

forge at Coorleigh and was himself wounded at the Battle of the Big Cross in 1798. He subsequently fled to France and served in Napoleon's army. Mary was a prominent member of the Ladies' Land League (founded 31 Jan. 1881, dissolved 10 Aug. 1882) and also a prominent member of the National Federation and the United Irish League.

- 26 *Skibbereen Eagle*, 17 Aug. 1889.
- 27 Land agitation at this period was making it very difficult for landlords to collect rents. On the Earl of Bandon's estates arrears of £16,000 – almost one year's income – had accumulated by March 1889 and 'not as much as one penny' was being paid according to their agents, Doherty and Jones. See Donnelly, J. S. Jr. 1975. *The Land and the People of Nineteenth-century Cork*. London and Boston, p. 348.
- 28 The *Skibbereen Eagle*, 17 Aug. 1889, reported that the furniture and possessions were removed and that the O'Connors were not made caretakers. Obviously, they later repossessed the property.
- 29 According to the *Skibbereen Eagle*, 17 Aug. 1889, Mrs Coghlan, a widow, and two others shared the farm. None of them was resident on the farm. There was disagreement between the three as to whether or not to pay rent. Lord Bandon would rent the land to whoever would pay.
- 30 This was acting Sergeant McManus who, the *Skibbereen Eagle*, 17 Aug. 1889, reported, 'looked as if he were enveloped in a sheet or had been taken out of a bed of snow'.
- 31 Fr McCarthy's imprisonment was for matters connected with land agitation. He was charged with using intimidating language towards a man to prevent him taking a farm from which a tenant had been evicted. He was sentenced to four months which he served from 25 June to 25 October 1889. See O'Leary, D. 2006. *Father Timothy McCarthy Parish Priest and Patriot of Kilmeen & Castleventry Parish Co. Cork*. Rossmore, Clonakilty.
- 32 The sentence had been three months with hard labour, see *Skibbereen Eagle*, 14 Sep. 1889.
- 33 *NFCSC*, vol. 0311, pp. 211-14.

## TWO MARINER FAMILIES AND A YACHT

*John A. Sutton*



*This paper looks at specific aspects of the history of two families with Clonakilty origins: the Suttons and the Deasys. While no pedigree connection between the two families has been established, their involvement in seafaring activities and the American Civil War draws some interesting parallels between the two.*

### The Suttons

A number of Sutton families resided in Ring, just southeast of Clonakilty, during the early nineteenth century<sup>1</sup> and were associated with maritime trade.<sup>2</sup> Their use of particular Christian names and name sequencing practices<sup>3</sup> suggest a relationship to other Sutton families in West Cork at that time,<sup>4</sup> though a direct link has yet to be confirmed. Robert Sutton (1761–1841) of Ring was married to Catherine Murphy (1772–1819),<sup>5</sup> and they had at least seven sons five of whom were Clonakilty-born master mariners: Nathaniel (b. 1794),<sup>6</sup> Thomas (b. *circa* 1798),<sup>7</sup> George (b. 1804),<sup>8</sup> Abraham (b. 1813)<sup>9</sup> and William (b. 1814).<sup>10</sup> These five brothers and their uncle, Captain John Sutton (b. *circa* 1780),<sup>11</sup> as well as their descendants provided Cork with twenty-two master mariners in the nineteenth century as family members migrated first to Kinsale and then on to Cork City.<sup>12</sup>



Fig. 1: Headstone of Robert Sutton (1761–1841) and Catherine (née Murphy) Sutton (1772–1819) in Lislee graveyard, Co. Cork (Photo: Diarmuid Kingston 2017).

Records confirm major involvement by the Sutton family with all aspects of merchant marine trade as the nineteenth century progressed: chandlery, sailmaking, shipwrighting and the ownership of ships and steam tugs.<sup>13</sup> The above-mentioned Captain George Sutton (b. 1804) and Captain Abraham Sutton (b. 1813) developed coal businesses on White Street and the South Mall in Cork.<sup>14</sup> Abraham's company later became Sutton Ltd (Sutton Coals) of the South Mall in the twentieth century.<sup>15</sup> George and Abraham both had sons who served as Cork Harbour commissioners, while a son of the above-mentioned Captain Nathaniel Sutton (b. 1794) was Cork Harbour master.<sup>16</sup>

This author has selected, from his research, four events in the early 1860s which reflect the lives of the Sutton mariners in the declining years of sailing ships:

