

SPRING 2017 ★ Vol. 18 No. 1

CIVIL WAR TRUST

HALLOWED GROUND

SAVING AMERICA'S CIVIL WAR BATTLEFIELDS CIVILWAR.ORG

★ ★ ★ WAR ON THE WATERS

THE FIRST CENTURY OF THE U.S. NAVY

HALLOWED GROUND
A quarterly publication
of the Civil War Trust
Spring 2017, Vol. 18, No. 1

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ASSISTANT TO THE CFO
Kristin Howell
1156 15th Street, NW
Suite 900
Washington, DC 20005
Phone: 800-CW-Trust
1140 Professional Court
Hagerstown, MD 21740
Phone: 301-665-1400
Fax: 301-665-1416

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COVER: USS *Niagara*, relief flagship in the pivotal War of 1812 Battle of Lake Erie, in port behind the Erie Maritime Museum in Pennsylvania. JAMES W. SMITH, jameswsmithphotography.com.
THIS PAGE: “Old Ironsides,” the USS *Constitution*, is currently in drydock at Boston, Mass., undergoing a complete overhaul. PAUL A. JARVIE.

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 of the land itself and by educating the public about the vital roles those battlegrounds played in directing the course of our nation's history — also 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.

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Correction: The Civil War Trust regrets the following error that appeared in the Winter 2016 issues of *Hallowed Ground*: A Field Report outlining the activities of the Manassas Battlefield Trust included information related to events that occurred shortly before we went to press and did not reflect last minute changes to the itinerary. Unfortunately, Rep. Barbara Comstock was unable to attend the inaugural Leadership Reception in person, and a planned encampment for members had to be postponed.

Hampton Roads, Va., near where the Chesapeake Bay meets the Atlantic Ocean, was the scene of the famed 1862 Battle of the Ironclads. But almost 80 years earlier, the British and French fleets had clashed dramatically at the Bay's mouth in the 1781 Battle of the Chesapeake Capes. BRIAN CALLAN, thirtythreephotography.com

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 flotilla 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.


Nor was the action ever confined to the open ocean or sea-coast. 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, 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

CIVILWAR.ORG

THE OFFICIAL WEBSITE OF THE 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 ironclads, torpedoes 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 the naval actions that took place during the Civil War? Our Navy collection contains articles about pivotal battles, facts sheets about ships and fleets, biographies of great commanders, book recommendations and more! Find these resources online at CivilWar.org/navies.

YOUR STATE IN THE CIVIL WAR!

We continue to grow our “Your State in the Civil War” video series. 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.

The iron and wood hull of the raised and restored brownwater navy vessel USS *Cairo*. USS *Cairo* Gunboat and Museum, Vicksburg National Military Park, Vicksburg, Miss. ROB SHENK



WASHINGTON'S CHARGE AT PRINCETON TO BE SAVED!

Trust must raise \$4 million to acquire property, transfer it to state park



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 (IAS) will secure the Maxwell's Field property for future generations, while still enabling the Institute to construct needed faculty housing on less historically sensitive land by swapping single family home lots for townhouses.

Following the plan's ratification by the Princeton Planning Board and Delaware and Raritan Canal Commission, the Trust will purchase 14.85 acres of land from the Institute for \$4 million; the land will later be conveyed to the State of New Jersey as an addition to the existing state park. Moreover, the Institute will protect a 0.6-acre buffer between the park and the development with a conservation easement. Of the total cost, \$2.6 million represents the price of the land itself, with \$1.4 million necessary for restoration of the property and some revision to the Institute's existing development plan.

"This landmark agreement will enable us to preserve one of the defining moments in American history," said Trust president James Lighthizer. Noting that elements of George Washington's famous counterattack at Princeton charged across Maxwell's Field, he added, "We are pleased by this opportunity to work with the Institute for Advanced Study to save an important part of our Revolutionary War heritage."

Robbert Dijkgraaf, director and Leon Levy Professor at the Institute, agreed, stating, "As part of our original faculty housing

plan, the Institute expressed a commitment to working with stakeholders in the preservation and commemoration of the Battle of Princeton and its role in the American Revolution. We are confident that this new plan and partnership will enhance the experience of the park for all who visit."

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 in the field, and revitalized the cause of American independence.

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 plaintiffs in existing legal challenges have agreed to suspend litigation until the Civil War Trust formally takes ownership of the property. Upon that closing, anticipated in late June 2017, those challenges associated with the IAS development will be abandoned.

"We have worked for decades to ensure that the Princeton Battlefield and the men who fought on this land 240 years ago are appropriately commemorated," said Jerry Hurwitz, president of the Princeton Battlefield Society. "This agreement honors that commitment and guarantees that an historically significant part of the battlefield is preserved forever." ★

To make a donation to Save The Princeton Battlefield or for more information, visit www.civilwar.org/princeton16.

GETTYSBURG CASINO OPPONENTS

gear up for a third fight



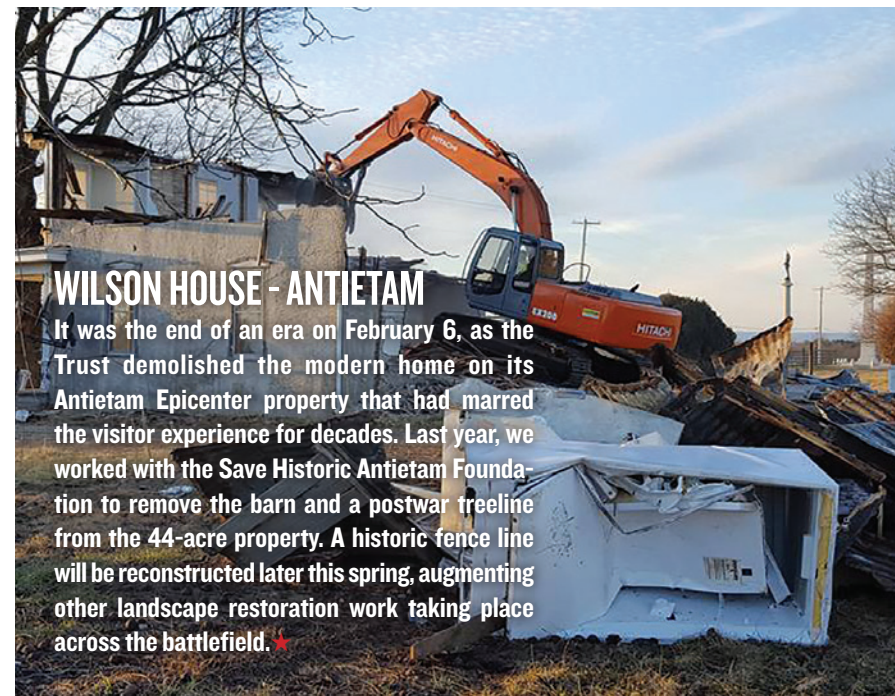
Gettysburg National Military Park, Pa.
CHARLIE J. BURY, JR., Gettysburg



