Michael Phillips Wilson
"The Boy Captain"

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When working on a project of this type, the researcher often needs to know the subject in a way that goes beyond the facts. This case is no different. I have formed my own opinion of Mike USING, given him a personality, It is the personality of a strong man, a sensitive man, who cared deeply for his friends and loved ones. It is also a personality that retained its youthful, often reckless, character.

In this paper, however, I have tried to interpret the facts, and put my opinions aside for the moment. The development of Mike's personality must wait until a later date. This paper falls very short of being a complete biography. Still to be investigated are Mike's childhood in St. Augustine and his early years in Savannah. Several newspaper articles mention that USING took part in some naval operation surrounding the capture of Ft. Pulaski\(^*\), though I have found no record to support this claim. The Savannah Dry Deck Co. also needs to be researched further.

These weak spots aside, I feel the paper provides a good foundation for further research. I would like to give special thanks to Michael Fairbanks for providing information from his personal collection of original manuscripts. I would also like to thank the archivists and librarians at Georgia Historical Society, and the following organizations: St. Augustine Historical Society; The Museum of the Confederacy, Richmond Va.; Virginia Historical Society; The Catholic Diocese and Tribunal, Savannah, Ga. Also a big "thank you" goes to Dr. Roger Warlick for providing guidance and inspiration.

\(^*\)Sav. Evening Press, July 6, 1903, 5/5-6.
Michael Philip Usina

Michael Philip Usina was born August 27, 1846 in St. Augustine, FL. He moved to Savannah, GA. in 1855. He served with the Longstreet Light Infantry in 1861 and was wounded in the first battle of Manassas. He transferred to the Confederate Navy in 1862 and served in the Savannah squadron. In 1863 Usina joined the blockading service, making 28 successful runs through the Union blockade.

During the war Michael married Camilla Boligan, also from St. Augustine. After the war the couple settled in Savannah. Michael was a river pilot and in the early 1870s joined Francis M. Jones in forming the Savannah Dry Dock Company. In the late 1870s Michael returned to his old occupation of piloting and commanding steamers to pay the tremendous debt incurred by operating the dry dock.

In his later years he was very active in the Confederate Veterans Association. On July 4, 1893, he delivered a speech "Blockade Running in Confederate Times", which is one of the best descriptions of blockade running in print. Usina served as Secretary and Treasurer of the Savannah Pilots Association from 1894 until his death. Michael Philip Usina died at Post Graduate Hospital in New York on July 4, 1903.
Michael Philip Usina

"The Boy Captain"

Michael Philip Usina was born August 23, 1840, in St. Augustine, Fl.¹ His father was Domingo Anthony Usina, a St. Augustine native. Domingo served with the Florida Militia in the Second Seminole War where he received a gunshot wound in the Battle of Unlawton (January, 1835).² On March 4, 1839, Domingo married Antonia Arnaud who was fifteen years old at the time.³ A year and one half later Michael was born. His parents being Catholic, Michael was baptized on November 13, 1840.⁴

On August 13, 1841, Domingo Usina died of the wound he received during the Seminole War, leaving behind his wife and only child.⁵ Little is known about Michael's childhood. He reportedly attended private schools and developed a close relationship with his mother. His mother remarried sometime in 1854 or 1855 and Michael decided to leave St. Augustine and start his own life.⁶

Michael moved to Savannah Ga. in 1855.⁷ He apparently worked in a printing office for some time after his arrival.⁸ Michael became an apprentice Bar Pilot and received his Bar Pilot Certificate for the Savannah River in December of 1859.⁹ He was a warder in the home of Samuel Daniels in 1860.¹⁰

The events at Fort Sumter in April of 1861, thrust young Usina into manhood. His would be but a small part in that vast struggle, yet the story of his daring exploits is fascinating.
Michael traveled to St. Augustine to see his mother once more before the war could envelop him. On May 14, 1861, Frederic Sheahan, a reporter for the Savannah Daily News Herald, wrote to Usina informing him of the movements of the Oglethorpe Light Infantry:

"The company has received orders to march to Virginia. What time they will leave I am unable to say, but suppose during the next week. Thinking you were not aware of the fact I thought I would inform you of the fact. Some seven or eight have already signed to go. Capt. Bartow will go in command." 

Michael then returned to Savannah and on May 21, joined the Oglethorpe Light Infantry as a private.

