HALLOWED GROUND

SAVING AMERICA'S CIVIL WAR BATTLEFIELDS

WAR ON THE WATERS
THE FIRST CENTURY OF THE U.S. NAVY
Hallowed Ground
A quarterly publication of the Civil War Trust
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Message from Headquarters

If you have any questions or comments regarding the Civil War Trust and its work, please do not hesitate to contact us. We appreciate your support and look forward to keeping you informed about our efforts to preserve America’s significant battlefields.

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Cover Story: "Old Ironsides," the USS Constitution, is currently in drydock at Boston, Mass., undergoing a complete overhaul. PAUL A. JARVIE.

Success Stories

The Civil War Trust is the nation’s largest national nonprofit organization devoted to battlefield preservation. Through the Campaign 1776 initiative, our mission of preserving America’s significant battlefields—through protection, restoration, and interpretation—extends to sites associated with the Revolutionary War and the War of 1812. Thanks to the contributions of more than 200,000 members and supporters nationwide, we have preserved nearly 45,000 acres at 131 important historic sites in 23 states. For more information, call 1-888-606-1400 or visit our website at www.CivilWar.org.

Correction: The Civil War Trust regrets the following error that appeared in the Winter 2016 issues of Hallowed Ground: the membership magazine of the Civil War Trust. It is produced solely for nonprofit educational purposes and every reasonable attempt is made to provide accurate and appropriate attribution for all elements.
THE CIVIL WAR TRUST constantly talks about the importance of saving battlefield land, but any student of history will tell you that some of the most striking and significant engagements in our past occurred not on terra firma, but on the water.

In the Revolutionary War, a fleet of ships from France — whose alliance had transformed America’s quest for independence into a hemisphere-wide conflict between the two superpowers — defeated a British fleet at the mouth of the Chesapeake Bay in September 1781. The victory left the British Lord Cornwallis fully encircled at Yorktown, without hope of resupply or rescue. His surrender on October 19, is remembered as when the “World Turned Upside Down” — the conclusion of military operations in the American war for independence.

In the War of 1812, despite our young nation taking on the greatest navy the world had ever known, America’s greatest early victories came afloat, particularly with the exploits of the now-legendary USS Constitution. By the Civil War, the proven strength of the Union navy and its ability to carry out a blockade of the Confederacy — the Anaconda Plan — was a central tenet of federal strategy at war’s outset.

Not was the action ever confined to the open ocean or sea. Naval operations on America’s interior lakes and rivers (the latter of which, starting in the Civil War, became known as “brown-water” navies) have played a crucial role from the Revolutionary War Battle of Valcour Island on Lake Champlain, as “brown-water” navies) have played a crucial role from the Revolutionary War Battle of Valcour Island on Lake Champlain, to Admiral Oliver Hazard Perry’s dramatic 1813 victory in the Battle of Lake Erie, to the ironclad gunboats that controlled the western rivers and drove a wedge through the heart of the Confederacy.

Simply put, to understand the full scope and sweep of the wars of America’s first century, you must recognize the role played by the navy — an impact that I hope you more fully appreciate after reading this issue of Hallowed Ground. We are deeply indebted to our friends and colleagues at the Naval Historical Foundation, a nonprofit partner of the Naval History and Heritage Command, for their assistance in curating content for this issue; learn more about this great organization on page 9.

As we begin 2017, I also want to share with you something that has been on my mind recently. This year marks the 30th anniversary of the national battlefield preservation movement through the founding of the Association for the Preservation of Civil War Sites. Coming, as it does, on the heels of the National Park Service Centennial — which itself immediately followed the Civil War Sesquicentennial — this occasion provides an ideal opportunity for considering our role in the broader history of preservation.

While a future issue of Hallowed Ground will focus more on this remarkable milestone, examining on our achievements and looking forward to the next three decades, I encourage each of you to follow us on social media and subscribe to our regular e-newsletters, as well as reading our regular mailings. Not only will these have details of tremendous acquisition efforts we have on the horizon, but also information on special anniversary initiatives, events and programs throughout the coming year.

Jim Lighthizer
President, Civil War Trust

NAVAL TECH IN4

Looking to learn more about the specific equipment used in naval warfare? Our Naval Tech In4 video discusses the evolution of naval weapons and propulsion in the decades before the Civil War, plus the rise of torpedoes, seaplanes and submarines within the wartime navies. Find this video and more at Civilwar.org/In4.

FOLLOW US ON SOCIAL MEDIA

Join the community of like-minded Civil War enthusiasts online! Follow our social pages to stay current with timely updates on our work and new content from Civilwar.org.

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ALL THINGS NAVAL

Want to learn more about naval actions that took place during the Civil War? Our Navy Collector contains articles about naval battles, fact sheets about ships and fleets, biographies of great commanders, book recommendations and more! Find these resources online at Civilwar.org/navy.

YOUR STATE IN THE CIVIL WAR!

We continue to grow our “Your State in the Civil War” video series. This project engages hundreds of local historians and organizations to identify and create local Civil War video content. These videos examine the monumental battles, key personalities and important places that are affiliated with each state during the time of the Civil War. We’ve recently added videos for Virginia, Ohio, West Virginia, and Michigan. Keep an eye out for your state to be released at Civilwar.org/yourstate.
WASHINGTON'S CHARGE AT PRINCETON TO BE SAVED!

After months of negotiation and years of uncertainty, some 15 acres of New Jersey's Princeton Battlefield — among America's most significant unprotected hallowed ground — will be protected forever within a state park! An agreement between the Civil War Trust's Campaign 1776 initiative to protect Revolutionary War battlefields and the Institute for Advanced Study to save an important part of our country's history.

The Battle of Princeton, fought January 3, 1777, was one of the most decisive battles of the American Revolution. It was the culmination of an audacious, 10-day campaign that began with George Washington's famous crossing of the Delaware on Christmas Day 1776. In a series of daring maneuvers, Washington succeeded in attacking isolated elements of the British army. His decisive counterattack at Princeton — during which the Continental right wing charged across Maxwell's Field — secured his first victory over British regulars and the prelude to a major victory over the British army.

The agreement is supported by Save Princeton Coalition members, including the Princeton Battlefield Society, the National Trust for Historic Preservation and the American Revolution Institute of the Society of the Cincinnati. All participants in this agreement believe that a commitment to the preservation of the site is essential for the future of Princeton and our nation.

To make a donation to Save The Princeton Battlefield or for more information, visit www.civilwar.org/princeton1776.
FROM THE TRENCHES
BREAKING PRESERVATION NEWS

BREAKTHROUGH BATTLEFIELD’S STARRING TURN

VEN THE MOST devoted fans of PBS’s Civil War drama Mercy Street may have missed the very special guest star in Season 2 that aired on March 7: Civil War Trust-owned battlefield property at the Breakthrough Battlefield near Petersburg, Va. Mercy Street tells the dramatic stories of the doctors and nurses who served at Mansion House Hospital in Union-occupied Alexandria, Va. Several of the characters, notably nurses Mary Phinne and Emma Green — whose family owned the hotel that the Union army seized and transformed into the region’s largest hospital — are based on historical characters, whose diaries and letters inspire the writers. Each episode of the show features several hundred extras, including local residents and a variety of living historians. Much filming is done on location in Petersburg, Va., especially using the buildings in the Old Town Historic District. One pivotal scene in the final episode of Season 2, however, called for a very different kind of structure, one without historic integrity that would necessarily be compromised by the shoot. And producers approached the Trust about this unique opportunity.

After careful consultations between Trust land stewardship interests and show officials, we approached the Virginia Department of Historic Resources (DHR), which holds the conservation easements on the property, with the project’s proposed details to secure permission to move forward. A temporary structure measuring 70 feet long by 18 feet high would be built in an area that the Trust and DHR identified as appropriate for the project. Although built of plywood, the façades would appear to mimic a period building — which would be fully engulfed in flames and destroyed in the course of filming! After careful review, DHR consented for the admittedly “unusual proposal” to move forward, and approached the Trust about this unique opportunity.

DID YOU KNOW?

A 1907 EXECUTIVE ORDER from President Theodore Roosevelt standardized the prefix of all vessels of the United States Navy to be “US” (ship name). Prior to this, prefixes were used haphazardly, and period records of the Department of the Navy within the National Archives and Records Administration demonstrate these inconsistencies. A common construction saw the ship’s name preceded by the abbreviation “US” and the type of vessel — such as US Brig Niagara or US Frigate Constitution.
A MONG THE FINAL ACTS of the 114th Congress was the Senate’s passage of the National Defense Authorization Act (H. Report 114-840, S. Rept. 114-255), which included a provision to expand the authorized boundary of Petersburg National Battlefield by 7,238 acres. No properties are immediately or automatically added to the park, but the measure gives Petersburg the potential to become one of the largest historical parks in the nation.