GETTYSBURG, site of the Civil War's bloodiest battle, once again faces a proposal to bring casino gaming to Adams County, Pa. The same developer who unsuccessfully sought licenses to open casinos within cannon shot of Gettysburg National Military Park in 2006 and 2011 now seeks to construct a harness racetrack and casino approximately three miles southeast of the park, at the southern gateway into Gettysburg.

No Casino Gettysburg (www.nocasinoggettysburg.org), the local citizens' advocacy group that spearheaded opposition to the previous two attempts to locate a casino at Gettysburg, has come out strongly against this latest proposal. In an online petition, recently launched via Change.org, the group maintains that a harness racetrack and casino so close to the battlefield is incompatible with Gettysburg's solemn legacy and would destroy the rural character of the area. The group further argues that this proposal would encourage inappropriate secondary development, cannibalize existing entertainment and hospitality businesses, and detract from the visitor experience to the battlefield, thus threatening Gettysburg's vital heritage tourism industry. Through the end of February, the petition had garnered more than 3,000 signatures, two-thirds of which, according to No Casino Gettysburg cochair Susan Star Paddock, are from Pennsylvania residents.

The Trust will continue to closely monitor this situation as it develops over the coming months, with an eye toward the potential impact on the battlefield. As a stalwart supporter of preservation of the Gettysburg Battlefield, we sympathize with local residents who now face yet another divisive and contentious debate about whether a casino is appropriate in their historic community. ★



WILSON HOUSE - ANTIETAM

It was the end of an era on February 6, as the Trust demolished the modern home on its Antietam Epicenter property that had marred the visitor experience for decades. Last year, we worked with the Save Historic Antietam Foundation to remove the barn and a postwar treeline from the 44-acre property. A historic fence line will be reconstructed later this spring, augmenting other landscape restoration work taking place across the battlefield. ★

TENNESSEE LEADS THE WAY

State grant program will now help protect land at Fort Donelson



RUST OFFICIALS travelled to Nashville on February 7 to laud Tennessee lawmakers for becoming the first state to set aside dedicated and recurring funding for the protection of battlefield land.

"We are thrilled about the new possibilities presented by the preservation fund, and grateful to our partners in Tennessee who are helping set the standard for states passionate about protecting their historic landscapes," said Trust president James Lighthizer.

The Civil War or War Between the States Site Preservation Fund's founding legislation was introduced in 2013 by state Rep. Steve McDaniel, Deputy Speaker of the Tennessee House of Representatives and a lifelong preservation advocate. The bipartisan bill was cosponsored in the House by Rep. Tilman Goins and former House Speaker Kent Williams, and the Senate by senators Todd Gardenhire, Bill Ketron and Jim Tracy, as well as retired-senator Charlotte Burks. Gov. Bill Haslam has also been an enthusiastic supporter.

Like the Virginia battlefield fund after which it was modeled, the Tennessee program initially rested upon an annual appropriation made at the discretion of legislators. However, McDaniel's subsequent legislation has ensured two annually recurring funding sources: a \$250,000 allocation from the Tennessee State Lands Acquisition Fund and a portion of the year-over-year revenue growth from the state's Real Estate Transfer Tax. For fiscal year 2017-18, this will translate to more than \$1.2 million in funding, with any unspent balance set aside for use in future years.

"The creation of this fund is one of my proudest accomplishments as a legislator and native Tennessean," said Deputy Speaker McDaniel, who has served in the House for three decades. "The battlefields we protect will not only ensure a lasting legacy for all those who contributed to the establishment of the program, but will serve as invaluable outdoor classrooms for this and future generations of Americans."

The event coincided with a new fundraising campaign by the Trust to protect land at Fort Donelson using a grant from this fund, as well as additional property at Parker's Cross Roads. The Trust has previously applied for Tennessee grant funding to preserve land at Chattanooga, Franklin, Shiloh and Stones River. Learn more about the current fundraising effort at www.civilwar.org/tennessee2017. ★



LEFT TO RIGHT: Rep. Sam Whitson, Rep. Gerald McCormick, House Speaker Pro Tempore Curtis Johnson, the Trust's Jim Lighthizer, Gov. Bill Haslam, Deputy House Speaker Steve McDaniel, Sen. Bo Watson and Rep. Charles Sargent.



BREAKTHROUGH BATTLEFIELD'S STARRING TURN



Mercy Street producers constructed a period-appropriate façade on the Trust's Breakthrough battlefield and, on a June night, torched it for a scene appearing in the Season 2 finale.



EVEN THE MOST devoted fans of PBS's Civil War drama *Mercy Street* may have missed the very special guest star in the Season 2 finale 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 Phinney 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 facades 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 filming took place on the night of June 22, 2016.

If you missed the original airing, you can catch up with Season 2 of *Mercy Street* through PBS's various online and streaming channels.★

A 1907 EXECUTIVE ORDER from President Theodore Roosevelt standardized the prefix of all vessels of the United States Navy to be "USS (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*.★

DID YOU KNOW?

PARK DAY 2017 *will be held April 1*



ach spring, volunteers gather at battlefields and historic sites across the nation to participate in the Trust's annual Park Day clean-up effort, made possible in part by the continued financial support of History™.