- Firstly, Captain William Sutton (b. 1814), son of Robert Sutton (1761–1841) of Ring and Catherine Murphy (1772–1819), was master of *Charles*, 300T, owned by Sutton & C. of Cork. His service abruptly terminated in 1862 and the mate assumed temporary command.<sup>17</sup> That mate was William's nephew, George Nathaniel Sutton (b. 1842),<sup>18</sup> the third mariner son of Captain Nathaniel Sutton (b. 1794) and Joanna Donovan. He subsequently earned his master certificate in April 1864.<sup>19</sup> It is noteworthy that younger Sutton family members often apprenticed and served under senior captains within the wider Sutton family.
- Secondly, Captain Robert George Sutton (b. 1832),<sup>20</sup> a first cousin of the aforementioned George Nathaniel and a son of Captain George Sutton (b. 1804) and Margaret McCarthy, was documented as the twenty-nine-year-old master of *Stag Hound*, 152T, owned by G. Sutton of Cork,<sup>21</sup> with his twenty-seven-year-old wife Hannah (Sexton) Sutton and one-year-old son Denis aboard at Penarth Road, in the England and Wales Census of 1861.<sup>22</sup> Clearly captaincy came with privilege.
- Thirdly, Captain Nathaniel Sutton (b. 1835), older brother of the aforementioned George Nathaniel, was documented as the twenty-eight-year-old master of *Girl I Love*, 133T, owned by A. Sutton of Cork, with his twenty-five-year-old wife, Anne (Lane) Sutton aboard at Dundonald, Ayrshire, in the Scotland Census of 1861.<sup>23</sup> On obtaining his master certificate in 1853, shipping papers indicate that Nathaniel was born in 1832 having apparently received the certificate at the required minimum age of twenty-one years.<sup>24</sup> His baptismal and death records, however, indicate a true birth year of 1835.<sup>25</sup> Correlation of all data suggests he commenced his apprenticeship at ten years of age and obtained his master certificate of competency at eighteen. Early apprenticeships were quite common in mariner families and those young mariner sons were frequently precocious in their knowledge, seafaring ability and ambition. Later, Captain Nathaniel Sutton was deputy harbour master in Queenstown (later Cobh) from 1873 to 1883, before becoming Cork Harbour master in 1883 until 1917.<sup>26</sup>

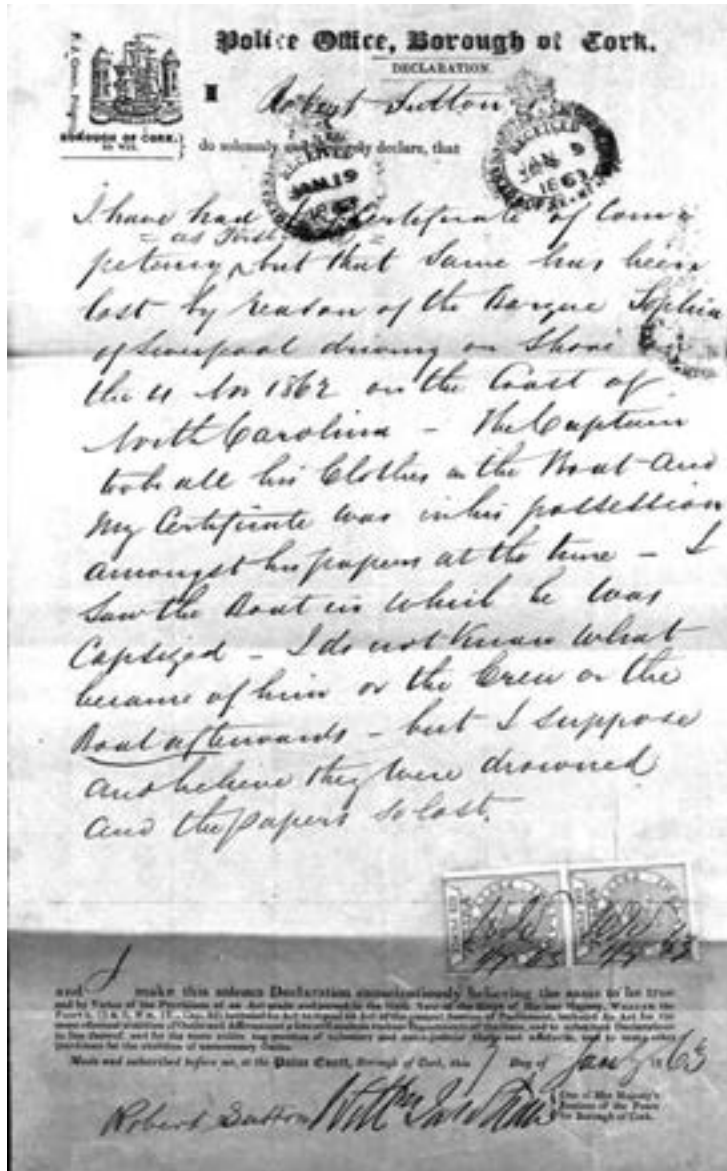


Fig. 2: Declaration made on 7 January 1863 by Robert Sutton for mate papers lost in 1862 (UK and Ireland, *Masters and Mates Certificates, 1850-1927*. Image copyright and kind permission to reproduce: Ancestry.com).

- Fourthly, Robert Sutton (b. 1836),<sup>27</sup> another first cousin to the previous three mariners (George Nathaniel, Robert George and Nathaniel) and a son of Captain William Sutton (b. 1814) and Frances Neill, was first mate on *Sophia* a 375T British barque operating out of Liverpool which was shipwrecked off the North Carolina coast on 4 November 1862.<sup>28</sup> Robert's documents were lost and on 7 January 1863 he requested replacement of his mate papers, in order to apply for his master certificate exams, stating that:

I have had my Certificate of Competency – as first mate – but that same has been lost by reason of the Barque Sophia of Liverpool driving on shore on the 4 Nv 1862 on the coast of North Carolina – the Captain took all his clothes in the Boat and my Certificate was in his possession amongst his papers at the time – I saw the Boat in which he was capsized – I do not know what became of him or the Crew or the Boat afterwards – but I suppose and believe they were drowned and the papers so lost.<sup>29</sup>