Petersburg National Battlefield includes 18 distinct areas and engagements associated with the 10-month siege of Petersburg, Va., one of the most extensive and complex struggles of the Civil War. To date, the Civil War Trust has protected more than 2,500 acres determined by the National Park Service’s American Battlefield Protection Program to be intimately associated with those events. However, nearly 80 percent of that land had been outside the earlier, incomplete authorized boundary, rendering it ineligible for inclusion within the park, regardless of its historic significance.

“We are grateful to the lawmakers and partner organizations who recognized the critical importance of preserving this historic Virginia landscape,” said Trust president James Lighthizer. “These battlefields are living monuments — not just to the 70,000 men in blue and gray whose blood hallowed this ground — but to all of America’s veterans.”

Sen. Tim Kaine, who, along with fellow members of the Virginia delegation Sen. Mark Warner and U.S. representatives Bobby Scott and Randy Forbes, sponsored the legislation, agreed: “This hallowed ground bears witness to one of the longest, hardest and most decisive contests of the Civil War. The stories of all the combatants — including more than 16,000 African American troops — will now be more accessible to the current generation.”

Unfortunately, the Senate was unable to act on legislation to expand the authorized boundary of Shiloh National Military Park before the session concluded. However, the body’s final act before the gavel fell and recess began in the wee hours of December 10 was the passage of the National Park Service Centennial Act, which will create a Second Century Endowment for the National Park Service and a Centennial Challenge fund from the fees charged for annual and lifetime passes for access to federally owned public lands.

Congratulations to the supporters of Monocacy National Battlefield on the creation of a formal friends and advocacy group, the Monocacy National Battlefield Foundation! The new group seeks to raise community awareness for the park and discover new sources of funding for its initiatives. Keep up with their progress at www.facebook.com/MonocacyNBF.

HE Naval Historical Foundation (NHF) is dedicated to preserving and honoring the legacy of the U.S. Navy to educate and inspire the generations who will follow. Through cutting-edge museum exhibits, educational programs, print and online publications, and fellowships, we work to ensure that America’s great naval history is proudly remembered.

At our inception 90 years ago, we initiated a national collection capturing historic documents, personal papers, artwork, artifacts, and personal recollections. Over the last 28 years most of these collections have been given to repositories across the country so they may be shared with others. Perhaps the best known was our comprehensive historic naval manuscript collection donated to the Library of Congress.

From our focus on safeguarding the material culture of the Navy, NHF has developed into a membership organization dedicated to commemorating the full range of naval history, linking deep sea exploration to major historical events and working with partner organizations, such as the Civil War Trust, that have like-minded objectives.

More recently, deep sea adventures, real time scientific quests and a love for rediscovering naval history and addressing the importance of the maritime domain are all part of a new vector for NHF. Through partnerships with undersea explorations, NHF is attracting and inspiring a new generation of enthusiasts, while expanding the maritime domain dialogue and keeping naval history alive.

The first of these new explorations took place last summer when NHF partnered with Dr. Bob Ballard’s Ocean Exploration Trust (OET). First on the list of their multi-year Pacific Ocean “Victory at Sea” exploration was the Navy’s sunken aircraft carrier Independence (CVL 22), located near the Farallon Islands off the coast of San Francisco.

Members of the OET team and underwater archaeologists from the National Oceanic and Atmospheric Administration (NOAA) spent four days aboard OET’s Exploration Vessel (EV) Nautilus studying the Independence for the first time since its sinking in 1951.

NHF provided in-depth content related to the history of Independence, the lead ship of a class of light carriers that would enter World War II in 1943 and take the war effort to the Japanese homeland. The story of her participation in the atomic bomb testing – Operation Crossroads – was shared with many for the first time during this dive. We also taped a new interview with a former gunnery officer aboard the Independence during WWII. Visit http://www.navyhistory.org/eyewitness-to-uss-independence-oral-history/ to see this interview and more.

As we mark the 75th anniversary of WWII, NHF continues to look to the Pacific where our Navy bought many of its greatest battles for our next deep sea exploration projects.

Today NHF publishes a monthly e-newsletter, bi-weekly book reviews and blogposts. Pull Together, NHF’s quarterly publication, keeps members abreast on topics relating to naval history and the maritime domain. Our coffee table book, The Navy, with over 350,000 copies in print, has proven to be one of the most popular military history books of its type ever offered to the public. We also recognize outstanding scholarship through a number of awards programs and prizes.

NHF also has a growing family of web portals. The flagship site, www.navyhistory.org, directs visitors to naval history research resources, member services and information about upcoming activities. If you’re interested in exploring naval museums and historical ships across the country, visit www.usnysuemuseum.org. This site offers a window to naval heritage and history in your back yard. The International Journal for Naval History, www.ijnjournal.org, is a peer-reviewed journal that welcomes contributions from up-and-coming scholars. NHF’s www.navyinsightcenter.com site offers an impressive selection of high quality nautical gifts and related naval merchandise from the Navy Museum Store within the National Museum of the U.S. Navy.

Located in the historic Washington Navy Yard, NHF remains committed to provide individuals of all ages and backgrounds a front row seat to naval history and new discoveries. For more information on NHF, visit www.navyhistory.org.

Admiral Langston is president of the Naval Historical Foundation. He retired from the Navy in 1999 after a 37-year career, and is an executive with a leading California-based software company.
NEW LEADERSHIP for battlefield partners

HE TRUST JOINS the entire preservation community in welcoming several new leaders to our valued partner groups and battlefield parks.

The National Park Service (NPS) has named a new chief historian, Turkiya L. Lowe, PhD. Most recently, Dr. Lowe served in the Southeast Region, where she was the chief historian and chief of the cultural resource and science branch. Lowe, who holds a doctorate in African American history and a master’s degree in United States history from the University of Washington, as well as a bachelor’s degree in history from Howard University, replaces Robert K. Sutton, once the superintendent of Manassas National Battlefield.

Jennifer Flynn, a 26-year Park Service veteran, has been named superintendent of Shenandoah National Park and Cedar Creek and Belle Grove National Historical Park. She has spent the previous seven years as the park’s deputy superintendent, and earlier was stationed at Harpers Ferry National Historical Park.

Last year, Stones River National Battlefield also welcomed a new superintendent. Brenda Waters, who has significant experience in natural resource management, was previously superintendent at William Howard Taft National Historic Site in Cincinnati, Ohio.

H. Tyrone Brandyburg began his tenure as superintendent at Harpers Ferry National Battlefield in late February, having previously led Carl Sandburg Home National Historic Site in North Carolina. Brandyburg began his 32-year NPS career at Fort Sumter National Monument.

Manassas National Battlefield will now be under the leadership of Brandon Bies, who had been serving in the Washington office as a legislative liaison and managing the rehabilitation of Arlington House. He has a personal interest in the Civil War and was involved in archaeological work at the Crater in Petersburg.

BJ Dunn, previously the deputy superintendent of Philadelphia’s collective of historical parks, including Independence Minute Man National Historical Park, has taken over the top job at Massachusetts’s Minute Man National Historical Park — the first battlefield posting of his 34-year NPS career.

Monocacy National Battlefield is now under the leadership of Chris Stuhls, who had previously served as chief of resources at Chesapeake and Ohio Canal National Historical Park and spent time as acting superintendent of Manassas National Battlefield.

We are fortunate to have several culturally and historically significant resources like Rippavilla, but they are generally underutilized when compared to other cities in the region such as Franklin and Columbia,” said Alderman Jonathan Esda. “Up until now, the city hasn’t really participated in promoting these assets to our own residents, or as sites to promote tourism.”

The Trust owns 84 acres adjacent to Rippavilla, which were acquired in 2010 from General Motors, when the carmaker chose to divest itself of surplus land holdings in Spring Hill. Both the City and Rippavilla have been valuable partners in our preservation efforts.

CITY TO BEGIN MANAGEMENT of Rippavilla Plantation

HE CITY of Spring Hill, Tenn., voted unanimously in January to accept the ownership of historic Rippavilla Plantation and 98 adjacent historic acres, counting to operate them as a park, museum and event venue.

“We are fortunate to have several culturally and historically significant resources like Rippavilla, but they are generally underutilized when compared to other cities in the region such as Franklin and Columbia,” said Alderman Jonathan Esda. “Up until now, the city hasn’t really participated in promoting these assets to our own residents, or as sites to promote tourism.”

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SUCCESS STORIES LAND SAVED FOREVER

ANTITAM, MARYLAND

The September 17, 1862, Battle of Antietam remains the single bloodiest day in American history. While the battle was a draw from a military standpoint, Lee’s army withdrew, giving Abraham Lincoln the “victory” he had been waiting for to issue the Emancipation Proclamation.

