



Miami, 1862

ex-Lady Le Marchant

A member of an Algonquian tribe of Indians once living in Ohio, Indiana, Illinois, and Wisconsin.

Rig: Schooner

Builder: River Clyde, Great Britain

Length: 115'

Beam:

Draft:

Displacement: 213 tons

Cost: \$25,000 (purchase price)

Commissioned: 28 January 1862

Decommissioned: 1871

Disposition: Sold

Machinery: 2 oscillating cylinder steam engine; 1 propeller

Performance & Endurance:

Max:

Cruising:

Complement:

Armament: 1 x 24-pounder; 1 x 12-pounder

History:

The *Miami* was the former British yacht *Lady Le Marchand* that was purchased for use by the Revenue Cutter Service on 28 January 1862 for \$25,000 from Arthur Leary. Her name was changed to *Miami*. She was a 115-foot schooner-rigged steamer with a hull of teak planks over oak frames. After her purchase she was fitted out at New York and sailed for Washington, D.C.

In April, 1862, she carried President Abraham Lincoln and other VIP guests to Hampton Roads, Virginia, soon after the famous battle between the ironclads *CSS Virginia* and *USS Monitor*. She then served out of New York.

In March of 1864 she was ordered to convoy the Confederate steamer *Chesapeake* from Halifax to New York. On 14 November 1864 she was transferred to Newport, Rhode Island. She underwent repairs there in October of 1865. She was laid up at Staten Island from 8 June to 19 November 1867 and was repaired at a cost of \$1,200. She then saw service out of Wilmington, Delaware, before being sold to Mason, Hobbs & Company of Philadelphia for \$2,149 in 1871.



Revenue Cutter *Miami* supporting the landing of Union troops on the beach at Ocean View, Virginia for the invasion of Norfolk on 10 May 1862. Painted by Charles Mazoujian.

Sources:

Cutter History File. USCG Historian's Office, USCG HQ, Washington, D.C.

Donald Canney. *U.S. Coast Guard and Revenue Cutters, 1790-1935*. Annapolis, MD: Naval Institute Press, 1995.

U.S. Coast Guard. *Record of Movements: Vessels of the United States Coast Guard: 1790 - December 31, 1933*. Washington, DC: U.S. Government Printing Office, 1934; 1989 (reprint).