## The Deasys

Much like the Suttons, there were many families of Deasys residing in West Cork in the early nineteenth century. Unlike the Suttons of Ring, who developed a large fleet of ships in the second half of the nineteenth century,<sup>30</sup> the Clonakilty Deasys maintained their eighteenth-century fleet into the first half of the nineteenth century;<sup>31</sup> later, in the second half of the nineteenth century, one Deasy had an amazing relationship with a single yacht, the *America* (discussed in more detail below).<sup>32</sup>

Tradition has it that Deasy ships out of Clonakilty were a source of major wealth for the family in the eighteenth and early nineteenth centuries due to their expertise in trade and smuggling. Dunkirk, in France, had once been renowned for smuggling and some nicknamed the Port of Clonakilty 'little Dunkirk'.<sup>33</sup> Interestingly, there is a connection between the family of Daniel O'Connell (1775–1847), the 'Liberator', and the Deasys. Both Fr James Coombes and J. T. Collins claim that Daniel O'Connell's uncle, Count O'Connell (1745–1833) the 'Last Colonel of the Irish Brigade', sailed on a Deasy ship from the Galley Head to France in c. 1770.<sup>34</sup>

Timothy Deasy (b. *circa* 1739), the merchant and ship owner who founded the Deasy Brewery off Boyle Street (now Asna Street) in Clonakilty,<sup>35</sup> was the son of Timothy Deasy of Aghamanister, Timoleague, and Anne Donovan. He married Honoria O'Donovan; they had nine children – the youngest being Rickard – and lived at Phale Court, Enniskeane, and at Barry's Hall, Timoleague.<sup>36</sup> Rickard Deasy (1766–1852) joined his father in business which, besides brewing, included shipbuilding. The brewery flourished and the business moved to new premises in the town in 1807: Brewery Lane off Shannon Square (now Emmet Square).<sup>37</sup> Rickard amassed vast family entitled land holdings in West Cork, which provided lifetime tenancy and generational transfer rights.<sup>38</sup> Rickard married Mary Anne Cotten (or probably Cotter)<sup>39</sup> and they had two boys: Timothy (1811–40)<sup>40</sup> and Rickard Jnr (1812–83).<sup>41</sup>

Rickard Jnr was born in 1812 at Phale Court, and is only peripherally relevant to the story but deserves mention and praise for his achievements in the legal profession. After earning his law degree at Trinity College Dublin he was called to the Irish Bar and became Queen's Council. He held the office of MP for Cork between 1855 and 1861, taking the seat vacated by Edmond Roche. In 1859 he was appointed Solicitor General (Ireland), and a year later became Attorney General for Ireland. He was invested as a Privy Counsellor, and, in 1861, was raised to the bench as Baron of Court of Exchequer. Later, in 1878, he held the Office of Lord Justice of Appeal. His name is permanently associated with the 'Landlord and Tenant Law Amendment (Ireland) Act 1860' which he promoted, hence its being called the 'Deasy Act'.<sup>42</sup>

Rickard Jnr's older brother, Timothy Deasy (1811–40), wed Catherine Hale Prescott, daughter of Sir George Beeston Prescott, a proprietor of the Bank of England. This was seen as a major upward societal move for Timothy.<sup>43</sup> On 23 July 1831, the *Spectator* states that 'At Chestnut Church, by the Lord Bishop of Chichester, Henry Decie Esq. of Clonakilty, County of Cork, [wed] to Catherine, youngest daughter of Sir George Prescott, Bart. Theobald's Park, Herts'. This event and the name inconsistency (i.e. 'Henry Decie' rather than 'Timothy Deasy') must have become a major topic of conversation in West Cork, since John Boyle, on 27 August 1831, wrote the following editorial in the *Freeholder*:

Rick Deasy's eldest son (Tim) got an English Baronet's daughter the other day, and despising the honest good name of his grandfather, was

married as 'Henry'. He has not stopped there, he now writes himself 'Henry Decie'. We'll return to this chap and shall call in Sir George Prescott, not to countenance his son-in-law's renouncement of his family.<sup>44</sup>

Four weeks later, on 24 September 1831, Boyle further fanned the flames with his comical wit, when he penned the following poem:

#### Ode to Tim Deashy

Whether Deashy or Decie be your right name,  
 Tim or Henry your 'propria persona's' the same;  
 Be warned Tim in time, and no longer defy me.  
 With looks of such anger whenever you eye me.  
 No more with dark vengeance with hatred inspire you,  
 Whenever I lift up my glass to admire you,  
 Lest on your own head distinction recoil,  
 When your anger extended should light on Jack Boyle.<sup>45</sup>

Henry (Timothy) Decie and Catherine Prescott had four children: Henry Edward born 1832 at Belvedere Cottage, Douglas, Cork, Richard born 1833 (infant death), Alfred born 1835 and Richard born 1836.<sup>46</sup> All, except probably Richard (b. 1833), were baptised at St Mary's Cathedral, Cork.<sup>47</sup> Thomas R. Neblett suggests that the family moved to Hertfordshire around this period.<sup>48</sup> Meanwhile, Rickard Snr suffered financial difficulties and moved to the Isle of Jersey to avoid imprisonment for indebtedness.<sup>49</sup> Henry (Timothy) died at a young age in 1840, and Catherine moved to the Isle of Jersey to live with her in-laws; she died in 1849.<sup>50</sup> Rickard Snr died soon afterwards in 1852 and Henry Edward Decie (b. 1832), as the eldest son of the eldest son, inherited the Deasy estates in Cork on reaching maturity on 23 May 1853.<sup>51</sup>

Henry Edward Decie (hereafter Decie) married Henrietta Louisa Duckrill at the parish church of Clifton, Bristol, in 1855,<sup>52</sup> after which Ballymoney parish records for 1858 indicate their living at Phale House. Neblett next documents a family move in 1859 to Chipston House in Northamptonshire, where Decie presented himself as a member of the English countryside

equestrian set.<sup>53</sup> In 1860, Decie abruptly liquidated all properties in both Cork and Northamptonshire<sup>54</sup> and purchased a yacht, the *Camilla*, on 30 July of that year. All sixty-four shares were officially transferred to his name on the date of registry, 6 August 1860, 1.00 pm.<sup>55</sup> Decie was prepared for his next venture.