In August, the Trust closed on a 9.1-acre property near the location of the West Woods. The organization has now protected a total of 314 acres at Antietam.

APPOMATTOX COURT HOUSE, VIRGINIA

As the Battle of Appomattox Court House developed on the morning of April 9, 1865, rumors of a truce to arrange Confederate terms of surrender began circulating down the Federal line. A white flag shortly came into view, and Brig. Gen. George Custer’s cavaliers gave “three rousing cheers.”

In July, with the assistance of the American Battlefield Protection Program (ABPP) and the Commonwealth of Virginia, we completed a 0.6-acre transaction, bringing the total of Trust protected land to 239 acres at Appomattox Court House.

BENTONVILLE, NORTH CAROLINA

In March 1865, Maj. Gen. William T. Sherman divided his force as he marched north into the Carolinas. Confederate Gen. Joseph E. Johnston confronted an isolated wing on March 19, experiencing success until Union reinforcements arrived late in the day. On March 21, the Confederates attempted a final, desperate counterattack before retreating.

In July, the Trust completed another important transaction at North Carolina’s largest battlefield, saving 10.55 acres with the assistance of ABPP and the North Carolina Clean Water Management Trust Fund. The organization has now cumulatively protected 1,785 acres at Bentonville.

BRANDY STATION, VIRGINIA

The largest cavalry battle in American history and the opening clash of the Gettysburg Campaign took place on June 9, 1863. While the daylight fighting resulted in a tactical Confederate victory, Brandy Station was a huge morale boost for the Union and marked the end of Southern mounted domination in Virginia.

In July, the Trust completed the latest in a string of victories at Brandy Station, a 0.74-acre transaction made possible by funding from ABPP and Virginia Department of Historic Resources. The Trust has now protected a total of 2,089 acres at Brandy Station.

CEDAR MOUNTAIN, VIRGINIA

The Battle of Cedar Mountain occurred on August 9, 1862. Fighting was particularly intense in the area known as Crittenden’s Gate, where Union casualties reached 16 percent and Lt. Gen. “Stonewall” Jackson personally rallied his faltering command to final victory.

In December, the Trust assisted the Land Trust of Virginia as it finalized an easement on 333 acres south of Culpeper Road. The Trust has now protected a total of 498 acres at Cedar Mountain.

CHANCELOORSVILLE, VIRGINIA

The Battle of Chancellorsville, fought April 30–May 6, 1863, was a resounding Confederate victory, but it came at a great cost. After his triumphant flank attack on May 2, Jackson was shot by his own troops and died 10 days later.

In late 2016, the Trust completed two major transactions at Chancellorsville — 357 acres at the “Chancellorsville-Wilderness Crossroads” and 437 acres surrounding other protected properties at the Flank Attack — thanks to funding from the American Battlefield Protection Program, the Commonwealth of Virginia and landowner donations. The organization has now protected a total of 1,288 acres at Chancellorsville.

FREDERICKSBURG, VIRGINIA

On December 13, 1862, Union troops made a series of futile frontal assaults, but at the south end of the field, a Union division briefly penetrated the Confederate line. On December 15, Maj. Gen. Ambrose Burnside called off the offensive and re-crossed the Rappahannock River.

Thanks to a generous donation from the landowner, as well as a grant from the American Battlefield Protection Program and a major donor contribution, the Trust saved a 25-acre parcel near the Slaughter Pen Farm, bringing our total of protected land to 247 acres at Fredericksburg.
SUCCESS STORIES
LAND SAVED FOREVER

GAINES' MILL, VIRGINIA
Fought June 27, 1862, Gaines’ Mill was the second of the Seven Days’ Battles, during which the Confederates sought to repulse a Union force virtually from the gates of Richmond. A massive twilight assault nearly carried the day for the Confederates, but darkness stemmed the tide, and the chess game continued.

The second half of 2016 saw the Trust complete three small individual transactions at Gaines’ Mill, totaling 14 acres. Assistance was provided by the ABPP, the National Park Service and a major donor contribution. The Trust has protected a total of 341 acres at Gaines’ Mill.

GETTYSBURG, PENNSYLVANIA
On July 1, 1863, Confederate forces converged on the town from the west and north, driving Union defenders back through the streets. Union reinforcements arrived during the night, forcing the Confederates to attack strong positions on both flanks the next day. On July 3, the Confederate infantry assault known as Pickett’s Charge failed.

The Trust’s latest successful transaction at Gettysburg finished in late November with the purchase of 10 acres, funded by an ABPP grant, with the assistance of the Pennsylvania Historical and Museum Commission and the Land Trust of the Eastern Panhandle. The Trust has now protected a total of 983 acres at Gettysburg.

KERNSTOWN, VIRGINIA
Relying on faulty intelligence, “Stonewall” Jackson marched aggressively against the Union garrison at Winchester, but was stopped at First Kernstown on March 23, 1862. The threat to Washington prompted President Lincoln to redirect troops away from Richmond into the Shenandoah Valley. With the purchase of 37 acres in August — a project completed with the support of the ABPP and the Commonwealth of Virginia — the Trust has protected a total of 388 acres at Kernstown.

PORT GIBSON, MISSISSIPPI
Committed to capturing Vicksburg, Miss., Union Maj. Gen. Ulysses S. Grant moved inland from the Mississippi River. Despite fighting fiercely on May 1, 1863, the outmatched Rebels were forced to retire with heavy casualties. Grant had secured his beachhead on Mississippi soil, a key step toward the capture of Vicksburg.

The August purchase of a 22-acre property through the assistance of the ABPP and the Mississippi Department of Archives and History brought the Trust’s total of protected land to 644 acres at Port Gibson.

REAM’S STATION, VIRGINIA
On August 25, 1864, the Second Battle of Ream’s Station saw Lt. Gen. A.P. Hill send to stop the destruction of the Weldon Railroad, a vital supply line for the Confederate army. Hill expelled the Union troops from the station, but lost key parts of the railroad, creating major logistical complications for the Richmond-Petersburg Campaign.

The July purchase of a 2.5-acre property at a critical point along the Weldon Railroad, made possible by the Trust’s generous donors, brings its total protected land to 183 acres at Ream’s Station.

ROCKY FACE RIDGE, GEORGIA
On May 4, 1864, Union Maj. Gen. William T. Sherman led 100,000 men into northwest Georgia to destroy the Army of Tennessee camped at Rocky Face Ridge. Fighting began in earnest on May 7, and when the heavily entrenched Confederates ran out of ammunition, they held their position by hurling rocks.

The October purchase of 301 acres was possible with a grant from the ABPP, along with private donations by Trust members. Generous contributions and partnerships were provided by organizations including the Lyndhurst and Riverview Foundations, Dalton Utilities, Whitfield County, the Community Foundation of Northwest Georgia, and Save the Dalton Battlefields, as well as the Georgia Department of Natural Resources and the Georgia Piedmont Land Trust. This preservation effort has nearly doubled the amount of Trust-protected land, bringing it to 625 acres at Rocky Face Ridge.

SECOND MANASSAS, VIRGINIA
On August 28, 1862, Confederate Maj. Gen. Stonewall Jackson encountered and attacked elements of the Union army, holding off several assaults the next day until reinforcements could arrive on the field. A crushing Confederate flank attack on August 30 sent the Federals into a retreat eastward.

In July, thanks to funding from the American Battlefield Protection Program and the Commonwealth of Virginia, the Trust completed a three-acre project that brought its total of protected land to 198 acres at Second Manassas.

SHEPHERDTOWN, WEST VIRGINIA
The Battle of Shepherdstown was the most significant engagement of the contested Confederate retreat following the Battle of Antietam. On September 19, Union forces pushed across the Potomac River at Boteler’s Ford, attacking the Confederate rear guard, but were ultimately discouraged by a powerful counterattack the next day.

ABPP funding and a landowner donation, together with assistance from the Jefferson County Historic Landmarks Commission and the Land Trust of the Eastern Panhandle, facilitated the November purchase of 10 acres that brings the total of Trust-protected land to 343 acres at Shepherdstown.

STONES RIVER, TENNESSEE
On December 31, 1862, Union Maj. Gen. William Rosecrans and Confederate Gen. Braxton Bragg fought a pitched battle on the outskirts of Murfreesboro, Tenn. Bragg struck first, pulverizing the Union right flank, but failed to press the advantage the next day. Amid fresh attacks on January 2, Rosecrans held his ground until Union reinforcements arrived.

Thanks to the October purchase of a half-acre parcel made possible by funding from National Park Service and Trust member donations, the Trust has now protected at total of 26 acres at Stones River.