The unit left Savannah on May 21, for Winchester Va. The Oglethorpe Light Infantry became Company B, 8th Regiment, Georgia Volunteers. Colonel Bartow, its popular commander, was promoted to command the Brigade consisting of the 7th, 8th, 9th, and 11th Georgia Regiments and the 1st Kentucky..."
Battalion. The unit joined Gen. Joseph E. Johnston's army at Harper's Ferry and operated in the Shenandoah valley until the 18th of July.\textsuperscript{16}

When Johnston's army made its famous movement to support Gen. Beauregard at Manassas, the 6th Georgia Regiment was the first to arrive on the battlefield.\textsuperscript{17} Bartow's brigade was sent forward to support the position at Stone Bridge.\textsuperscript{18} From that moment on Co. B was engaged in some of the heaviest fighting of the day. Usina suffered a leg wound, yet continued to fight. The following excerpt from the \textit{St. Augustine Examiner} tells the story of Michael's participation in the battle:

"We learn that Capt. Usina was wounded early in the action, but continued to fight during the entire day, and though his was a severe flesh wound in the thigh, he continued his exertions till the enemy was in full retreat. During the engagement he was not able, on account of his wounded limb, to go through all the order of battle, but while others lay down to load, he was obliged to retain a sitting attitude. Towards the close of the action he found himself almost in the power of the enemy whom he had mistaken as friends, they tied up him. He escaped with difficulty and was finally saved by a negro man whom he met on horseback. The man kindly placed him upon his horse and conducted him into the Southern camp. Our young friend in quite lame; we trust, however, it is not for life. We understand he intends reporting for duty as soon as possible."\textsuperscript{19}

Michael was hospitalized for sometime in Warrenton, Va. at the home of one Mrs. Weaver.\textsuperscript{20} Michael returned to St.
Augustine probably in September. He then returned to Savannah and on October 5, was ready to rejoin his unit in Virginia.

On November 26, 1861, by orders from the Adjutant and Inspector General's Office, Michael was transferred to the Confederate States Navy. He served as a pilot on board the C.S.S. "Pilgrim" in the Savannah Squadron in 1862. Michael was later transferred to the blockade running service. His narrow escapes and daring exploits would make him well known among Confederates and Yankees alike.

Michael traveled to England to secure his Masters Certificate of British Vessels in the early summer of 1862. Frank B. Avery, a friend of Usina's, told how Usina secured his Masters Certificate. Apparently Usina failed the examination before the British Board of Trade and did not pass until he went to the principal of the navigation school and obtained his endorsement. For the sum of 10 the professor produced a list of the questions and answers on the exam. After a few hours of coaching, Usina went before the Board and passed the examination.

Mr. Avery also reports a fascinating story which I have been unable to verify. According to Avery, Michael was on board the "Elisa" ("No. 296") on her historic "trial" run. The "Elisa" sailed to the Azores at which point Raphael Semmes took command of the ship, transferred munitions of war aboard, and rechristened the steamer the "Alabama." This ship became the most famous of the Confederate commerce raiders. If Usina was on board at the time Semmes boarded
The "Brunia", he was not an officer.28

Michael apparently returned to England and took command of a vessel (possibly the "Agrippina", the vessel which transferred arms to the "Alabama") and sailed to Nassau.29 Sometime in the fall of 1862, Usina was attached to the sidewheel steamship "Leopard", then under the command of Capt. Black of Savannah.30 After several successful runs on the "Leopard", Usina was transferred to the "Flora" serving as executive officer. He was next transferred to the "Margaret & Jessie", then to the "Alice", and later to the "Little Scotia", making successful runs on each ship.31

On May 26, 1863, Michael married Camilla Lucina Meligan in Tallahassee Fl. 32 Camilla was born July 15, 1839, in St. Augustine Fl.73 Little is known of their relationship before the marriage. It is likely however, that the couple met before Michael came to Savannah in 1855. Camilla, like Michael was a Roman Catholic. For the duration of the war, Camilla lived at St. Georges, Bermuda, with Col. James Crenshaw.34