## The Yacht

The yacht *America* was built in 1851, for a six-man syndicate of New York Yacht Club members, to exhibit the best of American ship design during the 1851 World Fair for which Crystal Palace in London was built and to challenge any and all British yachts for stakes of up to 10,000 guineas.<sup>56</sup> British yacht clubs repeatedly avoided the challenges until the Royal Yacht Squadron invited *America* to a race around the Isle of Wight on 22 August 1851.<sup>57</sup> Queen Victoria attended the race in which *America* so completely dominated that on her asking who was in second place, the answer is reputed to have been ‘Ah, your Majesty, there is no second’.<sup>58</sup> *America* won the ‘Hundred Guinea Cup’ (also called the ‘Cup of One Hundred Sovereigns’) which thereafter, in the yacht’s honour, became the ‘America’s Cup’.<sup>59</sup>

Since no money was to be made from racing bets, the syndicate sold the yacht to Lord John de Blaquiere who cruised and raced her until she was sold again in 1856 to Henry Upton, Lord Templetown.<sup>60</sup> He changed her name from *America* to *Camilla* but severely neglected the vessel.<sup>61</sup> Fortunately Henry Sotheby Pitcher of Pitchers Boatyard purchased her cheaply in 1858; the Pitchers completed meticulous repairs and sold her to Henry Edward Decie on 30 July 1860.<sup>62</sup>

Decie sailed *Camilla* across the Atlantic, and visited Richmond and Savannah as the War of Secession loomed. There he met prominent Southern leaders and in May 1861, just weeks after the start of hostilities, sold *Camilla* to the Confederate Government.<sup>63</sup> Decie stayed on as captain and continued to fly British colours thereby concealing the yacht’s new identity.<sup>64</sup> On 25 May 1861 he ran a Union blockade of Savannah and sailed *Camilla* to Ireland arriving in Queenstown, Cork, on 23 June 1861.<sup>65</sup> On board were Confederate Captain James Heywood North, Major Edward Anderson, Confederate dispatches and \$600,000 for purchase of munitions and ships for the South. The officers disembarked at Queenstown and Decie continued to maintain his ‘cover story’ by participating in races both at Queenstown and around the Isle of Wight.<sup>66</sup>

In August 1861 Decie, returning to America with Confederate dispatches, ran a blockade into the St John’s River, Florida.<sup>67</sup> Early the following March, *Camilla* was 70 miles upriver at Dunn’s Creek when Jacksonville fell to Union troops. There, she was scuttled before Union river gunboats could take her.<sup>68</sup> On 13 March 1862 Union forces found the wreck of the *Camilla* and salvaged her. After repairs, she was armed with a 12-pounder rifle and two 24-pounder smooth-bores, renamed once more *America* and assigned to the Federal Blockading Squadron off Charleston, South Carolina.<sup>69</sup> She was responsible for the capture of the *David Crocket* and the *Antelope*, and assisted in the destruction of the *Stonewall Jackson* and the *Georgiana*.<sup>70</sup> The iron-plated CSS *Georgiana* had sailed from Liverpool with a two million dollar cargo of supplies and munitions; on arrival, it was planned that the *Georgiana* would be refitted to become a powerful and fast ‘cruiser’. The USS *America* detected the ship, and the captain of the *Georgiana*, finding himself trapped by the squadron, ran her aground off the Isle of Palms; thereby preventing her future use by the Union and depriving the squadron of the valuable ‘prize’ money that would have come with her capture.<sup>71</sup>

On 1 May 1863, after one year of service on the Blockade, USS *America* was moved to Newport, Rhode Island, and became a training ship for midshipmen.<sup>72</sup> After the war, she participated in the 1870 America’s Cup race and then was sold to General Benjamin Butler in 1873. *America* remained in the Butler family until 1917.<sup>73</sup> What motivated Decie’s involvement with the *Camilla* in 1860, and what became of him after 1862, is unknown. His year at Chipston House in Northamptonshire (mentioned above) was likely part of his overall scheme – perhaps to develop a ‘legend’ for his subsequent activities.

