmail.com

DEADLINE; 18:00hrs GMT;

Saturday, October 24th 2026

Opinions expressed in the articles, herein, are of the individual authors.

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SCV Camp #2161; (Capt John Low),
Scarborough UK.

Camp Commander: John Collier.

Newsletter Editor: Liam McAlister

Editor

ON THE BOOKSHELF

The Life and Times of Captain John Low: An Englishman in the Confederate States Navy (American History)
by Robert Thorp

Length: 490 pages

Publishers: Vernon Press, May 19th 2026

Review: Amazon.com

Captain John Low (1836 -1906) earned his place in history through four years of service in the Confederate States Navy (1861-1865). He served on CSS 'Fingal', 'Florida', and 'Alabama', and commanded CSS 'Tuscaloosa' and 'Ajax'. However, it would be wrong to define the man simply by his Civil War record. His seventy-year life was full of adventures, triumphs, tragedies, and altruistic philanthropy. He led a good life and was known as a good man, respected and revered by all who knew him. This book contains a detailed account of Captain Low's whole life from cradle to grave. Using primary source documents, not available to earlier biographers, the author delves into John Low's life to a much greater depth than any preceding work has been able to achieve. For the first time ever, his genealogy is fully divulged, allowing previously misunderstood relationships to be challenged and corrected, and the roles of his previously unknown siblings to be fully explored. Description of his military service is based on his personal log books and the eye witness accounts of his contemporaries. Along the way, the book sheds new perspectives on the roles played by his relations, Charles Green and Andrew Low of Savannah, in facilitating purchase of CSS 'Fingal'; it unmaskes the mysterious Thomas Byrne, Louisiana's secret agent, and explains the hitherto unrecognised role of Liverpool's Isaac, Low & Co. The captain's post-war life, firstly as a manager of Lancashire cotton mills, and latterly as a successful Liverpool businessman, is similarly illuminated with many previously unwritten facts. Anyone with an interest in Civil War history will find a wealth of new and unique material between these covers.

Those who just enjoy a good biography should also be delighted.

CAMP MERCHANDISE

For a small camp, there is a good range of merchandise available.

Anyone wishing to purchase something, please contact John Collier and he will be only too happy to be of assistance.

Monies received from these sales goes toward buying flags, etc. for use as Grave Markers.

Your support is gratefully appreciated.



T-SHIRTS

Large:
Red; Navy;
Black.
XL:
Navy; Black.
XXL:
Red; Navy;



POLO SHIRT

Large:
Black



BASEBALL CAP
Black & Navy



i-PAD Mini Cover



**** NEW ****

Camp #2161, Captain John Low Challenge Coin

Resources Used for This Issue

www.fold3.com; www.findagrave.com; <https://grenfell.one-name.net>; www.acwrt.org.uk; www.amazon.com; pjdavis@rice.edu

"Our Man in Charleston" by Christopher Dickey. "Foreigners in The Confederacy" by Ella Lonn.

Confederate Veteran Magazine. John Collier; Robert Thorp;

Stephen Atkinson & Becky Sawyer at the North Carolina Dept of Natural and Cultural Resources for assistance on "Modern Greece"



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Robert Thorp

The Life and Times of Captain John Low

An Englishman in the Confederate States Navy

SERIES IN AMERICAN HISTORY

This work shines a bright new light on the life and times of Captain John Low, a British mariner and key player in the American Civil War. As a chronicle of the Captain's historically important life it dispels many misconceptions and adds significantly to our understanding of the roles played by both him and the United Kingdom in that formative conflict.

Keith Webster

Retired journalist and corporate communications manager, consultant and tutor

This authoritative and well referenced biography by Thorp provides new insight into both the life and times of Captain John Low.

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Emeritus Professor
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About the author

Robert Thorp is a British subject and a graduate of Reading University. He is directly descended from William Cowley Miller, and Captain James Alexander Duguid – the former being the builder of CSS 'Florida', and the latter, Miller's son-in-law, who delivered the CSS 'Florida' from Liverpool to Nassau in the company of Captain John Low. The author, who is now retired, and living in Scotland, has devoted decades to the study of the Confederate States Navy and to the involvement of his ancestors in the American Civil War at sea. His book, 'Mersey Built – The Role of Merseyside in the American Civil War', published by Vernon Press in 2017, has been well received by civil war naval historians. He has given papers on the subject of Confederate commerce raiders to The American Civil War Museum in Richmond VA, and to the prestigious McMullen Naval History Symposium at the United States Naval Academy, Annapolis, MD.

Summary

Captain John Low (1836 -1906) earned his place in history through four years of service in the Confederate States Navy (1861-1865). He served on CSS 'Fingal', 'Florida', and 'Alabama', and commanded CSS 'Tuscaloosa' and 'Ajax'. However, it would be wrong to define the man simply by his Civil War record. His seventy-year life was full of adventures, triumphs, tragedies, and altruistic philanthropy. He led a good life and was known as a good man, respected and revered by all who knew him. This book contains a detailed account of Captain Low's whole life from cradle to grave. Using primary source documents, not available to earlier biographers, the author delves into John Low's life to a much greater depth than any preceding work has been able to achieve. For the first time ever, his genealogy is fully divulged, allowing previously misunderstood relationships to be challenged and corrected, and the roles of his previously unknown siblings to be fully explored. Description of his military service is based on his personal log books and the eye witness accounts of his contemporaries. Along the way, the book sheds new perspectives on the roles played by his relations, Charles Green and Andrew Low of Savannah, in facilitating purchase of CSS 'Fingal'; it unmaskes the mysterious Thomas Byrne, Louisiana's secret agent, and explains the hitherto unrecognised role of Liverpool's Isaac, Low & Co. The captain's post-war life, firstly as a manager of Lancashire cotton mills, and latterly as a successful Liverpool businessman, is similarly illuminated with many previously unwritten facts. Anyone with an interest in Civil War history will find a wealth of new and unique material between these covers. Those who just enjoy a good biography should also be delighted.

The Life and Times of Captain John Low



An Englishman in the Confederate States Navy

Robert Thorp



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