We are deeply thankful to all of the sites participating in Park Day 2017! Please visit www.civilwar.org/parkday to learn more about our ever-growing network of volunteer opportunities.

* indicates Campaign I776 affiliate sites

ALABAMA

Fort Gaines Historic Site
Fort Morgan State Historic Site
Historic Blakeley State Park

ARKANSAS

Camp White Sulphur Springs Confederate Cemetery
Historic Washington State Park
Jacksonport State Park
Jenkins Ferry Battleground State Park
Poison Springs Battleground State Park
Prairie Grove Battlefield State Park

CALIFORNIA

Cieneguitas Cemetery
Modesto Citizens Cemetery – GAR Section

CONNECTICUT

Fort Trumbull State Park

DELAWARE

Fort Delaware State Park

DISTRICT OF COLUMBIA

Battleground National Cemetery

GEORGIA

Andersonville National Historic Site
Dalton Confederate Cemetery
Historic Prater's Mill
Jefferson Davis Memorial Historic Site
Kennesaw Mountain National Battlefield Park
Kettle Creek Battlefield*
Myrtle Hill Cemetery
Nash Farm Battlefield Park and Museum

Prater's Mill
Resaca Confederate Cemetery

IDAHO

Morris Hill Historical Park and Cemetery

ILLINOIS

General John A. Logan Museum
U.S. Grant Home State Historic Site

INDIANA

General Lew Wallace Study & Museum

KANSAS

Baxter Springs Heritage Center & Museum
Black Jack Battlefield and Nature Park
Historic Lecompton

KENTUCKY

Battle for the Bridge Historic Preserve
Battle of Richmond, Kentucky
Behringer-Crawford Museum
Camp Wildcat
Columbus-Belmont State Park
Fort Boone Civil War Battle Site
Fort Duffield Park and Historic Site
Hart County Historical Society
James A. Ramage Civil War Museum
Middle Creek National Battlefield
Perryville Battlefield State Historic Site

LOUISIANA

Camp Moore Confederate Cemetery and Museum
Centenary State Historic Site
Fort Derussy State Historic Site
Mansfield State Historic Site

MAINE

Fort Knox State Historic Site

MARYLAND

Antietam National Battlefield
Fort Washington
Monocacy National Battlefield
Point Lookout State Park

MASSACHUSETTS

Minute Man National Historical Park*

MICHIGAN

River Raisin National Battlefield Park*

MINNESOTA

Fort Ridgely Historic Site

MISSISSIPPI

Brices Cross Roads National Battlefield Site
Corinth Civil War Interpretive Center
Natchez National Historical Park – Fort Rosalie
Raymond Military Park
Vicksburg National Military Park

MISSOURI

Battle of Athens State Historic Site
Battle of Lexington State Historic Site
Battle of Pilot Knob State Historic Site
Hickory County Museum/John Siddle House
John Wornall House Museum
Lone Jack Civil War Battlefield
Missouri Civil War Museum

NEW JERSEY

Fort Mott State Park
Princeton Battlefield State Park

NORTH CAROLINA

Bennett Place State Historic Site
Bentonville Battlefield State Historic Site
First Battle of Kinston Battlefield Park
Fort Branch Civil War Site
Fort Fisher State Historic Site
Guilford Court House National Military Park*
Historic Carson House*
New Bern Battlefield Park
North Carolina Maritime Museum at Southport
Smith-McDowell House Museum

NEW MEXICO

Pecos National Historical Park

OHIO

Berlin Crossroads
Johnson's Island Military Prison Site
U.S. Grant Boyhood Home and Schoolhouse

OKLAHOMA

Doaksville Archaeological Site

PENNSYLVANIA

Gettysburg National Military Park
Highland Cemetery
Mount Moriah Cemetery
Paoli Battlefield*

SOUTH CAROLINA

Buford Massacre Battlefield*
Cowpens National Battlefield*
King's Mountain National Military Park*
Musgrove Mill State Historic Site*

Ninety Six National Historic Site*
Rivers Bridge State Historic Site

TENNESSEE

Britton Lane Battlefield
Fort Dickerson, Knoxville
Fort Donelson National Battlefield and National Cemetery
Fort Germantown
Fort Pillow State Historic Park
Johnsonville State Historic Park
Lotz House Civil War Museum
Mabry-Hazen House
Parker's Crossroads Battlefield
Shiloh National Military Park
Stones River National Battlefield