On May 18, 1864, Usina was promoted to chief command of the "Mary Celeste", one of the most successful blockade runners of the war.35 At 23 years of age, Usina was the youngest man to command a blockade runner.36 On May 23, 1864, the "Mary Celeste" (or "Mary Celestia") left St. Georges for Wilmington N.C., via Nassau, carrying 21 cases shell, 77 bales blue cloth, 30 cases bacon, 137 barrels pork and various other cargo.37 Usina tells the story of the narrow escape on the return voyage and of the bravery of his Chief Engineer, John
"We had succeeded in getting through the blockade off Hilton Forest and shaped a course for Bermuda. Daylight found us in the gulf stream, the weather dirty, raining and a heavy sea, our ship small and heavily loaded. The rain clearing away disclosed to our view a large brig-rigged steamer within easy gun shot, with all her canvas set bearing down upon us... We altered our course head to wind and sea, ordering him to do the same and to take in her sails, which gave us a little advantage, but she was a large, able ship, and made good weather, while our little craft would bury herself clean out of sight, taking the green seas in over the forecastle. Calling Mr. Sassard, I said: 'John, this will never do, that ship will soon sink us or catch us unless we do better.' He answered in his quiet manner: 'Captain, I am doing all that a man can do.' 'Then,' I said: 'you must be insane, and that quick, for it is either hell or Fort Lafayette for us, and I would rather go in the former..." He went below and I took forty-five bales of cotton from forward, rolled them about the paddle, and then open, so that the enemy could make no use of them, and threw them overboard. ... About this time Sassard sent for me to come down to the engine-room, where he said: "Captain, I am getting all the revolutions possible out of the engine. I am following steam full stroke; this is a new ship, first voyage, those boilers are I hope good English iron. All there is now between us and eternity are those boilers. How much steam there is on them I do not know. (He had a Kedge anchor made fast to the safety valve.) In my opinion it takes a mighty brave man to do that. I went on deck, threw the log and found the ship to be making seventeen miles an
hour into a heavy head sea. "All right," I said, "keep that up a little while, and there is no ship in the United States navy that can catch her." We were soon out of range of her guns and enabled to reduce the pressure on the boilers. We never separated until after the surrender."

Union made three more successful runs from Bermuda to Wilmington before leaving the "Mary Celeste." 39

Union next served as captain of the "Atalanta," 40 (not to be confused with the iron clad "Atlanta") a powerful iron hull, twin screw steamer which later gained fame as the Confederate cruiser "Tallahassee." 41 On June 20, 1864, Union left St. George's for Nassau on his first voyage as captain of the "Atalanta." 42 Union relates one of his narrow escapes in his speech before the Confederate Veterans Assembl:

"One afternoon, while in command of the "Atalanta" and approaching Wilmington, I was sighted by the "Hansemond" and was being chased away from my port. Although I had the faster vessel, I realized that if the chase continued much longer I would be driven so far from my destination that I would not be able to get back that night, and so determined that, although I had no guns to fight with, I might try a game of bluff. Hoisting the Confederate flag I changed course directly for him and in a few minutes the tables were turned and the chaser was being chased, the "Hansemond" seeking with all possible speed the protection of the ships stationed off the bar, and that night the "Atalanta" was safe once more in Dixie." 43

Part of Union's incredible success at running the blockade can be attributed to his brave and faithful crew. "The leadsman
on board a blockade runner occupied a very responsible posi-
tion...." said Usina:

"...he had to have great physical endurance and
courage. When shoal water was reached, the safety
of the ship and the lives of all on board depend
upon his skill and faithfulness....My leadsman
was a slave owned by myself. On the last trip
of the "Atalanta" while under fire, the ship go-
ing very fast toward shoal water, I thought pos-
sibly he might get rattled, and so to test him I
called, "Irvin, you can't get correct soundings, the
ship is going too fast. I'll slow her down for you,"
he answered, "This is no time to slow down, sir. you
let her go I'll give you the bottom," and he did,
he was a leadsman without peer. I have had him
in the chains for hours in cold winter weather with
the spray flying over him, cold enough to freeze
the marrow in his bones, the ship often in very
shoal water, frequently not a foot to spare under
her, and sometimes not that. Yet I never knew him
to make a mistake or give an incorrect cast of the
lead. He is the man who, when pointing to the island
of New Providence, I said to him, 'Every man on that
island is as free as I am, so will you be when we
get there,' he answered 'I did not want to come
here to be free. I could have gone to the Yankees
long ago if I had wished,' and afterwards when the
war was over, I said to him 'I am going to England,
perhaps never to see Savannah again, you had better
go home,' his answer was 'I can not go without you,'
and he did not. The feeling that existed between us
can only be understood by southern men, by a north-
ern man never."