TREVILIAN STATION, VIRGINIA
Union Maj. Gen. Philip Sheridan hoped to disrupt enemy supply lines and create a distraction amid the Overland Campaign with a large-scale cavalry raid. Union troops seized the station on June 11, 1864, and destroyed some tracks but were unable to dislodge the Confederate position the next day.

In November, the Trust purchased a four-acre parcel that brought the total of Trust-protected land to 1,786 acres at Trevilian Station.

WILLIAMSBURG, VIRGINIA
The Battle of Williamsburg, fought on May 5, 1862, was the first pitched battle of the Peninsula Campaign, as troops from the Army of the Potomac engaged Confederates retreating from Yorktown following the month-long siege there. The battle ended indecisively, and the Confederates resumed their withdrawal during the night.

The Trust continues to make progress at Williamsburg, using funding from the ABPP and the Commonwealth of Virginia Battlefield Preservation Fund support to secure a 3.27-acre property. The Trust has now protected a total of 69 acres at Williamsburg.

CAMPAIGN 1776
BRANDYWINE, PENNSYLVANIA
In September, Campaign 1776 notched a victory in its fourth state, protecting an important 10-acre property at Brandywine with the assistance of grants from the ABPP and Chester County, and the support of the Brandywine Conservancy and Birmingham Township.

PRINCETON, NEW JERSEY
In January 2017, the Trust concluded its second transaction at Princeton, assisting the State of New Jersey in its preservation of an additional three acres utilizing funding from the ABPP and the State of New Jersey Green Acres Program.

SOUTHERN CAMPAIGNS
This autumn, our effort to protect the Revolutionary War battlefields of South Carolina took major strides with the completed purchase of 51 acres at Waxhaws and grants to the South Carolina Battleground Trust, Inc. with its acquisition of 88 acres at Fort Fairlaw, a key position in the Siege of Charleston.

Funding and assistance were provided by the ABPP, the South Carolina Conservation Land Bank, Fort Fairlaw Foundation, the Catawba Valley Land Trust, Lancaster County and the South Carolina Battleground Preservation Trust, Inc.★
OVER THE COURSE of the U.S. Navy’s history, the technology of naval warfare has evolved tremendously. From our first frigates to nuclear submarines and super-carriers, we can trace the navy’s development through its ships.

**USS Constitution**
**FRIGATE**
**Commissioned October 21, 1775**
One of the famed original “six frigates” built specifically to build a fledgling American navy, Constitution served in the Quasi-War with France and the First Barbary War before gaining fame as “Old Ironsides” in the War of 1812. During the Civil War, she was a training ship for cadets at the U.S. Naval Academy. Today, Constitution remains the world’s oldest commissioned naval vessel afloat. At 175 feet, she mounted a total of 42 guns and a crew of 380 officers and enlisted.

**USS Monitor**
**IRON-Hulled STEAMSHIP**
**Commissioned February 25, 1862**
Although ironclad floating batteries were first deployed by the French during the Crimean War and oceangoing armored ships had been launched by 1860, Monitor made history when it dueled the Confederate ironclad CSS Virginia to a draw at the Battle of Hampton Roads on March 8, 1862, and was swiftly copied to create an entire class of vessel. She was lost in a storm off the coast of Cape Hatteras, N.C., on New Year’s Eve 1862. Key features included two guns in a rotating turret, iron plating up to eight inches thick and a steam engine capable of driving its bulk at six knots.

**Bonhomme Richard**
**SIDEWHEEL STEAM FRIGATE**
**Commissioned December 24, 1850**
When Cmdr. Matthew Perry’s East India Squadron sailed in 1853, entering Tokyo Harbor and opening Japan to trade with the West, Susquehanna was its flagship. Ships of this generation, powered by steam engines, were first deployed by the U.S. Navy to aid in the siege of Boston. She ran aground just over a month later, but was saved from capture and then decommissioned shortly thereafter. This 78-ton sailing ship mounted four 4-pounder guns.

**USS Susquehanna**
**SIDEWHEEL STEAM FRIGATE**
**Commissioned March 20, 1922**
Laid down in August 2015 and Projected 2020, the USS John F. Kennedy will be a nuclear-powered vessel measuring 1,106 feet. Her crew of 4,660 will be armed with surface-to-air missiles, close-in weapons systems and up to 90 combat aircraft.*

**USS John F. Kennedy**
**AIRCRAFT CARRIER**
**Commissioned June 11, 1944**
The final battleship completed by the U.S. Navy, Missouri served in the Pacific throughout WWII and witnessed the Japanese surrender on September 2, 1945. She also served with distinction in the Korean and Gulf Wars. First deactivated into the Pacific Reserve Fleet in 1955, “Mighty Mo” was reactivated for a decade beginning in 1984. Today, she is a museum ship in Pearl Harbor. At a whopping 887 feet, she accommodated a large crew of 2,700 and 1,580 total guns.

**USS Maine**
**ARMORED CRUISER**
**Commissioned September 17, 1895**
The advance of naval technology around the turn of the century was such that Maine was rendered out of date by the time she entered service. Speckled that the Spanish were responsible for the explosion in the harbor at Havana, Cuba, on February 15, 1898, fanned the flames leading to the Spanish-American War. Powerful vertical triple-expansion steam engines boosted the 324-foot ship’s speed to 16.45 knots. She mounted a total of 27 guns and four torpedo tubes, and carried a crew of 374 officers and men.

**USS Langley**
**AIRCRAFT CARRIER**
**Commissioned March 20, 1922**
Following its conversion from the 1913 collier USS Jupiter (the navy’s first turbo-electric ship) Langley became the first aircraft carrier and the scene of many seminal moments in naval aviation history. Technological advances left Langley obsolete as a carrier, and she was converted into a seaplane tender in 1937. Heavily damaged in battle between Australia and Java, she was abandoned and scuttled on February 27, 1942. At 542 feet, she carried four guns and 35 aircraft.

**USS Missouri**
**IOWA-CLASS BATTLESHIP**
**Commissioned June 11, 1944**
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The British in Boston depended entirely upon the sea for supply. On the morning of September 5, 1775, the schooner Hannah hoisted sail under the command of Nicholson Broughton and stood out from Beverly bound east toward Cape Anne to prowl for British prey. She was the first vessel to be commissioned in the Continental cause. Two days later she took her first prize, the British-controlled vessel Unity.

Hannah’s triumph led Washington to commission additional vessels. Caught unaware, the British scrambled to defend their supply lines, but in the meantime, Washington’s pesky squadron took 55 prizes.

Buoyed by Washington’s naval success, New England delegates, led by John Adams, in the Continental Congress pushed for the creation of an American fleet. Others in Congress, particularly southern delegates, thought the idea a cynical scheme by which New Englanders sought to enrich themselves. As a compromise,

AN OVERVIEW OF THE HISTORY OF THE U.S. NAVY {1775–1861}

In the tumultuous years leading to the Revolution, merchants and sailors endured the initial brunt of Parliament’s new taxes and onerous regulations, and so it is not surprising that they were among the first to argue for American rights. It was natural that when protest turned to war, Americans looked to the sea to carry on their struggle for independence.

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on July 18, 1775, Congress resolved that each colony should take responsibility to arm vessels to protect its ports. However, these “State Navy” efforts were too insufficient to satisfy the more naval-minded Americans. Finally, Congress agreed to the formation of a Continental navy, and on Friday, October 13, 1775, they voted to dispatch two vessels to “cruise eastward.”

In November 1775, Congress created the Marine Corps and approved the first “Navy Regulations.” In December, Congress appointed Esek Hopkins commander in chief of the Continental Navy and appropriated money for the construction of 13 frigates. Seizing the initiative the following February, Hopkins led a Continental squadron to raid Nassau in the Bahamas.

Continental vessels did not confine their cruising to American waters. In November 1776, Repsold, under the command of Lambert Wickes, entered Quiberon Bay carrying the newly appointed minister to France, Benjamin Franklin. After landing Franklin, Wickes cruised European waters, taking several enemy prizes. Other Continental captains also ventured across the Atlantic, none to more fame than John Paul Jones.

On September 23, 1779, Jones, in command of the converted French East Indiaman Duc de Duras, renamed Bonhomme Richard in honor of his friend Benjamin Franklin, encountered British merchant ships under the escort of HMS Serapis and Countess of Scarborough. In a fierce battle, Jones came alongside and grappled Serapis. In the midst of the carnage, Serapis’s captain Richard Pearson called over to ask if Jones intended to strike. The answer, as recorded in legend, came back “I have not yet begun to fight!” Jones gained the victory even though he lost his ship.