TEXAS

Camp Ford, C.S.A.
Palmito Ranch Battlefield National Historical Landmark

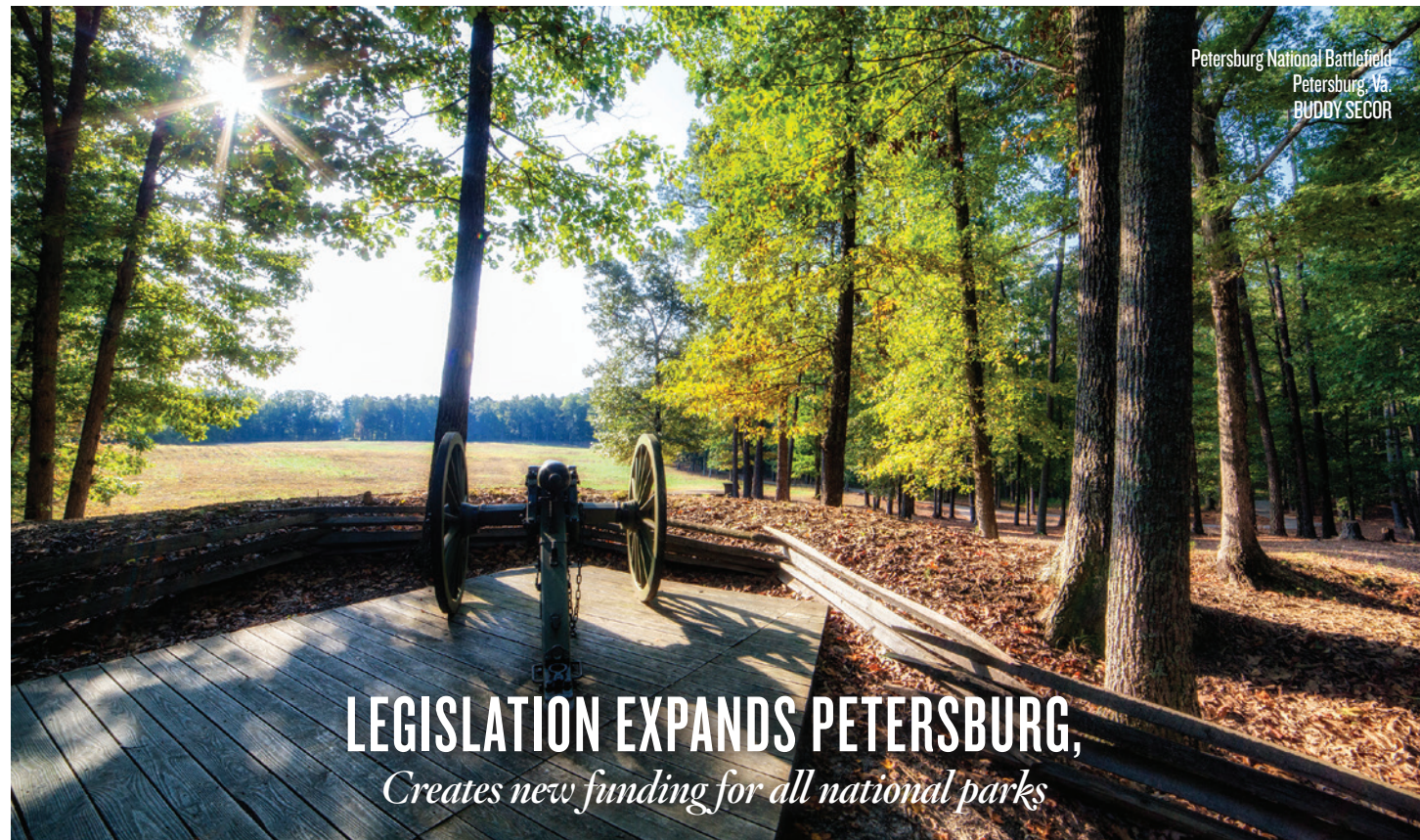
VIRGINIA

Appomattox Court House National Historical Park
Ball's Bluff Battlefield Regional Park
Brandy Station Battlefield
Bristoe Station Battlefield Heritage Park
Caleb Rector House and Rector's Crossroads
Cannon Branch Park & Earthwork Fort
Cedar Creek and Belle Grove National Historical Park
Cedar Mountain Battlefield
Fredericksburg and Spotsylvania National Military Park
Germanna Foundation
Historic Sandusky
JEB Stuart Birthplace
Kernstown Battlefield
Manassas National Battlefield Park
Mt. Zion Historic Park
Newport News Park
Pamplin Historical Park
Petersburg National Battlefield
Richmond National Battlefield Park – Gaines' Mill
Trevilian Station – Custer House
Virginia Museum of the Civil War – New Market
Williamsburg Battlefield

WEST VIRGINIA

Harpers Ferry National Historical Park
Rich Mountain Battlefield
Shepherdstown Battlefield

★★★



LEGISLATION EXPANDS PETERSBURG, *Creates new funding for all national parks*



AMONG 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 his-

toric 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. ★

DID YOU KNOW?

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. ★

NAVAL HISTORICAL FOUNDATION

marries traditional museums, undersea exploration and 21st-century technology

By REAR ADM. ARTHUR N. "BUD" LANGSTON



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, prizes 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 20 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 (E/V) *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 fought 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.usnavymuseums.org. This site offers a window to naval heritage and history in your back yard. *The International Journal for Naval History*, www.ijnhonline.org, is a peer-reviewed journal that welcomes contributions from up-and-coming scholars. NHF's www.navyhistory.org 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

THE 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 Park, who retired last year.

The Gettysburg Foundation has welcomed a new president following the retirement of longtime leader Joanne Hanley. Matthew Moen arrives in Gettysburg having spent the previous 14 years at the University of South Dakota, most recently serving as dean of the College of Arts and Sciences and Lohre Distinguished Professor. In that capacity, he oversaw 16 academic departments, controlled a multimillion-dollar budget and also led a \$21 million capital campaign.

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 Stubbs, 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.

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.★

CITY TO BEGIN MANAGEMENT

of Rippavilla Plantation

THE CITY of Spring Hill, Tenn., voted unanimously in January to accept the ownership of historic Rippavilla Plantation and 98 adjacent historic acres, continuing 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 Duda. "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.★



Rippavilla Plantation
Spring Hill, Tenn.
MIKE TALPLACIDO

SUCCESS STORIES

LAND SAVED FOREVER



Bentonville Battlefield State Historic Site
Bentonville, N.C.
©M. E. Mihok

ANTIETAM, 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

Even 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 daylong 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 174-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 30 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.

CHANCELLORSVILLE, 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 Conservancy of Adams County. 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 and into the Shenandoah Valley.

With the purchase of 37 acres in August — a project completed with the support of ABPP and the Commonwealth of Virginia — the Trust has protected a total of **388 acres** at Kernstown.