Usina also had a lucky mascot, a terrier named "Tinker", who
an Capt. Usina points out, gained great fame:  

"While, as I said, I do not think I am given to
superstition, yet I had with me a mascot who, I
believe was at that time one of the most widely
known dogs that ever existed. I was known as the
men that owned the dog. He was photographed at
Bermuda, and the artist realized quite a neat
sum from the sale of his pictures... He was a
terrier, a great ratter, and fond of the water.
He was my constant companion. He seemed to
know when we were approaching the enemy, and to be
on the alert, and when under fire would follow
me step for step."\textsuperscript{45}

Usina says that he was even offered $500 in gold for the use
of Tinker on just one trip. He refused of course.\textsuperscript{46}

After six successful trips between Wilmington and Bermuda,
Usina was transferred to the steamer "Armstrong".\textsuperscript{47} While in
command of the "Armstrong", Usina captured an unfortunate band
of escaped Federal prisoners. He had anchored the "Armstrong"

near Little River Inlet to repair a damaged steam pipe. Usina
told the story with much delight:

"Before coming to an anchor my attention was attrac-
ted to a party of six men on shore making signals to
us. I sent a boat and brought off the men, who proved
to be Federal prisoners escaped from Florence, S.C.,
and who after many days of suffering in a strange
country, had succeeded in reaching the coast only
to find themselves prisoners on board of a blockade
runner instead of one of Uncle Sam's gunboats, which
they fondly imagined us to be."\textsuperscript{48}

In January of 1865, Michael successfully captained the "Virginia"
For one run between Nassau and Wilmington. On January 19, 1865, Usina took charge of the "Rattlesnake" and left St. George's for Nassau and from Nassau to Wilmington. Fort Fisher and the other forts at Wilmington had fallen to Union forces, inhospitable to Capt. Usina. According to Usina this was the last attempt by any ship to run the blockade at Wilmington. "We reached the coast early in the night,..." said Usina.

...In fact before good dark, but quite easy; so much so that we could not see a ship any distance, when suddenly I found myself surrounded by a great number of lights. When you remember that the blockade squadron were always in darkness, with no lights out, you can imagine my surprise. Proceeding towards the entrance we found our passage almost obstructed by the enemy's ships, they were so many, and stager than all, not a shot was fired at us and no one demanded that we either 'stop that ship or he'd blow us out of the water'. We approached Fort Fisher near enough to hail the signal officer, who responded instantly. I reported to my signal officer: 'There is nothing up, I never have had so prompt an answer before, they are on alert to-night'.

We reported: 'Steamship "Rattlesnake" bound in, not range lights.' An answer came as quick as thought, 'All right the lights will be set'.... I instructed the officer to amuse himself talking to them, and that I was going aloft, which I did, and as I reached the mast head and could look over the low sand hills which line the North Carolina coast, I could see the camp fires of the armies, and decided that either thence had been an attack on Fort Fisher, or there
soon would be one... I remained among the fleet the last part of the night. I counted seven monitors; we came very near colliding with three of them, and not a word was said and nor a shot fired. I concluded that we had met with a very cold reception, and it was not a healthy place for us just then; so, at 2 a.m., I shaped the course for Massau. When, upon arrival there, I asked the pilot what was the news from Wilmington. He answered: 'Wilmington gone up the spout air.' I learned afterwards that several ships had gone in and congratulated themselves upon getting in so easily; but to their dismay, when the boarding officer came on board, he wore the blue instead of the gray. At the fall of Fort Fisher our signal book fell into the hands of the enemy, and all that was necessary was to draw the ships in and take possession, which accounted for our not being shot at.'

Using then tried to take this cargo into Charleston, but it was not meant to be. On trying to enter Charleston harbor, the pilot ran the ship aground on Sullivan's Island. The "Rattlesnake" was burned to prevent her from falling into Union hands. Michael was a passenger on the "Hattie" which ran the blockade of Charleston just a few days before the proud city surrendered.

Union was preparing to make another run as commander of the "Whisper" when Robert E. Lee surrendered to Ulysses S. Grant. Unsure of his future, Michael decided to sail to England with his family and return the "Whisper" to her owners. "After the surrender," said Michael, "on my way to England, I buried my faithful Einker among the icebergs of the North Atlantic..."
... and every man on board stood with uncovered head when he was consigned to his watery grave. When blockade running ceased, his spirit drooped, his occupation was gone, and he soon sickened and died.