Jones, Wickes, and other Continental captains launched America’s naval traditions, setting an example of skill, bravery and dedication that would serve as a hallmark across centuries. While the Continental Navy did not play a decisive role in the Revolution, sea power did; the French naval victory over a British fleet in the battle off the Virginia Capes on September 5, 1781, sealed the fate of General Charles Cornwallis’s surrounded army at Yorktown.

THE QUASI-WAR
The American Republic was born into a hostile world. Great Britain sought revenge and the new nation’s first important ally, France, slipped into revolution and chaos. On the high seas American ships were harassed and attacked. Chief among the new enemies were the Barbary corsairs.

For generations, North African seafarers of the Barbary states had seized foreign merchantmen and held their crews for ransom. All those who wished to pass through the Mediterranean, American ships included, had the choice of either paying tribute or fighting. In response, Congress, prodded by President Washington, finally voted to build a federal navy to defend commerce, and on March 27, 1794, approved the construction of six frigates.

Less than a year after the six keels had been laid, word arrived that Algiers had signed a treaty allowing American ships to pass unmolested. On May 10, 1797, the first of the frigates, United States, slipped into the water at Philadelphia. In September, Constellation was launched at Baltimore, and in October, Constitution went down the ways at Boston. The three remaining hulls were left on the stocks, although work later continued and they were launched between 1799 and 1800.

In the Caribbean, French privateers often fell upon American vessels. Following a failed diplomatic mission to France, President John Adams set the nation on a course to defend its trade and honor by force. Secretary of the Navy Benjamin Stoddert dispatched a number of vessels south to protect American trade. Among them was Constellation, under the command of Captain Thomas Truxtun. On February 9, 1799, Constellation defeated the French frigate L’Insurgente near the island of Nevis. Almost a year later, Truxtun distinguished himself again when Constellation engaged and defeated another French frigate, La Vengeance, off Guadeloupe. Elsewhere, American naval forces captured more than 80 French ships with the loss of only one U.S. vessel. Such a succession of triumphs convinced the French of the futility of continuing the conflict and, on September 30, 1800, a convention was signed ending the war.

BARBARY WAR
At the dawn of a new century, a new president, Thomas Jefferson, who preferred gunboats to frigates, was urging naval reduction when an old adversary again began to disrupt trade. The bashaw of Tripoli declared war on the United States on May 10, 1801, and Jefferson responded by sending naval forces consisting of Constitution and Philadelphia, along with four smaller vessels, to the Mediterranean. With the arrival of Commodore Edward Preble’s squadron in 1803, the Americans pressed the Tripolitans. With Philadelphia cruising off its coast, Preble declared the port of Tripoli in a state of blockade. On October 31, 1803, Philadelphia, under the command of William Bainbridge, entered the harbor in pursuit of a fleeing corsair. As his quarry scurried under the protection of shore batteries, Bainbridge came about towards open water but ran the ship hard aground. Forced to surrender his ship, Bainbridge and his crew were thrown into confinement.

In Tripolitan hands, Philadelphia posed a serious threat. At dusk on February 16, 1804, Lieutenant Stephen Decatur slipped into the harbor aboard the ketch Intrepid. Decatur and his men hid below while several crewmen, including an Italian pilot, stood on deck disguised as Arab sailors. As the ketch pulled alongside the frigate, the pilot sought permission to tie up alongside the frigate. Foolishly, the Tripolitans passed a hawser down to Intrepid and, in a moment, 50 American seamen were over Philadelphia’s gunwales. Within 15 minutes Decatur and his men had taken the ship, set her afire and escaped.

Preble tightened the blockade of Tripoli, launching a series of five attacks against the port, bringing his ships in close enough to deliver a series of devastating broadsides against shipping and the harbor’s defenses. Preble’s determined assaults weakened the Tripolitans. His successor, Samuel Barron, set in motion the final campaign, which involved an overland march from Egypt led by Marine Corps Lieutenant Presley O’Bannon and the American consul William Eaton. Threatened by land and sea, the bashaw decided to parley and a peace treaty was signed on June 4, 1805.

WAR OF 1812
The practice of “impediment”—seizing sailors off merchant ships for military service—added to rising tension between the United States and Great Britain. At war with France, the Royal Navy needed men, and while few questioned the impressment of British subjects off British ships, extending that practice to U.S. vessels violated American sovereignty. Faced with British intransigence, the United States declared war on June 18, 1812. With a force of 10 frigates, two sloops, six brigs and a ragged assortment of schooners and gunboats, the United States Navy faced the world’s greatest sea power—the nearly 1,000 ships of the Royal Navy.

The tiny U.S. Navy acquitted itself well in the first months of
Having arrived at Erie, Pa., on March 27, 1813, Perry found a bustling yard with several vessels already under construction. Under his direction, work proceeded briskly and by early August Perry had his fleet on the lake and ready for service. Opposing him was a British squadron under the command of Captain Robert Barclay. On the afternoon of September 9, the British sailed out onto the lake seeking battle.

Shortly after dawn, the two fleets came into sight of one another nearPut in Bay. From the topmast of his flagship Lawrence, which he had named for his friend, the fallen hero, Perry flew a pennant emblazoned with the motto, “Don’t Give Up The Ship.” For more than two hours the battle raged. Lawrence took the brunt of the combat on the American side and, in the midst of the battle, Perry shifted his flag to Niagaran. By three in the afternoon, Barclay realized his situation was hopeless. Perry later summarized the action: “We have met the enemy and they are ours.”

Lake Champlain, at the border between New York and Vermont, was a critical link in the strategic corridor of waterways running between Canada and the United States. In the summer of 1814, the British launched a major invasion along this route. The British General George Prevost ordered George Downie, the British naval commander, down the lake. Lieutenant Thomas Macdonough, the American commander on the lake, anticipated the British movement and placed his squadron into the confines of Plattsburg Bay. When British troops reached a point near Plattsburg, Prevost halted and insisted that Downie attack Macdonough.

On Sunday morning September 11, 1814, Macdonough received a signal from his lookout — “enemy in sight.” Macdonough was in a strong position; the British squadron would have to tack north into the wind to come alongside him. As a result, only a few of their cannon could be brought to bear on the Americans, while Macdonough, having rigged his ship’s bustle yards with several small vessels, was capable of serving the needs of a dynamic and ambitious people.

Since its founding the United States had been almost constantly embroiled in wars that imperiled the very existence of the nation. Now the American republic was firmly established as a national entity with which to be reckoned. For this, much of the credit must go to the navy. President Andrew Jackson lauded the navy for the way it represented America’s glory abroad in peaceful and warlike pursuits alike: “Our Navy, whose flag has played in distant climes our skill in navigation and our fame in arms.”

During the antebellum period, innovations in propulsion and ordnance began the revolutionary transformation of the navy from a fleet of wooden sailing ships, armed with smoothbore cast-iron guns firing solid shot to, on the eve of the American Civil War, iron-hulled steamships, armed with rifled wrought-iron–shells guns.

Possessing a diversity of skills and interests, members of its officer corps made significant contributions to science in the fields of geography, astronomy, navigation, oceanography and ordnance. During this period, reformers sought to keep the navy progressive; giving younger officers better hope for promotion; making enlisted service more attractive; improving training; strengthening the administrative structure; and modernizing propulsion, ordnance and ship design. A movement for the systematic training of aspiring naval officers led to the 1845 establishment of the United States Naval Academy at Annapolis.

THE SECOND BARBARY WAR

Early in 1815, the day of Algiers once more let loose his corsairs to molest American ships. The war with Britain now concluded, President James Madison had at his disposal enough vessels for two powerful squadrons and placed one under the command of Commodore Stephen Decatur.

With the new frigate Guerriere (named after Constitution’s famous prize) sailing as flagship, Decatur’s squadron included Constitution, Macedonian and a number of smaller vessels. On June 17, off Cape de Gata, Constitution’s lookout spotted the Algerian frigate Mashuda. Three of the American squadron drew within range and engaged, overwhelming the Mashuda and forcing its surrender. On June 30, Decatur signed a treaty restoring peace and, after a few port visits in the Mediterranean, returned to New York by early November.

The return of Decatur’s squadron marked the end of an era. Since its founding the United States had been almost constantly embroiled in wars that imperiled the very existence of the nation. Now the American republic was firmly established as a national entity with which to be reckoned. For this, much of the credit must go to the navy.

THE ANTEBELLUM PERIOD

Between the end of the War of 1812 and the beginning of the Civil War, the United States Navy matured into an organization capable of serving the needs of a dynamic and ambitious people. President Andrew Jackson lauded the navy for the way it represented America’s glory abroad in peaceful and warlike pursuits alike: “Our Navy, whose flag has played in distant climes our skill in navigation and our fame in arms.”