## A Commentary on the American Civil War Connections

The American Civil War is famous for its tactics, battles and death on a grand scale. The naval history of the war is, however, commonly overlooked. The war began on 12 April 1861 when the Confederacy fired on Union soldiers at Fort Sumter. A few days after Fort Sumter surrendered, President Abraham Lincoln ordered the Union Navy to initiate a blockade of all Southern ports, adding a proviso that any privateers caught sailing under Confederate

colours would be jailed and hung.<sup>74</sup> The aim was disruption of the Southern economy. Profits from cotton were enormous in 1860 when 80% of the cotton consumed by England's massive textile industry came from the Southern states.<sup>75</sup> The Navy of the Confederate States was virtually non-existent at the commencement of the war. Commander James Dunwoody Bulloch arrived in England in June 1861 with orders to assemble an entire navy from scratch.<sup>76</sup> Mention has already been made of Major Anderson and Captain North, they were sent on the *Camilla* to coordinate with Bulloch on the purchasing of armaments and ships. Two days after leaving *Camilla* in Queenstown they had meetings with Bulloch in Liverpool on 25 June 1861.<sup>77</sup> Bulloch had success in England with the building of the *Alabama* and the *Florida*, and in the purchase of the *Fingal* which he himself sailed back to Savannah. The *Alabama* and the *Florida* were highly successful raiders, wreaked havoc on Union commercial shipping and distracted Union warships from blockade duties.<sup>78</sup>

How strange it is that against this background we should find these sons of our Clonakilty families involved in significant incidents in the naval history of the war. Firstly, Henry Edward Decie running blockades on his 'spy yacht' with Confederate officers and dispatches in 1861 and 1862 – he must have been aware of the great personal risk he was taking. I am sure he would have appreciated *Camilla* regaining her original title *America*, and I would like to think he could have appreciated the irony in his successful Confederate blockade runner becoming such an efficient blockade ship for the Union, off the South Carolina Coast. Secondly, we must return to Robert Sutton (b. 1836), mate on board the *Sophia*, at Cape Fear, North Carolina. Having made two successful runs through the blockade, the *Sophia*

... was detected on its third attempt lying at anchor along the beach 4 miles south of Masonboro inlet. The *Sophia* and its valuable cargo including three brass rifled field pieces, with gun carriages and other military supplies were destroyed by Union personnel before Confederates could transfer it to the beach. With the wrecking of *Sophia* on November 4, 1862, came the realization that blockade running was very serious business since Union vessels for the first time in the war disregarded a white surrender flag and fired on the helpless boat.<sup>79</sup>

While the *Sophia* was indeed defenceless, the USS *Mount Vernon* wrecked her in shallow water near the shore thereby requiring further risky action by the Union to ensure complete destruction of her important cargo. This action was to prove costly: while the crew of the USS *Mount Vernon* succeeded in boarding the *Sophia*, capturing five crew members and burning her to the waterline, three boats with three Union officers and eighteen Union sailors were swept up on the beach where they were then captured by the Confederates.<sup>80</sup> As we know, Robert Sutton survived the incident; his first mate certificate, which had been lost in the wreck, was reissued and he earned his master certificate of competency in November 1863 at the Port of Cork.<sup>81</sup>

## Acknowledgements

My thanks to my brother, Michael Sutton, and my wife, Cynthia Sutton, who collaborated in the writing of this article, and to Clíodhna O'Leary for her editorial assistance.

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## (Endnotes)

- 1 See baptismal records of Clonakilty parish, Diocese of Cork and Ross, Co. Cork: Abraham Sutton, 10 Oct. 1813, microfilm 04772 / 01, p. 36 and Vincent Sutton, 7 Mar. 1816, microfilm 04772 / 01, p. 56, both sons of Robert Sutton and Catherine Murphy; Mary Sutton, 29 Oct. 1816, daughter of Robert Sutton and Mary Nugent, microfilm 04772 / 01, p. 59; William Sutton, 4 Aug. 1815, son of Thomas Sutton and Mary McCann, microfilm 04772 / 01, p. 52; Jane Sutton, 14 May 1829, daughter of Thomas and Anne Sutton, microfilm 04772 / 02, p. 18, all available on Catholic Parish Registers (hereafter CPR), National Library of Ireland (hereafter NLI), see <http://registers.nli.ie>.
- 2 Kingston, D. 2015. *Clonakilty's Darrara and Ring: A Short History*. Clonakilty, p. 36.
- 3 'Cornwall online parish clerks (genealogy) - Helping bring the past alive', <http://www.opc-cornwall.org>. Several Irish genealogical sites now point out similar sequencing.
- 4 John Sutton of Rocksavage pers. comm. He kindly provided genealogical information on Sutton families based in Richfordstown, Agha/Lislee and Bandon.
- 5 My gratitude to Diarmuid Kingston who, in October 2016, discovered the gravestone of Robert Sutton and Catherine Murphy in Lislee cemetery; death dates and ages at death are evident on the gravestone. In the same grave are Catherine Gibbons (d. 1849), wife of Captain John Gibbons (b. 1823) and daughter of Captain Thomas Sutton (b. circa 1798), and Joanna Donovan (d. 1852), wife of Captain Nathaniel Sutton (b. 1794).