PORT GIBSON, MISSISSIPPI

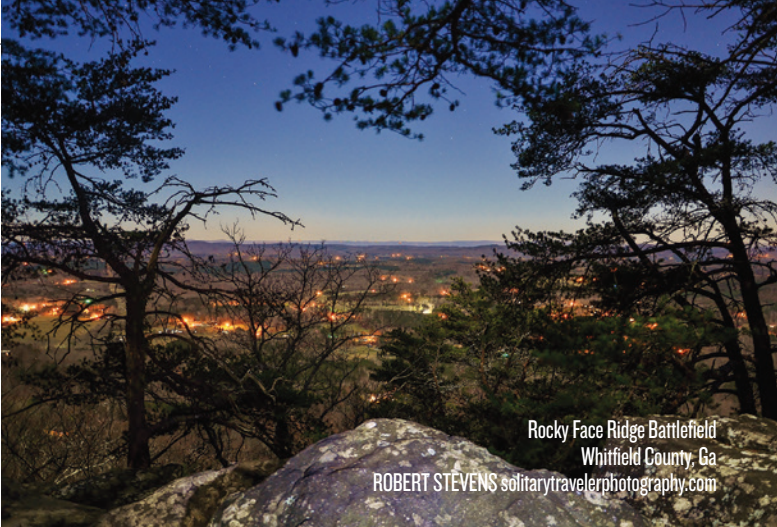
Committed to capturing Vicksburg, Miss., Union Maj. Gen. Ulysses S. Grant moved inland from the Mississippi River. Despite fighting fiercely on May 1, 1863, the outmatched Rebels were forced to retire with heavy casualties. Grant had secured his beachhead on Mississippi soil, a key step toward the capture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

SHEPHERDSTOWN, 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 out-



skirts 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 Fairlawn, a key position in the Siege of Charleston. Funding and assistance were provided by the ABPP, the South Carolina Conservation Land Bank, Fort Fairlawn Foundation, the Katawba Valley Land Trust, Lancaster County and the South Carolina Battleground Preservation Trust, Inc.★

SHIPS of HISTORY

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 Hannah
SCHOONER
Commissioned on September 2, 1775

Originally owned by a Massachusetts merchant, *Hannah* was the first ship purchased by George Washington for the Continental 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 Constitution
FRIGATE
Commissioned October 21, 1797

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 52 guns and, with a crew of 450, could reach speeds of 13 knots.

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 duelled 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.

USS Susquehanna
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, represented a technological breakthrough, but *Susquehanna* was decommissioned and sold for scrap in early 1868. At 257 feet, she mounted 15 guns, including two massive 150-pound Parrott rifles, and reached 10 knots consistently, without dependence on weather.



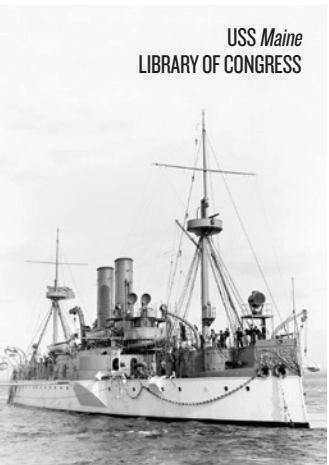
Bonhomme Richard
Converted French East India
MERCHANTMAN
Commissioned February 4, 1779

Despite being raked by the superior firepower of the HMS *Serapis* off the coast of Yorkshire, when Captain John Paul Jones was called upon to surrender, he supposedly replied, “Sir, I have not yet begun to fight!” Although the Americans ultimately won the battle, Jones’s flagship was lost but a legend was born. The 152-foot vessel mounted a total of 42 guns and a crew of 380 officers and enlisted.



USS Hartford
SLOOP-OF-WAR
Commissioned May 27, 1859

Hartford saw action at New Orleans and in the Vicksburg Campaign before earning renown as Adm. David G. Farragut’s flagship at the Battle of Mobile Bay. According to legend, when faced with a reticence to sail onward, Farragut, lashed to the rigging, exhorted, “Damn the torpedoes! Full steam ahead!” At 225 feet, she featured both sails and a steam engine, reaching speeds of 13.5 knots. She mounted 24 guns and sailed with 310 officers and men.



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. Speculation 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 Connecticut
BATTLESHIP
Commissioned September 29, 1906

Connecticut was the flagship of the Great White Fleet, whose 1908 circumnavigation of the globe showcased the U.S. Navy’s growing capabilities. Before it formally entered WWI, America still responded to Germany’s use of unrestricted submarine warfare, with *Connecticut* serving as flagship of the Fifth Battleship Division along the East Coast and in the Caribbean. Her 456 feet demonstrated the continued physical growth of naval vessels, and accommodated a large crew of 827 manning a total of 66 guns and four submerged torpedo tubes.



USS John F. Kennedy
GERALD R. FORD-CLASS
AIRCRAFT CARRIER
Projected 2020

Laid down in August 2015 and planned for commissioning in 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 Langley
AIRCRAFT CARRIER
Commissioned March 20, 1922

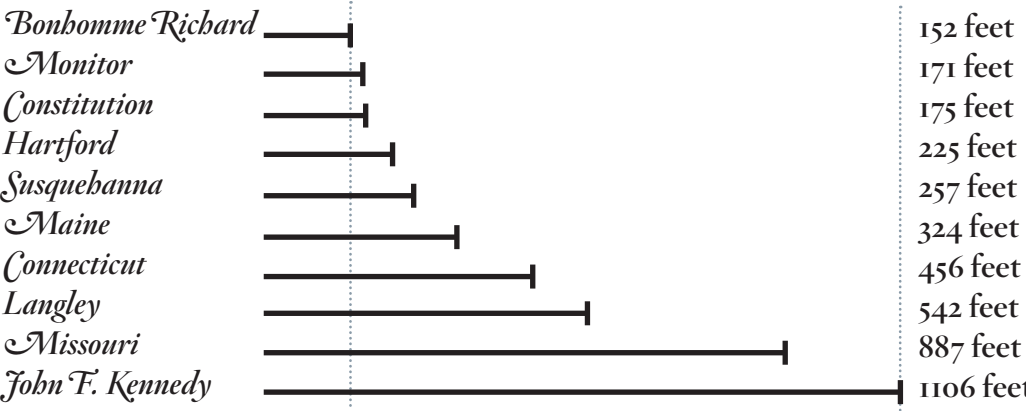
Following its conversion from the 1913 collier USS *Jupiter* (the navy’s first turbo-electric ship) *Langley* became the first aircraft carrier and the scene of many seminal moments in naval aviation history. Technological advances left *Langley* obsolete as a carrier, and she was converted into a seaplane 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

The final battleship completed by the U.S. Navy, *Missouri* served in the Pacific throughout WWII and witnessed the Japanese surrender on Septmber 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 crew of 2,700 and 158 total guns.