It was one of the saddest moments of my life. The Confederacy, of whose success I had never lost hope, no longer in existence; leaving my native land, as I then thought never more to return; I felt that all the ties that I had formed during my childhood and my youth were becoming mere memories; that all the fast friends that I had made during our bitter fight, were to be only as some much loved hero of a favorite novel, with whom we became very familiar until the tale is all told, and who then pass out of our mind and is never heard of more.57

Little did Michael know, that he would return to Savannah and become a much loved and respected citizen.

* * * *

In May of 1865, while the "Whisper" was being repaired in Halifax, Nova Scotia, Camilla gave birth to the first of three daughters. The child was named Hattie Weaver.58 The "Whisper" sailed on to England, where Michael turned the ship over to her owners. He remained in England with his family until the fall of 1865.59

Michael and his family then returned to the United States, and after a visit in St. Augustine, settled down in Savannah.60 The family lived at the south east corner of Liberty and Lincoln streets, their home for the next twelve years.61 On May 15, 1866.
Michael and Camilla had their second daughter, Camilla Néligan. She was baptized June 1, 1866, at the Cathedral of St. John the Baptist. 62

Usina secured the captainship of the steamship "Cumberland" in September of 1866. The "Cumberland" was owned by Frennergast Fenwick & Co., and ran the newly established line between Savannah and Baltimore. 63 Usina served as a river pilot from November of 1866 until June of 1867. 64 In August of 1867, he was captain of the "Little Baker", which ran between St. Augustine and Savannah. 65

On March 4, 1868, Camilla gave birth to the couple's first son, Edmund. The child was baptized at the Cathedral of St. John the Baptist on April 1. 66

At some time in the first half of 1868, Michael purchased the pilot boat "Young America". The ship had suffered a collision with the "Tomawanda" and was sunk, later raised and bought by Usina. Michael took the boat to Charleston to be rebuilt. The damage to the "Young America" was found to be substantial so Usina ordered a new boat to be built at the shipyard of F.M. Jones, a famous Charleston ship builder. 67 The boat was christened the "Neca", after Usina's mother Antonica, and was launched October 17, 1868. 68

On December 27, 1868, Usina and Francis M. Jones petitioned the City of Savannah for the use of a portion of land on Hutchinson's Island for the purpose of building a dry dock. 69 On August 4, 1869, the City Council passed an ordinance granting
the land to Usina and Jones for a term of years. In all probability, Francis M. Jones is the same F.M. Jones who built Usina's pilot boat in Charleston; I have not however established this as fact.

In the mean time Camilla had another child. He was born March 9, 1869 and on April 23, was baptized Michael Hilligan Usina.

Shortly after securing the land on Hutchinson's Island, Usina and Jones began construction of the dry dock. By November of 1870, they had received the machinery for the pumps and hoped to be open in a few months. This dry dock was to be the second largest in the United States. The two men invested over $125,000 in the construction of the facility, a sum from which the company would never recover.

On December 13, 1870, the Usina's third son, Domingo Anthony was born.

On December 21, 1871, Usina and Jones filed a petition to become incorporated under the name Savannah Dry Dock Company. The petition was approved and the Savannah Dry Dock Co. began operation.

On January 8, 1872, Usina was elected to be a resident member of the Georgia Historical Society; he was to be an active member for the rest of his life.

On the 25th of February, the steamer "Dictator", a ship Usina would later captain, collided with a steam tug and Usina & Jones, with a gang of ship carpenters, worked the whole day to save the ship.
On August 12, 1872, Michael's fourth son, Henry Clarence, was born; he was baptized on October 6, at the Cathedral of St. John the Baptist.  

On the 17th of September, the Savannah Dry Dock Co. launched a new pilot boat named the "Belle". This was the first in a series of boats to be built by Usina & Jones. A second pilot boat, the "John Stoddard", was launched on October 17, 1872, amid much celebration.  

Tragedy struck Michael and Camilla on the 24th of November. Their third child, Batten Weaver, died at the age of 7 1/2 years. The funeral services were held at the Usina's home and Batten was buried at the Catholic Cemetery on November 25.  

Through the late summer and fall of 1873, Usina and Jones worked to repair damage suffered by the dry dock during a heavy storm in 1872. It is unclear whether or not this storm damage contributed to the financial difficulties of the Savannah Dry Dock Co.  

Several legal cases were brought against Usina & Jones seeking to recover the debt incurred by the company. The first was brought by Richard J. Munn in July of 1875. The Superior Court of Chatham Co. ruled in favor of Munn, who was awarded a tract of land on the Thunderbolt River to cover the debt.  