- 6 *Registers of Merchant Seamen*, 1835–57, series BT 120/5, ticket no. 17877, National Archives, Kew, United Kingdom, <http://search.findmypast.co.uk/search-world-Records/britain-merchant-seamen-1835-1857>. This records forty-one-year-old Nathaniel Sutton born in Clonakilty, as master of *Industry* in December 1835. He is also recorded as master of *Industry* of Cork for the years 1834–6, see *Lloyd's Register of British and Foreign Shipping*. 1834 (reprinted pre-1964). London, no. I186; 1835, no. I93; 1836, no. I84, registers for all years available to view at [http://www.lrfoundation.org.uk/public\\_education/reference-library/register-of-ships-online](http://www.lrfoundation.org.uk/public_education/reference-library/register-of-ships-online). He was then Captain of *Michael Wallis* from June 1836 to June 1837, see *Registers of Merchant Seamen*, 1835–57, series BT 112, although he is not listed as captain in *Lloyd's Register* for that year.
- 7 *Calendars of Wills and Administrations 1858 - 1920*, National Archives, p. 181, <http://www.willcalendars.nationalarchives.ie>. It states that Thomas Sutton died at sea in January 1853; see also *Cork Examiner*, 26 Jan. 1853. For further information concerning Thomas Sutton, see *Registers of Merchant Seamen*, 1835–57, series BT 98/615–18, BT 112/66, BT 115 and BT 120/5, ticket no. 17879.
- 8 *UK and Ireland, Masters and Mates Certificates, 1850-1927*, 1851, cert. no. 47.051, <http://search.ancestry.co.uk/search/db.aspx?dbid=2271>; it records that George Sutton was born on 21 July 1804 in Clonakilty. He was mate on *Industry* in 1820–26 and for at least some of this time his uncle, John Sutton (b. *circa* 1780), was master on board. For further information concerning George Sutton, see *Registers of Merchant Seamen*, 1835–57, series BT 120, ticket no. 17876.
- 9 See baptismal record 10 Oct. 1813, Clonakilty parish, microfilm 04772 / 01, p. 36, CPR, NLI. For further information concerning Abraham Sutton, see *Registers of Merchant Seamen*, 1835–57, series BT 120, ticket no. 17872.
- 10 *Masters and Mates Certificates*, 1851, cert. no. 47.220; it records that William Sutton was born on 20 December 1814 in Clonakilty. Note that his papers were lost and then replaced on 2 August 1859 and a new cert. no. was issued: 53.894. William was an apprentice on board *Industry* in 1834 under the captaincy of his brother Nathaniel (b. 1794). For further information concerning William Sutton, see *Registers of Merchant Seamen*, 1835–57, series BT 120, ticket no. 17878; at the time of this register he had not yet achieved his master qualification. As well as these five brothers, the other sons of Robert Sutton and Catherine Murphy included William Sutton (b. 1812), see baptismal record 20 Aug. 1812, Clonakilty parish, microfilm 04772 / 01, p. 28, CPR, NLI. Given that a second William was born two years later, William (b. 1812) probably died as an infant. Another brother was Vincent Sutton (b. 1816), see baptismal record 7 Mar. 1816, Clonakilty parish, microfilm 04772 / 01, p. 56, CPR, NLI. For the purpose of this paper, it is interesting to note that the baptismal record states that Vincent's godfather was Denis Deasy; doubtless the Suttons and Deasys knew each other well.
- 11 A birth year of c. 1780 has been tentatively suggested on the basis of a number of strands of evidence. Records indicate that 'Sutton' was master of *Industry* operating out of Cork in 1824–6, see *Lloyd's Register*, 1824, no. I474; 1825, no. I510; 1826, no. I100. 'J. Sutton' is recorded as master of *Industry* in 1827–33, see *Lloyd's Register*, 1827, no. I107; 1828, no. I105; 1829, no. I111; 1830, no. I115; 1831, no. I112; 1832, no. I120; 1833, no. I122. John's nephew, Nathaniel Sutton (b. 1794), then assumed command of *Industry*, see *Lloyd's Register*, 1834, no. I186. It is presumed that John retired in 1834 but his signature appears on a voyage and crew list agreement for *Herbert* of Cork in 1845, see BT 98/616, 'Port of registry: Cork ships name: F-J', *Crew Lists and Agreements and Log Books of Merchant Ships 1747-1860*, National Archives, Kew, UK. John served as a witness to the agreement, while the master of *Herbert* in that year was his nephew Thomas Sutton (b. *circa* 1798), see *Lloyd's Register*, 1845, no. H311. Assuming that John retired in his 50s but continued to maintain some involvement in the family business into his 60s, a birth year of c. 1780 seems reasonable.
- 12 For ages, birthplaces and information on ships sailed by the Suttons in 1845, see BT 98/615–18, 'Port of registry: Cork ships name: A-Z', *Crew Lists and Agreements and Log Books of Merchant Ships 1747-1860*, National Archives, Kew, UK. In this registry, all five brothers list their birthplace as Clonakilty. 'The Clonakilty Sutton Master Mariner Tree', compiled by this author, documents family migration to Kinsale and Cork City, the occupations of family members and many of the ships they sailed in the nineteenth century. Parish records, records of mate/master certificates and many other sources have been extensively used in the compilation of this nineteenth-century family tree for these Clonakilty Suttons, which is viewable on Ancestry.com. To view the family tree, simply sign up to the website (free membership available) and then search one of the Sutton names or alternatively email this author directly on [famsutt@netscape.net](mailto:famsutt@netscape.net) for an invite to view the tree.
- 13 See for example various entries in *Robert H. Laing's Mercantile Directory*, 1863, <http://www.corkpastandpresent.ie/places/streetandtradedirectories/corkmercantiledirectory1863.pdf>.
- 14 *Slater's Royal National Commercial Directory of Ireland*, 1856, pp. 233 (mislabelled 333), 241; 1870, pp. 71, 78; 1881, p. 83; *Laing's Mercantile Directory*, 1863, pp. 183, 189, 196; *Francis Guy's County and City of Cork Directory*, 1875–6, pp. 289, 297, 445, all directories available to view at <http://www.corkpastandpresent.ie/places/streetandtradedirectories/>.
- 15 *Guy's Directory*, 1910, pp. 104, 201.
- 16 O'Riordan, P. 2014. *Portraiture of Cork Harbour Commissioners*. Cork, pp. 76, 86, 96, 111 and 311.
- 17 *Lloyd's Register*, 1861, no. C338. William Sutton possibly died in 1862, at which time the name 'G. Sutton' (i.e. George Nathaniel Sutton b. 1842) replaces 'W. Sutton' as captain of the *Charles*.