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PSEUDO–COMBAT OPERATIONS

With peace prevailing in Europe in the following decades, the principal missions of the U.S. Navy proved to be the protection of commerce, suppression of piracy, enforcement of anti–slave trade laws and agreements and the promotion of diplomacy. For these missions, maneuverable sloops and schooners that could operate in shallow bays and streams were best suited. The navy stationed squadrons in the Mediterranean, in the West Indies,
off West Africa, in the Pacific, off Brazil and in the East Indies. These squadrons generally did not act in unison, but vessels patrolled individually, reporting regularly to the flagship. Pirates infested the Caribbean and Gulf of Mexico, important markets for U.S. products, during the tumultuous wars of independence in Spanish America. Between 1821 and 1826, the U.S. West Indies Squadron pursued a vigorous campaign that effectively suppressed West Indian piracy.

Congress in 1800 outlawed the participation of U.S. ships and crews in the transportation of Africans as slaves to Cuba and Brazil; in 1808, it forbade the importation of slaves into the United States; and in 1820, it made involvement of U.S. citizens in the international slave trade an act of piracy punishable by death. Congress assigned to the U.S. Navy responsibility for enforcing these laws, which became a primary task of the African and Brazil Squadrons.

A movement led to the 1845 establishment of the United States Naval Academy at Annapolis.

In 1819, the Slave Trade Act authorized the president to cooperate with the private American Colonization Society in the resettlement in Africa of Africans found on illegal slavers. After 1842, the navy stepped up its antislavery patrols, in accordance with the Webster–Ashburton Treaty between the United States and the United Kingdom, which pledged each nation would maintain a certain number of antislavery cruisers off West Africa. The navy employed force to protect, and diplomacy to promote, the interests of American merchants. In a typical punitive expedition, a force of 282 seamen and marines from the frigate Constitution landed at Quallah Battoon, on the west coast of Sumatra, in 1832. They killed more than one hundred of the defenders and burned the town as punishment for the massacre of many of the crew of the merchant ship Friendship, of Salem, Massachusetts, and the plundering of the ship the previous year.

ARM OR DIPLOMACY, VEHICLE OR EXPLORATION

Throughout the era, the United States employed its naval forces in seeking agreements that would protect American sailors stranded abroad and that would open foreign commerce to the United States. Early successes of such efforts came in 1833, when the king of Siam and the sultan of Muscat both signed commercial treaties with the United States. The greatest diplomatic triumph of the era was the Treaty of Kanagawa between the United States and Japan, negotiated by Commodore Matthew C. Perry in 1854. The shogunate had turned. Through a combination of firmness and dignified behavior, Perry won a Japanese guarantee of protection for U.S. citizens and access to two ports for American shipping.

The United States South Seas Exploring Expedition, led by Charles Wilkes, explored the Antarctic and the Pacific Oceans between 1838 and 1842. This expedition of six U.S. naval vessels conducted hydrographic surveys and astronomical observations and charted navigational hazards. Among the expedition’s accomplishments were surveying 280 islands, charting the coast of the Oregon Territory and demonstrating that Antarctica is a continent. The expedition’s collection of natural history specimens and ethnographic artifacts became the nucleus of the Smithsonian Institution’s collection in 1858.

Meanwhile, Lieutenant Matthew Fontaine Maury, called the “Pathfinder of the Seas,” used his position as director of the Naval Observatory in Washington, D.C., to advance both pure and applied science in meteorology and hydrography. He produced charts of reefs, shoals and other navigational hazards. His charts of seasonal changes in winds and currents enabled seapower to send their expeditions.

NEW WAVES OR WAREFARE

The Second Seminole War, 1835–1842, was the longest and costliest of the Indian Wars fought east of the Mississippi. A naval blockade of the Florida coast prevented gunrunners from supplying weapons to the Native Americans. The navy also conducted amphibious operations against the Seminoles. The navy assembled a special squadron of shallow-draft vessels, the “Mosquito Fleet,” to mount expeditions into the interior by way of Florida’s inland waterways. Riverine warfare, sometimes conducted in conjunction with the army, helped bring the war home to the enemy.

The navy also played a major role in securing victory during the Mexican War, 1846–1848. By blockading Mexico’s port cities, the navy strangled Mexico’s maritime trade and prevented its forces from threatening U.S. operations from the sea. The navy directed the landing of General Winfield Scott’s troops at Vera Cruz and participated in the bombardment of that city. By establishing and maintaining sea control, the navy enabled the army to seize and garrison enemy territory. Naval forces, assisted by a relatively small number of infantry soldiers, seized California for the United States.

The Mexican War left the nation with two sea coasts to defend, propelled the United States into Pacific affairs and provided impetus for the navy’s expansion. The war also left a body of tactical experience on which officers in the Northern and Southern navies would draw during the Civil War.

William Fowler, PhD, is a distinguished professor in history at Northeastern University. He is the author of numerous books on a variety of subjects related to Revolutionary War, New England and maritime history. Michael J. Crawford, PhD, is the senior historian at the Naval History and Heritage Command and author or editor of books covering the full sweep of American naval history.
IN THE LATTER HALF OF 1814, British men-of-war had blockaded American ports up and down the Eastern Seaboard, effectively leaving the U.S. Navy bottled up in port. The frigate Congress lay in Portsmouth, N.H.; United States and the new frigate Macedonian were in New London, Conn.; and Constitution was so stymied in Norfolk, Va., that it had seen no action at all during the war.

The US Frigate Constitution had been languishing in Boston since April, held there by a squadron of British ships sailing off and on the President Roads. By mid-December, though, the British had reduced their blockade of Boston to only two frigates, HMS Newcastle and Acasta, and an 18-gun brig, HMS Arab. Confident that Constitution was not fit to sail, the Admiralty had reassigned the other vessels or sent them into Halifax for upkeep. Charles Stewart, now in command of Constitution, was chafing to escape to sea. Finally, with clear skies, crisp, sunny weather...
and the paucity of British blockaders, he determined that the opportunity was at hand and, on Sunday, December 18, he kissed his bride of only one month fare- well and ordered his crew to make all sail so they might take advantage of the fine northwest breeze. He was watched by the populace crowding Long Wharf to see him off, as he sailed swiftly down Bos- ton Harbor, through President Roads, and into the open sea. He was the only American frigate to get to sea, and he planned to take advantage of that!

Stewart and his officers were fully aware of the fact that should they get into any trouble that required port fa- cilities, they were out of luck. With the blockade covering most of the coastline, there was little likelihood that the ship could sail safely into any American har- bor. And yet, he knew that Americans expected their ship to prove any contest it might find and do everything within the realm of possibility to further the cause of American liberty. So, bol- stered by their good fortune in escaping awareness of the fact that should they get into any trouble that required port fa- cilities, they were out of luck. With the blockade covering most of the coastline, there was little likelihood that the ship could sail safely into any American har- bor. And yet, he knew that Americans expected their ship to prove any contest it might find and do everything within the realm of possibility to further the cause of American liberty. So, bol- stered by their good fortune in escaping

Constitution held the favored weather position and ranged alongside the aftermost of the two enemy ships. She turned out to be the larger of them, HMS Cyane, a frigate of 24 guns. The American’s momentum carried her slightly ahead, so she lay between the two British ships. Stewart sent a ball between them, beginning the engagement. An exchange of broad-sides followed, killing two Americans early in the fight. Darkness was fast approaching, and smoke wreathed the ships and the seas between them. Taking advantage of the poor visibility, Cyane altered course to try and pass under Stewart’s stern for a raking shot. The American captain glimpsed their intentions and essentially stopped his ship, blocking the move, and simultaneously, commenced a heavy cannonade into the enemy. Marines, stationed aloft, added musket fire to the fusillade, forcing the Brit- ish sailors and officers to “keep their heads down.”

During the chase, Constitution hailed the deck that Cyane was showing signs of life, trying to get moving and rejoin the battle. Stewart jibed around and offered his starboard battery to the enemy. Only 50 yards separated the two ships. Seeing the position he was in, the captain of Cyane started to crow about the move, and simultaneously, commenced a heavy cannonade into the enemy. Marines, stationed aloft, added musket fire to the fusillade, forcing the Brit- ish sailors and officers to “keep their heads down.”

Constitution continued her patrol, approaching Cape Fin- istere in high winds and rough seas. The weather was so cold that staying topside for any length of time became arduous. The lookouts were slacking off, and a near miss with a Portuguese frigate could have crossed into their domain.