On February 24, 1875, the Usina's fifth son was born. He was named Edmund Branch and baptized on March 10.  

In April of 1876, John R. Wilder filed a petition to obtain the $52,950 owed him by the Savannah Dry Dock Co. The case
slowly made his way through the court as Usina and Jones tried to find a way to save their company. Finally on July 5, 1877, judgment was passed in favor of Wilder; the property of the Savannah Dry Dock Co. was sold at public auction to cover the debt.  

Though the Savannah Dry Dock Co. was a financial failure for Usina, the addition of the facility was a great contribution to the city of Savannah. The Savannah Morning News, in commenting on the repair of the large steamer "Durham", says, "The advantages of the splendid dock to Savannah are thus apparent, and commend Savannah to the maritime world.... In fact we may say that the port of Savannah has a dry dock which has no superior in this country....and the enterprises of Messrs. Usina & Jones cannot be too highly commended."  

During the court case Usina suffered a personal loss. His newborn son Sanford Branch, died of "convulsions" on June 14, 1879.  

Early in the year 1876, Usina returned to commanding steamers, beginning with the "Olyphant". On February 13, 1877, Usina purchased the steamer "Keystone".  

On October 21, 1877, Camilla gave birth to their last child, Antonia, who was named after Michaels' mother.  

In the fall of 1878, Michael ordered a new pilot boat built at the Charleston shipyard of F.M. Jones. I have found no later reference to this boat which was to begin service in the port of Savannah in December of 1878.  

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In 1879, the Usina's moved to 66 St. Julian Street. Michael continued to captain steamers, primarily the steamer "Dictator." In August of 1880, while in route to the lightship off Story's Industry, Usina and Frank Eberhardt were caught in a violent storm. Fears were put to rest a few days later, however, when the two men returned safely in a pilot boat. "Captain Mike had his usual good luck..." commented the Savannah Journal.  

Simultaneously in 1880, Usins became captain of the "St. Nicholas", a ship with which he would be closely associated for many years. On January 15, 1884, Michael made a daring rescue of the Norwegian bark "Grid". The bark was caught in a gale and driven upon Stone Horse shoals. The "Grid" was sighted by the pilot boat "F.M. Jones" from which Usina launched a skiff, boarded the stranded bark and succeeded in rescuing the ship. Usina demanded compensation and brought suit against the "Grid". The Court ruled that the original offer of $250 made by the owners of the bark was just compensation.  

In the spring of 1889, the "St. Nicholas" collided with the "Governor Safford". Large excursion crowds were aboard both steamers, but no one was killed. The U.S. Inspectors of Nuisance found that the two ships were racing and suspended the license of both Usina and the master of the "Governor Safford" for 90 days. 

While suspended, Usina acted as purser of the "St. Nicholas". On the night of July 22, 1889, the "St. Nicholas", with a large
excursion crowd on board, ran into the Tybee railroad drawbridge over St. Augustine creek. There was some confusion between Capt. Bouligneau, who was piloting the ship, and the signalman at the bridge. Ten persons were killed and many injured in the crash, the "St. Nicholas" sustained considerable damage. Though Usina was in charge of the ship, responsibility for the accident was placed on the pilot, Capt. Bouligneau.

On November 4, 1899, Michael's son Edmund married Miss Julia Bliss of Savannah.

Left to Right: Michael, Camilla, Henry, and Antonia

On July 4, 1899, Usina delivered a fine speech, "Blockade Running in Confederate Times", before the Confederate Veterans Association of Savannah. The first lines of the speech show a great insight into the problem of preserving the history of blockade running during the Civil War.
The history of blockade running during the late war has never been written, and probably will never be, since most of those engaged in it have passed the age when they can pursue the pursuit of a literary career, and since it would be impossible for any one not himself engaged in blockade running to write a complete or accurate story of the perils, the mishaps and the escapes of the vessels and men engaged therein.

The future student who may be curious to learn something of this interesting portion of the war's history will have to satisfy himself with a few fragmentary chapters in the complete histories of the war, and the still fewer volumes written by one or two of the blockade runners themselves.109

This speech is one of the few good accounts of blockade running and has been cited in many secondary works on the subject.