- 18 Baptismal record 28 Sep. 1842, St Patrick's parish, Cork City, Diocese of Cork and Ross, Co. Cork, microfilm 04788 / 01, p. 25 and microfilm 04788 / 02, p. 70, CPR, NLI.
- 19 *Masters and Mates Certificates*, 1864, cert. no. 21.288.
- 20 Baptismal record 17 Feb. 1832, Kinsale parish, Diocese of Cork and Ross, Co. Cork, microfilm 04800 / 06, p. 23, CPR, NLI; *Masters and Mates Certificates*, 1832, cert. no. 12872; application for mate cert. indicates that Robert George Sutton was born on 14 February 1832 in Courtmacsherry. Note that his papers were lost in 1892 and he was issued that year with a new cert. no.: 025002.
- 21 For record of ownership of *Stag Hound*, see *Lloyd's Register*, 1874, no. SPR860.
- 22 *England and Wales Census*, 1861, GS film no. 101820309, folio 4466 / 48, reg. no. RG09, National Archives, Kew, UK, <https://familysearch.org/search/collection/1493747>.
- 23 *Scotland Census*, 1861, GS film no. 103923, <https://familysearch.org/search/collection/2028677>; *Lloyd's Register*, 1861, no. G210.
- 24 *Masters and Mates Certificates*, 1858, cert. no. 8.659; mate and master applications state that Nathaniel Sutton was born on 17 September 1832. In addition, the age of twenty-eight years given on the 1861 census also suggests he was born in 1832/3.
- 25 Baptismal record of 'Nat' Sutton son of Nat Sutton and Joanna Donovan on 20 Sep. 1835, Kinsale parish, microfilm 04800 / 06, p. 44, CPR, NLI. His death certificate states that he died on 3 September 1917 at the age of eighty-two, see death certificate registered 7 Dec. 1917, Register's District Ballyvaughan, Co. Clare, <https://civilrecords.irishgenealogy.ie>. The certificate indicates he died a widower in Lisdoonvarna of cerebral apoplexy and asphyxia.
- 26 O'Riordan, *Portraiture of Cork Harbour Commissioners*, pp. 309, 311 and 327; *Guy's Directory*, 1875-6, p. 296.
- 27 *Masters and Mates Certificates*, 1858, cert. no. 12948; first mate application indicates that Robert Sutton was born on 19 July 1836 and his address is listed as 5 Market St, Cork.
- 28 Craig Gaines, W. 2008. *Encyclopedia of Civil War Shipwrecks*. Baton Rouge, p. 128.
- 29 See Fig. 2.
- 30 See for example, *Lloyd's Register*, 1863, nos A357, C355, E268, G136, G200, H311, L237, S224.
- 31 Tuipéar, T. 1988. *Historical Walk of Clonakilty and its Sea-Front*. Clonakilty, p. 13.
- 32 Neblett, T. R. 2009. *Civil War Yacht: Chronicles of the Yacht America*. Mustang, OK, pp. 137, 177-8.
- 33 Kingston, *Clonakilty's Darrara and Ring*, p. 36; Tuipéar, *Historical Walk of Clonakilty*, p. 13.
- 34 Coombes, J. 1969. *A History of Timoleague and Barryroe*. Timoleague, p. 44. An account in the *Southern Star* (5 July 1958) states that Count O'Connell sailed on

- a Deasy ship from Milltown c. 1770. However, Milltown, near Castlefreke, is a townland containing the village of Rathbarry and is also a name for the village but has no sea access.
- 35 Tuipéar, *Historical Walk of Clonakilty*, p. 7.
- 36 Montgomery-Massingberd, H. 1976. *Burke's Irish Family Records*. London, p. 337, cited in Lundy, D. 2010 (last edited). 'The peerage: Person page - 37991', <http://www.thepeerage.com/p37991.htm>.
- 37 Tuipéar, *Historical Walk of Clonakilty*, p. 25.
- 38 Neblett, *Civil War Yacht*, pp. 142-3, 147, 156-7.
- 39 Montgomery-Massingberd, *Burke's Irish Family Records*, p. 337, cited in Lundy, D. 2010 (last edited). 'The peerage: Person page - 37992', <http://www.thepeerage.com/p37992.htm#c379912.1>.
- 40 Montgomery-Massingberd, *Burke's Irish Family Records*, p. 337, cited in Lundy, D. 2010 (last edited). 'The peerage: Person page - 37993', <http://www.thepeerage.com/p37993.htm#i379926>; Neblett, *Civil War Yacht*, p. 144.
- 41 See baptismal record 23 Dec. 1812, Clonakilty parish, microfilm 04772 / 01, p. 30, CPR, NLI. This record suggests that Rickard Jnr's mother's maiden name is Cotter.
- 42 All information on Rickard Jnr taken from Montgomery-Massingberd, *Burke's Irish Family Records*, p. 337, cited in Lundy, D. 2010 (last edited). 'The peerage: Person page - 37994', <http://www.thepeerage.com/p37994.htm#i379937>; Neblett, *Civil War Yacht*, p. 146.
- 43 Neblett, *Civil War Yacht*, pp. 144-5.
- 44 *Freeholder*, 27 Aug. 1831.
- 45 *Freeholder*, 24 Sep. 1831. Interestingly, the quoted verse is described as an *extract* from 'Ode to Tim Deashy'.
- 46 Neblett, *Civil War Yacht*, p. 146.
- 47 Neblett, *Civil War Yacht*, p. 146.
- 48 Neblett, *Civil War Yacht*, p. 147.
- 49 *1851 Channel Islands Census*, [www.ancestry.com](http://www.ancestry.com). It provides information on Richard Deasy and Mary A. of Saint Helier, Jersey. See also Neblett, *Civil War Yacht*, p. 147.
- 50 Neblett, *Civil War Yacht*, pp. 146-8.
- 51 Neblett, *Civil War Yacht*, p. 150.
- 52 Neblett, *Civil War Yacht*, p. 150.
- 53 Neblett, *Civil War Yacht*, p. 154.
- 54 Neblett, *Civil War Yacht*, p. 159.
- 55 Neblett, *Civil War Yacht*, p. 137.
- 56 Foster, K. 1991. 'Blockade runner *America/Camilla*'. *The Confederate Naval Historical Society Newsletter* 8, pp. 4-6, at p. 4.