Fortunately, the ship’s dog, a terrier named Guerriere, saw the ship from his perch atop a carronade and began to point, the mark of a fine hunting dog. The quarterdeck watch saw the ship from his perch atop a carronade and began to point, the mark of a fine hunting dog. The quarterdeck watch saw

The superior sailing abilities of Constitution, along with a significantly heavier weight of metal, convinced the British captain that he too should surrender. Constitution, the pre- mier American frigate, had taken two enemy ships simultaneously, and fought most of the engagement in the dark!

The three ships—two prizes and the American frigate—sailed in company for the American coast, but they ran afoul of another British fleet, which re-captured Levant. Constitution returned to the United States with Cyane still her prize, to discover the war was already over. Cyane was absorbed into the American Navy as US Frigate Cyane. William H. White, a lifelong sailor, served as a naval officer during the Vietnam War. He serves on the board of the USS Constitution Museum and is a fellow of the Massachusetts Historical Society. He was a longtime trustee and officer of the National Association of Marine and Operation Sail, Inc., a major sponsor of the War of 1812 Bi- centennial commemoration.
The USS Monitor and CSS Virginia were not the world’s first ironclad ships, but their epic clash at Hampton Roads on March 9, 1862, marked a major turning point in naval warfare. When they met near the mouth of the Chesapeake Bay, Union iron-plated gunboats had already been plying the waters of Western Theater rivers for some weeks. But no two such ships had ever faced each other in combat.

The two vessels each featured innovative design characteristics. Virginia, (built on the hull of the USS Merrimack, which had been burned and scuttled when the Union navy abandoned the Norfolk Navy Yard in April 1861), was larger and mounted a total of 10 stationary guns, plus a 1,300-pound iron ram on its bow. Nearly 100 feet shorter and with only a quarter of the displacement, Monitor was more maneuverable, an attribute augmented by the flexibility of the two guns in her rotating turret.

Seeking to interdict Federal naval operations in Hampton Roads, Virginia left its berth at Norfolk under the command of Flag Officer Franklin Buchanan on March 8, 1862. Around 2:00 p.m., Virginia struck the USS Cumberland with its ram, smashing a huge hole in the other ship’s wooden hull. Despite the mortal blow delivered to the Cumberland, Virginia became entangled in wreckage and was at risk of being carried down. The ironclad was able to dislodge itself from the frigate’s side, but in doing so the lethal ram broke free.

With one opponent vanquished, Virginia turned its sights on the nearby USS Congress, which, having witnessed Cumberland’s fate, purposely ran aground. Unable to deliver a ram attack, Virginia maneuvered to pound the frigate with powerful broadsides, forcing Congress to strike its colors. During this time, Buchanan was wounded by musket fire coming from shore. With daylight waning and its captain needing medical attention, Virginia broke off its attack.

The next morning, Catesby Jones, now in command of the Virginia, prepared the rebel ironclad for another assault, now against the USS Minnesota. As the Virginia approached the Minnesota, it noticed a strange raft-like vessel defending its quarry and shifted fire to the newcomer, USS Monitor.

The two ironclads then settled down to a close range slug-fest, both landing hits that took little effect. After several hours of close combat, Monitor disengaged and headed for the safety of shallower waters, its commander temporarily blinded by a shell that exploded near the viewing slit of the pilothouse. Virginia, short on ammunition and conscious of the retreating tide, retired to Norfolk. The first battle between steam-powered, ironclad warships had ended in a draw.

In addition to prosecuting the coastal blockade and pursuing Confederate commerce raiders, the U.S. Navy’s other main role in the Civil War, and arguably its most important one, was seizing and controlling the Mississippi River and its tributaries. In this effort, the main obstacle was not the tiny Confederate navy, but rather the formidable shore fortifications erected by the Confederates along the banks of the Tennessee, Cumberland and Mississippi Rivers. This war, therefore, was less often a matter of ship vs. ship than it was Union ships vs. Confederate forts.

In these confrontations, the key to eventual Union victory was effective interservice cooperation between the army and navy. Alone against a creative and determined foe, neither service could have achieved the kind of dramatic success they did together. This outcome was all the more remarkable because there was no combined operational command — when army generals and navy flag officers worked together, it was solely a matter of mutual cooperation.
terms of “unconditional surrender.”

But at Island Number 10 on the Mississippi River, it was a different story. Here Foote’s gunboats could not take on the heavy shore batteries unassisted, and Maj. Gen. John Pope’s infantry was cut off from the enemy by the river itself. Unless these forces could find a way to work together, the Union advance down the Mississippi would be halted before it fairly began.

What made Island Number 10 so daunting an obstacle was its peculiar geography — a dramatic S-turn at the point where the Mississippi River flowed southward from Kentucky into Tennessee. In the first bend sat an island — the 10th one counting southward from where the Ohio flowed into the Mississippi — where the Confederates had erected a series of shore fortifications bolstered by a substantial floating battery.

Unlike at Fort Henry, Foote’s gunboats could not simply pull up alongside and slug it out with the enemy; nor could the army assail the rebel fortifications from the landward side, as Grant had at Fort Donelson, thanks to swampy terrain. A better alternative would be for the Union forces to work from the rear — a movement that would require the gunboats to pass the island and transport them. Neither Union forces could find a way to work together, the Union advance down the Mississippi would be halted before it fairly began.

The geography of the Confederate position at Island Number 10, once its great strength, now proved to be a trap. With Pope cutting off their communications southward, and Foote’s gunboats holding the river above and below the island, the Confederates could do little but accept the inevitable. Pope captured both the fort and its 6,000-man garrison, making him a hero in the North and winning him the command of a field army in Virginia.

Although Foote’s deteriorating health soon compelled him to relinquish command of the Mississippi Squadron, his strategic impact was immense. At Vicksburg almost exactly one year later, Rear Adm. David Dixon Porter and Maj. Gen. Ulysses S. Grant used a nearly identical strategy of army-navy partnership to seal the fate of the Confederate defenses could do little but accept the inevitable. Pope captured both the fort and its 6,000-man garrison, making him a hero in the North and winning him the command of a field army in Virginia.

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There was nothing for it but for some brave soul to try to run past the Island Number 10 batteries. The man who volunteered to try was Capt. Henry Walke of USS Carondelet.

On the night of April 4, 1862, Walke attempted to slip past the enemy batteries, but a spark from his ship’s stack alerted the sentries and the Rebels opened fire. Despite facing a gauntlet of fire and the danger of navigating the winding river at night, Carondelet made it safely past the island. Two nights later, the USS Pittsburgh, under Lt. Egbert Thompson, made the same run, and, on April 7, the two ships transferred Pope’s soldiers across the Mississippi to assault the Rebel’s unprotected southern flank.

What made Island Number 10 so daunting an obstacle was its peculiar geography — a dramatic S-turn at the point where the Mississippi River flowed southward from Kentucky into Tennessee. In the first bend sat an island — the 10th one counting southward from where the Ohio flowed into the Mississippi — where the Confederates had erected a series of shore fortifications bolstered by a substantial floating battery.

Unlike at Fort Henry, Foote’s gunboats could not simply pull up alongside and slug it out with the enemy; nor could the army assail the rebel fortifications from the landward side, as Grant had at Fort Donelson, thanks to swampy terrain. A better alternative would be for the Union forces to work from the rear — a movement that would require the gunboats to pass the island and transport them. Neither Union forces could find a way to work together, the Union advance down the Mississippi would be halted before it fairly began.

The geography of the Confederate position at Island Number 10, once its great strength, now proved to be a trap. With Pope cutting off their communications southward, and Foote’s gunboats holding the river above and below the island, the Confederates could do little but accept the inevitable. Pope captured both the fort and its 6,000-man garrison, making him a hero in the North and winning him the command of a field army in Virginia.

Although Foote’s deteriorating health soon compelled him to relinquish command of the Mississippi Squadron, his strategic impact was immense. At Vicksburg almost exactly one year later, Rear Adm. David Dixon Porter and Maj. Gen. Ulysses S. Grant used a nearly identical strategy of army-navy partnership to seal the fate of the Confederate forces.

There was nothing for it but for some brave soul to try to run past the Island Number 10 batteries. The man who volunteered to try was Capt. Henry Walke of USS Carondelet.

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swam to the safety of a nearby British yacht that had come out to watch the exchange of fire.

Winslow returned to the United States a hero and received a promotion to commodore; Semmes made his way back to the Confederacy and was promoted to rear admiral. During the evacuation of Richmond, he led a brigade of infantry, and after the war took to identifying himself as “Ralph Semmes, Admiral and General.”

The famed raider influenced world events even after her sinking. Once the war was over, the United States filed claims against Great Britain for allowing the construction of Alabama in her yards, and an international court awarded the government $15.5 million in damages.