Usina was active in various Confederate organizations in his latter years. He became a member of the Oglethorpe Light Infantry soon after its reorganization and remained so until his death. He was also the secretary and treasurer of the Georgia division, United Confederate Veterans.110 In 1894, Usina became secretary and treasurer of the Savannah Pilots Association.111

Michael Usina in 1901.112
On the 10th of June, 1901, Michael's youngest daughter, Antonica, married Charles E. Fairbanks of Patterson, N.J. In March 1902, Michael's daughter Camilla had his name registered on the Confederate Soldiers Roll of Honor at the Confederate Museum in Richmond, Va. Shortly thereafter Michael began to suffer from a disease of the kidney. On April 9, 1903, he travelled to New York and entered Post Graduate Hospital to undergo an operation. The operation was successful, but in late June "anthemiotic blood poisoning" set in. On July 4, 1903, exactly ten years after his famous speech, the gallant soldier passed away. His death was not unexpected and he was surrounded by his family when he died. His body arrived in Savannah on the morning of the 6th and the funeral was held that evening at the Cathedral of St. John the Baptist. His body was laid to rest at the Catholic Cemetery.

John Union was a popular man. He was well known not only in Savannah, but also throughout shipping circles along the southern coast. His daring escapes during the Civil War established his reputation as a great sailor. He was "the Boy Captain" or, "the Man with the Dog". After the war his contributions to Savannah established him as a leader in the society.

Following his death Camilla lived with her son Harry in Savannah. She would travel north to Providence, R.I. to spend the summers with her daughter Antonica. She died of pneumonia on May 16, 1912, in Providence. She was buried next to her husband at Cathedral Cemetery on May 16, 1912.
Michael D. Wisens

\[ \text{In Memoriam} \]

The issue of this volume was born in St. Augustine, Florida, on the 13th of August, 1945. While yet a youth be born to the City of Savannah, he fell, and in the service of his country as a pilot, and in the course of his career, he was engaged for the mission of his life, with the result that he was taken from us in the line of duty.

The City of Savannah, in recognition of his services as a pilot, and in the course of his career, has been engaged for the mission of his life, with the result that he was taken from us in the line of duty.

On the occasion of the Eighth War Anniversary, the Captain was present at the service of thanksgiving at the Seaboard Avenue on the 11th of November, 1919. Captain Wisens was present at the service of thanksgiving at the Seaboard Avenue on the 11th of November, 1919. The Seaboard Avenue was present at the service of thanksgiving at the Seaboard Avenue on the 11th of November, 1919.

In the course of this volume, he was engaged for the mission of his life, with the result that he was taken from us in the line of duty.

...
APPENDIX II

Of the eight children born unto Michael and Camilla, two, Hattie Weaver and Sanford Branch, died at a very young age. Camilla Meligan married George Holt, but the couple had no children. A Edmund married Julia Bliss B; the marriage produced no male children to carry the Usina name. A Domingo Anthony married Miss Allene Chon of Savannah, on January 4, 1920. B They had no children. A

Henry married Miss Minnie L. Daniels on March 16, 1906. B The couple adopted two children, but had none of their own. A I could find no marriage record for Michael Meligan; if he did marry, he had no children. A Antonica married Charles Fairbanks and had six children. A Of Michael's five sons, none had children to carry on the Usina name. A

A From a genealogy done by Michael Fairbanks, grandson of Antonica Usina.

B From marriage records at the Chatham County Probate Court, Savannah, Ga.


5. Obituary of Domingo Usina.

6. Michael Fairbanks "Domingo", p. 4. No marriage record could be found to document the date of marriage.


12. Letter from Frederic Sheahan to Mike Usina, May 14, 1861. From the Personal collection of Michael Fairbanks.

13. Register of the Confederate Soldiers of Georgia, 1861-1865


15. Picture of Michael P. Usina in 1861. From the collection of Michael Fairbanks.

16. W. F. Rankwell. The Oglethorpe Light Infantry of Savannah
18. The War of the Rebellion: Official Records of the Union
19. Michael Usina, Jr." Savannah Daily Morning News, 4,
21. The exact date is unknown, but was prior to Oct. 4,
1861. refer to next entry.
col. 3.
23. Register of the Confederate Soldiers of Georgia I, p.228.
24. Register of Officers of the Confederate States Navy, 1861-
1865, Office of Naval Records and Library, United States Navy
p. 199.
25. Frank B. Averys, "Blockading 1861 to '65" 1885, 30, April,
1911, p. 30, cols. 5-7.
27. Arthur Sinclair, Two Years on the Alabama (Boston: Lee
28. George Townley Pullam, The Journal of George Townley
Pullam, ed. Charles C. Summerson (Birmingham: University of

31 Confederate Veterans Association Memoir.

32 Marriage License of M.P. Usina and Camilla Malligan, May 26, 1861. At Tallahassee Circuit Court.


34 Fairbanks "Michael Philip Usina", p. 4. This is supported by Usina's speech of July 4, 1893.

35 Confederate Veterans Assn. Memoir.

36 Usina, p. 20.


38 Usina, pp. 28-29.

39 Confederate Veterans Assn. Memoir.

40 Ibid.

41 Stephen R. Wise LifeLine of the Confederacy: Blockade Running During the American Civil War, Diss. (Columbia: University of South Carolina, 1983), p. 534.