- 57 Neblett, *Civil War Yacht*, pp. 83-4.
- 58 Thompson, W. M. and Lawson, T. W. 1986. *The Lawson History of the America's Cup: A Record of Fifty Years*. Southampton, p. 29.
- 59 Foster, 'Blockade runner *America/Camilla*', p. 4.
- 60 Foster, 'Blockade runner *America/Camilla*', p. 4.
- 61 Foster, 'Blockade runner *America/Camilla*', p. 4.
- 62 Foster, 'Blockade runner *America/Camilla*', pp. 4-5.
- 63 Foster, 'Blockade runner *America/Camilla*', p. 5.
- 64 Neblett, *Civil War Yacht*, p. 225.
- 65 Neblett, *Civil War Yacht*, pp. 255-7.
- 66 Foster, 'Blockade runner *America/Camilla*', p. 5; Neblett, *Civil War Yacht*, pp. 221, 255-6.
- 67 Foster, 'Blockade runner *America/Camilla*', p. 5.
- 68 Foster, 'Blockade runner *America/Camilla*', p. 5.
- 69 Foster, 'Blockade runner *America/Camilla*', p. 5.
- 70 Foster, 'Blockade runner *America/Camilla*', p. 5.
- 71 'Discovery of the Georgiana', <http://shipwrecks.com/discovery-of-the-georgiana/> taken from Spence, E. L. 1995. *Treasures of the Confederate Coast: The "Real Rbett Butler" & Other Revelations*. Miami.
- 72 Foster, 'Blockade runner *America/Camilla*', pp. 5-6.
- 73 Foster, 'Blockade runner *America/Camilla*', p. 6.
- 74 Schooler, L. 2005. *The Last Shot: The Incredible Story of the C.S.S. Shenandoah and the True Conclusion of the American Civil War*. New York, p. 9.
- 75 Schooler, *The Last Shot*, pp. 9-10.
- 76 Schooler, *The Last Shot*, p. 12.
- 77 Neblett, *Civil War Yacht*, pp. 256-8.
- 78 Schooler, *The Last Shot*, p. 12.
- 79 Wilde-Ramsing, M. and Angley, W. 1985. *National Register of Historic Places Nomination: Cape Fear Civil War Shipwreck District*. Raleigh, North Carolina, p. 24. Note *Sophia's* wreck designation no. 0001MBB.
- 80 Craig Gaines, *Encyclopedia of Civil War Shipwrecks*, p. 128.
- 81 After his papers were lost, Robert Sutton was issued with a new cert. no.: 27391, see *Masters and Mates Certificates*, 1863; he obtained his master certificate on 27 November 1863 which was entered into the register the following day and stamped 7 December 1863.

# REFLECTIONS ON THE GREAT WAR

*Diarmuid Kingston*



## The Great War – An Introduction

The First World War or, as it is often called, the Great War, was the first major global conflict; it involved twenty-eight nations on six continents. More than 65,000,000 men were mobilised. Although mortality figures will never be accurately known, studies estimate that between 10,000,000 and 13,000,000 combatants perished in battle or from wounds and diseases directly related to the war, and a further 21,000,000 were wounded in varying degrees of severity.<sup>1</sup> This war was triggered by the assassination of Archduke Franz Ferdinand of Austria, heir-presumptive to the Habsburg throne of Austria-Hungary and his wife, the Duchess Sophie, by student and Serbian nationalist Gavrilo Princip in the city of Sarajevo, the capital of Bosnia, on 28 June 1914.<sup>2</sup> As inspector general of the armed forces, the archduke, accompanied by the duchess, arrived by train in Sarajevo that morning to observe the annual manoeuvres of two Austrian army corps that had been stationed there since the province of Bosnia-Herzegovina was annexed some six years previously in 1908.<sup>3</sup> The killings set off a diplomatic crisis when Austria-Hungary delivered an ultimatum to Serbia, whom they accused of being acquiescent in the killings,