SHIP LENGTH COMPARISON





Commissioned in 1854 but sharing a name with one of the original six frigates, USS *Constellation* was the final sail-only ship built by the U.S. Navy. Baltimore, Md.
JOHN WERRY PHOTOGRAPHY, johnwerry.com

DON'T GIVE UP THE SHIP



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.

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*.



ON JULY 3, 1775, George Washington took command of the American army at Cambridge, Massachusetts. A quick survey of the situation convinced him of the need for naval action. Meanwhile, at Machias, Maine, Jeremiah O'Brien had already led a group of Sons of Liberty to seize the Royal survey vessel *Margaretta*. Buoyed by such boldness, Washington quickly launched his own naval offensive.

★ *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,

by William Fowler and Michael J. Crawford

PHOTOGRAPHY FROM NATIONAL MUSEUM OF THE U.S. NAVY BY BUDDY SECOR

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 ineffectual 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, *Reprisal*, 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, Hopkins 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.

ONES

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

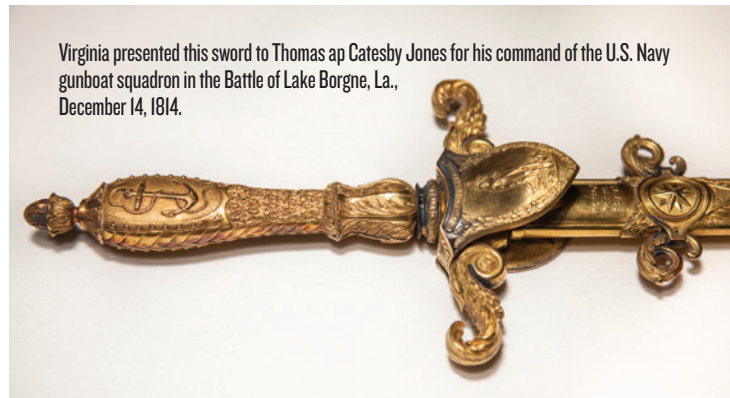


- ★ captured more than 80 French ships with the loss of only one U.S. vessel. Such a succession of triumphs convinced the French
- ★ of the futility of continuing the conflict and, on September 30, 1800, a convention was signed ending the war.

★ 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, stayed 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 “impressment” — 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

the war, humiliating the British in a series of battles from August through December 1812 that sent Britannia reeling. Captain David Porter, commanding *Essex*, wreaked havoc on British trade. Sailing from New York, *Essex* cruised for two months between Bermuda and Newfoundland and in that time took nine prizes, including *Alert*, the first British warship to surrender to the Americans.

Isaac Hull in *Constitution*, having avoided capture at the onset of the war, slipped out of Boston early on August 2. On the afternoon of August 19, *Constitution* spotted and closed on the British frigate *Guerriere*. For more than two and a half hours *Constitution* and *Guerriere* slugged it out. The carnage was horrendous. In the midst of the battle, an American seaman is reported to have seen a British ball strike *Constitution's* side and fall harmlessly into the water. Upon which he yelled, "Huzzah, her sides are made of iron!" earning the ship her perpetual sobriquet, "Old Ironsides." At about 6:30 p.m., the British warship struck her colors.

On October 25, the frigate *United States*, commanded by Stephen Decatur, captured *Macedonian*, and on December 29, *Constitution*, now commanded by William Bainbridge, took *Java*

★ 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 near Put 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 *Niagara*. 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 spring lines, could turn his ships and use all his guns to rake the advancing enemy. By noon the battle was over, and the entire British squadron was in American hands. Prevost wasted little time in retreating his infantry back to Canada.

★ A treaty of peace ending the war was signed Christmas Eve in Ghent, Belgium. However, since news took time to travel, hostilities continued into the New Year, including a failed British attempt to capture New Orleans. On February 20, 1815, *Constitution*, under the command of Charles Stewart off the Madeira Islands, displayed extraordinary speed, maneuverability and skill in her final engagement of the war, swiftly and soundly defeating two British ships. (See Page 26).



Oliver Hazard Perry and the Battle of Lake Erie
Painting by William H. Powell
U.S. CAPITOL

off the coast of Brazil. David Porter, still commanding the frigate *Essex*, took the war around Cape Horn into the Pacific, where he virtually destroyed the British whaling fleet.

HMS *Shannon* blockaded Boston, but on June 1, 1813, the frigate *Chesapeake*, under the command of James Lawrence, left the port to challenge the situation. Just outside the harbor, at a distance of less than 150 feet, the two frigates exchanged furious broadsides, then *Shannon* sailed into a raking position and sent devastating fire along the full length of *Chesapeake's* spar deck. Lawrence, mortally wounded, issued his last, futile command, "Don't give up the ship!"

Lawrence's heroism inspired his brother officers, including the American commander on Lake Erie, Oliver Hazard Perry.



Not intended to last more than a single engagement, USS *Niagara* was scuttled after her decisive victories. But the cold, fresh water of Lake Erie preserved the ship and many surviving timbers were used to create a seaworthy reproduction after she was raised during the battle's centennial commemoration.
CARL STAUB

THE SECOND BARBARY WAR

Early in 1815, the dey 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 *Constellation*, *Macedonian* and a number of smaller vessels. On June 17, off Cape de Gata, *Constellation'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

Perry later summarized the action:
"We have met the enemy and they are ours."

alike: "Our Navy, whose flag has displayed 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

★ Civil War, iron-hulled steamships, armed with rifled wrought iron-shell 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.

★ 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.

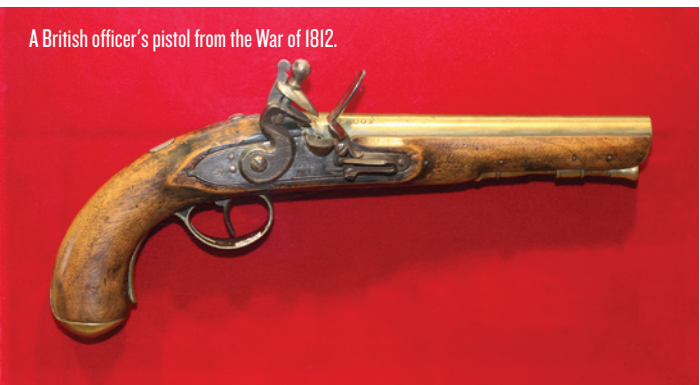
A movement led to the 1845 establishment of the United States Naval Academy at Annapolis.