42 Vandiver, p. 134.

43 Usina, p. 25.

44 Usina, p. 31.
I can verify the place and the year through the death certificate at the Chatham Co. Department of Health and Human Services, but I cannot verify the day and month.


60. Fairbanks, "Michael Philip Usina", p. 4.


69SMH, 6 June, 1867, p. 3, col. 2.
70SMH, 15 Aug., 1867, p. 3, col. 3.
73From a description of the Pilot Boat "Naca" written by E.P. Ussia, Original MS in the collection of Michael Fairbanks.
75Ordinance passed by the Savannah City Council, Minutes of the Savannah City Council, 1839-1872, p. 79.
76Baptismal Records 1855-1870, Cathedral of St. John the Baptist, book #23, p. 325.
77"The Dry Dock" SMH, 12, Nov., 1870, p. 3, col. 2.
78John H. Wilder v. Ussia & Jones, MS, file #11863, p. 2.
At Georgina Historical Society.
79Baptismal Records 1870-1905, Cathedral of St. John the Baptist, p. 52.
80"Final Notice" SMH, 23 Dec., 1871, p. 2, col. 5.
81Wilder v. Ussia & Jones, MS, file #11863, p. 3.
82Georgia Historical Society Membership Certificate of Michael Ussia. From the collection of Michael Fairbanks.
83SMH, 26, Feb., 1872, p. 3, col. 1.
84Baptismal Records 1870-1905, Cathedral of St. John the Baptist, p. 119.
80*SMN, 30 Sept., 1872, p. 3, col. 4.
82*SMN, 2 Aug., 1875, p. 3, col. 6. The case brief and judgement are not at Georgia Historical Soc. or Chatham Co. Superior Court.
82Deed of property from M.P. Usina to R.J. Mum, Deed Book 4o, p. 77. At Chatham Co. Superior Court.
87Baptismal Records 1870-1905, Cathedral of St. John the Baptist, p. 29.
88Wilder v. Usina & Jones, file 1853, p. 5.
83*SMN, 10 July, 1877, p. 3, col. 5.
90"The Advantages of Savannah as a Port" SMN, 29 Dec., 1879, p. 3, col. 5.
91Death Certificate of Sanford Branch Usina, June 1876. At Chatham Co. Dept. of Health and Human Services. Located in the card file.
92"An Excellent Selection" SMN, 26 Jan., 1876, p. 3, col. 2.
92*SMN, 13 Feb., 1877, p. 3, col. 2.
91Baptismal Records 1876-1887, Cathedral of St. John the Baptist, p. 45. At Catholic Diocese and Tribunal, Savannah, Ga.
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Picture of Michael, Camilla, Harry and Antonica. Date unknown. From the collection of Michael Fairbanks.
Uline, p. 1.
Uline, p. 1.
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116"Comrade Lay Him Down to Rest" *SMN*, 6 July, 1903, p.5, cols. 5-6.
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120Burlat Records Catholic Cemetery, p. . At Catholic Diocese and Tribunal, Savannah, Ga.
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A Note To Researchers

I have checked *The War of the Rebellion: Official Records*, for both the Army and Navy and there is no specific reference to Michael Usina in either collection. I also checked the *Battles and Leaders of the Civil War* series and found no mention of Usina. The records of the Savannah Pilots Assn. may have provided some information, but they were destroyed by a fire.


*Confederate Foreign Agent: The European Diary of Major Edward C. Anderson*, Ed. Stanley Anderson (University Confederate Publishing Co., 1976) proved to be of no value, though it is likely that Usina had some contact with Anderson and James D. Bullock, the Confederate agent charged with handling supply purchases in England.

Of some help may be "The United States Consular Service in the Bahamas During the American Civil War" a Ph.D. dissertation by Frank Townley Edwards (Catholic University, 1968). I was unable to obtain this work.