The two warships circled one another, firing as fast as the crews could load.
**NEW BOOK SHOWCASES POWER of historic places in education**

LASSROOM TEACHERS face an uphill battle, constantly seeking ways to bring their subject matter alive amid increased demands and shrinking resources. The Trust is dedicated to providing these hard-working educators with the best possible tools to aid their students.

The latest such asset is a new book by our Teacher-in-Residence, Jim Perucco, focusing on how to harness historic resources in your community to tell the broader story of American history. In *Take the Journey*, out this spring from Stenhouse Publishers, he offers practical, classroom-tested lessons that help foster teacher creativity while still meeting appropriate standards. Although the book uses as a case study the Journey Through Hallowed Ground National Heritage Area, the 180-mile corridor stretching from the Gettysburg battlefield to Thomas Jefferson's Monticello, its lessons are universal and valuable to educators of all stripes.

**DID YOU KNOW?**

Remember that entries for our 2017 Student Postcard and Essay Contests are due April 14! This year’s theme is “Preserving the Memory,” and full details are available at www.civilwar.org/education.★

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**OR ITS 17th YEAR, the Trust’s hugely popular National Teacher Institute will travel to Memphis, Tenn., bringing together educators from across the country to visit battlefields — notably Shiloh National Military Park — and museums and in engaging in learning the latest pedagogical techniques. Based at the Marriott Memphis East Hotel from July 13 to 16, this midday event will offer educators the opportunity to engage in workshops and discover a community of passionate, like-minded teachers who are effectively enriching their students’ classroom experience. Scheduled speakers and guides include historians Brig. Gen. Parker Hills (Ret.) and Timothy Smith, PhD, plus New York Times bestselling author Robert Hicks. Each year, the Civil War Trust National Teacher Institute is offered free of charge to teachers who hold basic membership in the organization. Participation is capped at 200 K-12 educators and, due to space limitations, a $100 deposit is due at registration to guarantee a slot. Educators or their school districts must pay for lodging and transportation to the event; however, the Civil War Trust offers a limited number of scholarships to first-time attendees to help defray these costs.

For more information about this and future events in our ongoing Teacher Institute series, please visit www.civilwar.org/teacherinstitute.★
MAKE BATTLEFIELD PRESERVATION YOUR LEGACY

HUNDREDS of Civil War Trust members have decided to make battlefield preservation their legacy by joining our Honor Guard legacy giving society. They have remembered the Civil War Trust in their will or other estate plans — which can be easier than you think. Please consider joining them, so that future generations can walk battlefield land for years to come.

LEAVE A WILL

EVERYBODY needs a will — not just the wealthy. If you don’t have a will, you give up control of what happens to your precious assets after you pass away. Also, having a will makes things much easier for those who survive you — it gives them a concrete plan of action in an incredibly difficult time.

If you don’t yet have a will, below are four easy steps to getting started in estate planning. To learn more, request our free guide, The Civil War Trust’s Guide to Legacy Giving, by emailing legacy@civilwar.org, or returning the enclosed envelope.

Sample Request Language:

I bequeath to the Civil War Trust, a tax-exempt nonprofit organization located in Washington, DC, the sum of $________ (or percentage ___% of my total probate/trust estate, or properly described herein). This Fund is to be used as the organization deems advisable. The Civil War Trust is a 501(c)(3) charitable organization. The federal tax ID number is 54-1426643. You may also wish to restrict your gift to fund a certain purpose. Please contact Alice Mullis at legacy@civilwar.org to discuss options.

STEP 1: Make an inventory of your assets.
The Civil War Trust’s Guide to Legacy Giving has a chart that you can use as a guide to help in this process.

STEP 2: Decide where your assets should go and how.
Our guide helps you consider the five main categories of beneficiaries, and also outlines the types of charitable gifts you can consider.

STEP 3: Meet with your estate planning attorney, accountant and financial advisor.
See our suggested bequest language and be sure to provide our federal tax ID number.

STEP 4: Tell the Civil War Trust if you have included us in your estate plans.
Contact Alice Mullis at legacy@civilwar.org or 202-367-1861 ext. 7219 or return the enclosed envelope.

GIVE THROUGH YOUR RETIREMENT PLAN

IF YOU ARE interested in leaving a gift to the Civil War Trust in your estate, your best option may be to make the Trust a beneficiary of your retirement plan. Most people don’t know it, but leaving retirement plan assets to a charity makes sense tax-wise. Some things to consider:

• Retirement plan distributions are taxable, even after you pass away. Thus, if you leave a retirement plan’s assets to your heirs, they may face double taxation — federal estate taxes as well as income taxes.

• But if you gift your retirement plan assets to the Civil War Trust, we will receive 100 percent of the gift. Estates subject to estate tax can take a charitable deduction for the amount of the IRA left to a nonprofit organization.

To find out more visit www.civilwar.org/legacygiving. You can also return the enclosed envelope or email legacy@civilwar.org.

“Why I Have Decided to Leave a Legacy of Preservation.”

Dr. Mary Abroe, a longtime Civil War Trust board member, teaches American history and the history of Western Civilization at the College of Lake County in Grayslake, Ill. She is also a member of the Civil War Trust’s Honor Guard.

“I became involved with the modern battlefield preservation movement in the late 1980s, as a history teacher and graduate student… One of the great privileges — and joys — of my life has been my affiliation with the Civil War Trust and, before that, with one of its predecessor organizations. As a human being, mother, grandmother and citizen, there are few things more important to me than leaving this legacy of preservation behind when I am gone and providing for the work’s continuation.”

THE HONOR GUARD

PLEASE LET US KNOW if you have already included the Civil War Trust in your estate plans. Many people have independently reached the decision to include the Civil War Trust in their estate. We encourage you to tell us if this is the case so that we can use this information for our internal planning purposes. Please let us know by completing our confidential Declaration of Intent form online at www.civilwar.org/declarationintent or by emailing Alice Mullis at legacy@civilwar.org.

KEEP IN MIND THAT

You can change plans. We understand that circumstances change and that you may want to alter your gift.

You can request that we not contact you about planned giving in the future. We honor your preferences.

You can be anonymous. We believe listing Honor Guard members at events and in publications is an important way of honoring their generosity, but we will gladly honor your request for anonymity.

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Smithsonian’s Great Battles of the Civil War is a visually stunning, provocative history unlike any other Civil War program you’ve ever seen. This critically acclaimed television and video series from the National Museum of American History is a sweeping and compelling look at the war’s military, political and social history. Each episode features dramatic reenactments of important campaigns, first-hand accounts of eyewitnesses and participants read by distinguished actors, period photographs, paintings and artifacts, intriguing expert challenges to traditional historical thinking, original contemporary illustrations, computer enhanced maps, and music of the time. The strategies and motivations that created this devastating and heroic period come alive in this comprehensive reference. The 12 hours and a laptop together can be a mobile history tour during your battlefield travels.

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GIVE THE GIFT of PRESERVATION!

MERICKS National History and Heritage Command (NHHC) traces its history to 1800, when the first secretary of the navy prepared a catalog of professional literature to become a permanent fixture of the office. Today, the organization — headquartered at the historic Washington Navy Yard — functions as the U.S. Navy’s institutional memory and shares stories of the bravery of American sailors.

NHHC maintains nine official navy museums across the nation, plus a detachment in Boston, Mass., where the USS Constitution is stationed. These include: the National Museum of the United States Navy in Washington, D.C.; the National Naval Aviation Museum in Pensacola, Fla.; the National Museum of the American Sailor in Great Lakes, Ill.; the Hampton Roads Naval Museum in Norfolk, Va.; the U.S. Navy Seabee Museum in Port Hueneme, Calif.; the Submarine Force Library and Museum in Groton, Conn.; and the Naval Undersea Museum in Keyport, Wash.; the Puget Sound Navy Museum in Bremerton, Wash.; the Naval War College Museum in Newport, R.I.; and the U.S. Naval Academy Museum in Annapolis, Md.

The entire Washington Navy Yard is ripe with American history, including its critical role in the War of 1812 Battle of Bladensburg. The National Museum of the United States Navy is housed in the former Breech Mechanism Shop of the old Naval Gun Factory. Exhibits span the entire length of naval history, from the Revolutionary War to the Cold War, including the numerous scientific advances made by naval personnel.

As a working military base, outside visitors face certain security measures. On weekdays, interested guests can report to the Visitor Control Center, ideally with a completed Base Access Pass Registration, available for download from the museum website, to expedite the process. For weekend visits, forms must be completed in advance.

This is one of the more than 600 sites on the Civil War Discovery Trail. Explore Civil War history and plan your next trip online at www.civilwardiscoverytrail.org.
Celebrate the Trust’s 30th Anniversary at our 2017 Annual Conference!

Register today to secure your choice of our exciting tour options. Full details are available at www.civilwar.org/annualconference.

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