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.

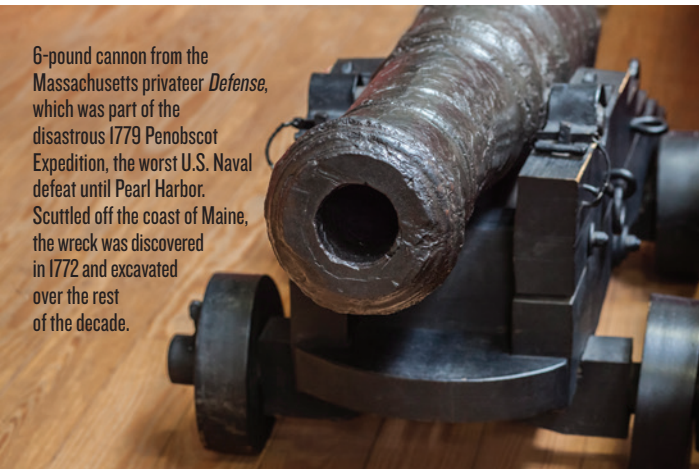
The navy employed force to protect, and diplomacy to promote, the interests of American merchants. In a typical punitive expedition, a force of 282 seamen and marines from the frigate *Potomac* landed at Quallah Battoo, on the west coast of Sumatra, in 1832. They killed more than one hundred of the defenders 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 OF DIPLOMACY, VEHICLE OF 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 closed Japan to all foreign intercourse since the beginning of the 17th century. Access to Japanese ports became important to the United States with the growing activity of American whalers, the acquisition of ports on the west coast of North America and the expansion of trade and development of American steamship lines across the Pacific Ocean. Perry arrived in Tokyo Bay in July 1853 with two paddle frigates and two sailing sloops-of-



A British officer's pistol from the War of 1812.



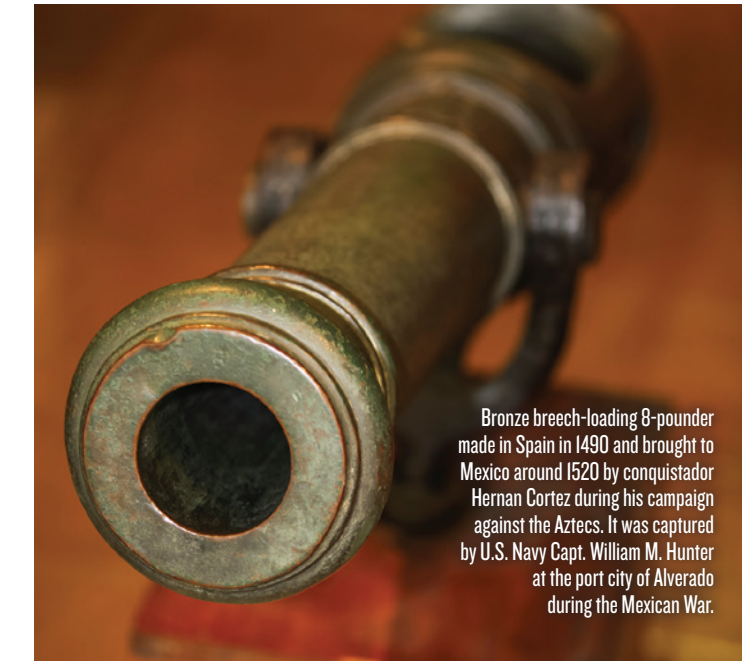
6-pound cannon from the Massachusetts privateer *Defense*, which was part of the disastrous 1779 Penobscot Expedition, the worst U.S. Naval defeat until Pearl Harbor. Scuttled off the coast of Maine, the wreck was discovered in 1772 and excavated over the rest of the decade.



A large shell fired by USS *Saratoga* in the Battle of Plattsburgh, N.Y., September 11, 1814.



The sword surrendered by Commodore Joshua Barney following his defeat at the Battle of Bladensburg and loss of the Washington Navy Yard. It was returned by descendants of the British General Robert Ross in October 2014, as part of bicentennial commemorations.



Bronze breech-loading 8-pounder made in Spain in 1490 and brought to Mexico around 1520 by conquistador Hernan Cortez during his campaign against the Aztecs. It was captured by U.S. Navy Capt. William M. Hunter at the port city of Alverado during the Mexican War.



Quadrant – a navigational aid to calculate latitude by measuring the altitude of a celestial body—belonging to Samuel Tucker, a hero of the Revolutionary War and War of 1812.

war and delivered a letter from President Millard Fillmore to a direct representative of the emperor. Early in 1854, he returned. Through a combination of firmness, dignified behavior and display of force, 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 squadron'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 sea captains to select routes that sped their journeys.

NEW WAVES OF WARFARE

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, then 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.

