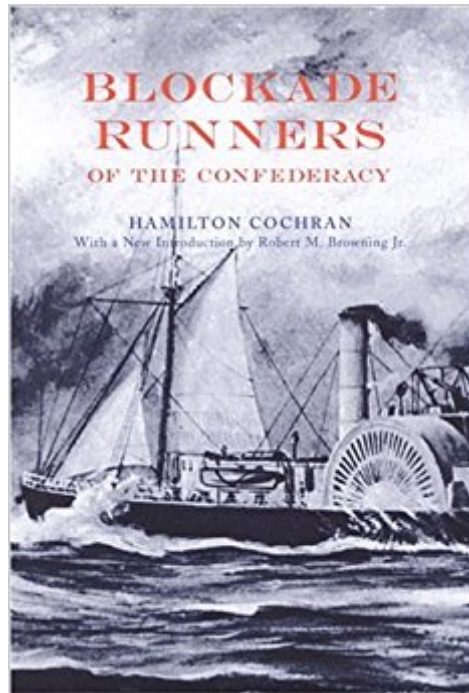




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Blockade Runners Of The Confederacy



Synopsis

Within four weeks of the fall of Fort Sumter, President Abraham Lincoln had declared a blockade of over four thousand miles of Confederate coastline, from Cape Henry in Virginia to the Mexican border. In response, professional runners, lured by both profits and patriotism, built faster, sleeker, low-profile ships and piloted them through the ever-thickening Northern cordon. The tonnage they imported, including items ranging from straight pins to marine engines, sustained the South throughout the conflict. ThisÂ exciting chronicle of the men and ships that ran federal naval blockades during the Civil War also providesÂ an overall assessment of the blockades conception, effectiveness, and impact on the Southern populace.

Book Information

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Customer Reviews

"There are few more colorful aspects to the Civil War than the ships and men who braved the Union blockade to bring munitions and medicine, champagne and silk to the Confederacy. They offer a magnificent opportunity for storytelling, and Hamilton Cochran, whose literary abilities are considerable, has made the most of it."--Military Affairs
"The author admirably achieves his purpose of telling the exciting stories of the extraordinary characters who gambled lives and fortunes in the most adventurous of Civil War activities. . . . Fascinating reading and good history."--Chicago Sunday Tribune

A readable, exciting chronicle of the men and ships that ran federal naval blockades during the Civil War.

Good history.

A great reference for Civil War history.

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At the start of the Civil War, the North established a blockade on all shipping to and from the south. It was, in fact, the major task of the Union Navy during the war to button up the Confederacy. But with 4,000 miles of coast line from Virginia to Mexico, there had to be gaps in the blockade. Unable to face the Union Navy on anything like equal terms, the South turned to running the blockade using ships designed specially for the purpose. England, France and other countries did not declare themselves in favor of the South and did not send their ships to violate the Union's declared blockade. These countries were certainly willing to do business with the South, if the South could handle the last little bit of distance. As a result the Bahamas, Cuba and Mexico became staging areas where European ships brought in everything from weapons (like the Wentworth rifle used by a Confederate sniper at Spotsylvania Court House to kill Major General Sedgwick) to straight pins, and marine engines. They returned to Europe carrying bales of cotton. The South developed specialized fast, low profile ships to handle the other end of the cotton outbound, and manufactured items inbound. This book is the story of these blockade runners. Note that these do not include the Confederate raiders such as the CSS Alabama. The blockade runners were not armed, they were merchant ships carrying cargo back and forth in a desperate time. This book is the classic book on the subject, reprinted from the edition of 1958.

Now with a new introduction by Robert M. Browning Jr., *Blockade Runners Of The Confederacy* is a highly readable, historical chronicle of the men and ships who dared to run Union naval blockades during the Civil War, bringing munitions, medicine, champagne, and silk to the Confederacy. Packed with true stories of daring and excitement, *Blockade Runners Of The Confederacy* numerous quotes and testimonies from primary sources as well as an in-depth assessment of what life was like for blockade runners and their ultimate contribution to how the war progressed. A handful of black-and-white photographs and an index for quick reference rounds out this fascinating scrutiny of the Civil War on the high seas.

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