USS CONSTITUTION

The Final Battle

FEBRUARY 20, 1815
OLD IRONSIDES

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 *Constellation* 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

★ ★ ★ ★ ★
by William H. White



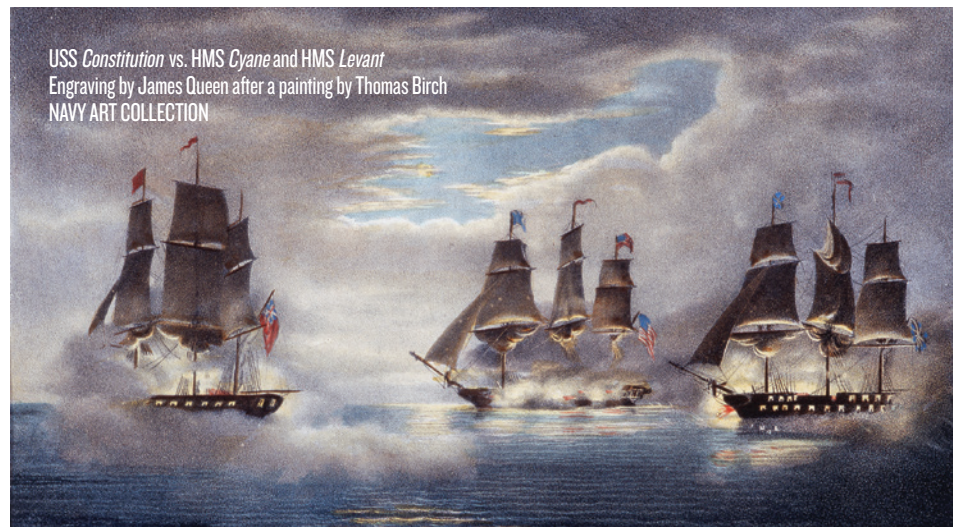
USS *Constitution* rests peacefully.
Boston Harbor, Ma.
FALK SCHIEBER, PixelBucket on Flickr

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 farewell and ordered his crew to make all sail so they might take advantage of the fine northwest breeze. He was cheered by the populace crowding Long Wharf to see him off, as he sailed swiftly down Boston Harbor, through President Roads, and into the open sea. His 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 facilities, 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 harbor. And yet, he knew that Americans expected their ship to prevail in any contest it might find and do everything within the realm of possibility to further the cause of American liberty. So, bolstered by their good fortune in escaping from a nearly eight-month confinement in Boston, Stewart set his course to the south, looking for any British warship that might have strayed too far from the blockade and be ripe for the plucking.

He was unsuccessful in finding any ships, British or otherwise, as far south as the Chesapeake Bay and decided to make for Bermuda, where he was almost certain there would be British shipping, both commercial and navy. The weather was dreadful; head winds and rough seas hampered his progress, his provisions were in short supply due to their hasty departure from Boston, and the ship was wet below decks from leaky gunports and heavy seas. Life was miserable, but morale was still high, the men and officers looking forward to a successful cruise.

Within a few days, Stewart's lookouts reported a sail. Thinking it might be a straggler from a British convoy, Stewart went to investigate and found a damaged schooner showing the signal for distress. As *Constitution* approached, Stewart had the British flag hoisted. Now close aboard, he hove to and the unfortunate schooner sent over a boat with the ship's papers. The Americans discovered that the schooner *Lord Nelson* had been damaged in the same storm that had made life on *Constitution* so miserable. Stewart put a prize crew aboard, hoisted the American flag (to the horror of the British captain) and sailed in company with the captured schooner after the rest of the convoy. As it turned out, the capture was most fortuitous for *Constitution*; her prize was well provisioned with foodstuffs of every imaginable stripe — dried and corned beef, salted and smoked fish, fruits, sugar, spirits, tea and flour. The bonanza of cargo was quickly transferred to the poorly stocked American frigate, and the captured schooner scuttled, as she was of no further use. *Constitution* continued on, still in search of the rest of the convoy.



USS *Constitution* vs. HMS *Cyane* and HMS *Levant*
Engraving by James Queen after a painting by Thomas Birch
NAVY ART COLLECTION

The British ship sailed off to leeward in an attempt to escape the galling fire.

They saw several ships, but foul weather precluded bringing them to. January proved an unproductive month, but on February 8, Stewart spoke to a neutral ship, the barque *Julia* bound to Lisbon, and heard the rumor of a peace treaty between England and the United States. Later that same day, Stewart boarded a Russian ship and corroborated the news. Of course, the treaty had only been agreed to by the negotiators, not approved and signed by the respective governments. Until such time as that occurred, his country and England were still at war.

Constitution continued her patrol, approaching Cape Finisterre in big 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 proved disastrous.

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 what had drawn the dog's notice and sent the ship to quarters (battle stations). They could not identify the warship bearing down under full sail from the windward side; she offered no



Cannon of the USS *Constitution* lined up on the pier while in drydock. The ship had 54 total cannon on board.
©M. E. Mihok

flag and no recognition signal. It took several shots from the weather deck carronades to elicit a response from the stranger, which turned out to be Portuguese. Fortunately, no damage was done to either ship, and after a brief shouted conversation (the sea was too rough for either to board), the two went on their respective ways.



A port-side view of *Constitution* shows her formidable armament.
ORLANDO G. CEROCCHI

Constitution's presence off Gibraltar, a major British base, along with her capture of several merchant vessels, had not gone unnoticed; Stewart's lookouts had seen no enemy ships, but he knew it would be only a matter of time before they came out to investigate. Early in the afternoon of February 20, a full-rigged ship was espied heading toward *Constitution* from the larboard (port, or left) bow. Shortly after that, another ship became visible beyond the first one. They all closed for some two hours and, clearly visible to Stewart's lookouts, the two unknowns began signaling one another before turning to the south, apparently to join forces. Stewart was almost positive the ships were British and crowded on sail in chase.

He assumed, he wrote later, that they signaled each other to remain together so as to combine forces; while neither ship alone had a chance of taking an American heavy frigate, together they might prevail.

During the chase, *Constitution*, with every stitch of canvas set, suffered a small setback; her main royal mast cracked and then fell. Quickly, Stewart sent men aloft to cut away the damaged spar and send up a new one. His skilled crew had the repair effected and the ship back under full sail in only an hour. And

they were closing on the two British ships.

The two had indeed joined forces and, preparing for battle, sailed in a line astern, separated by some one hundred yards. Their formation became their undoing.

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 broadsides 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 British sailors and officers to "keep their heads down." As *Cyane* staggered under the weight of American metal, the other British ship, the 18-gun *Levant*, wore around to attempt to cross *Constitution's* bow and rake her. Stewart responded quickly, filling his sails and again preventing his enemy from gaining any advantage. He offered *Levant* a couple of raking broadsides from astern at almost point-blank range. The British ship sailed off to leeward in an attempt to escape the galling fire.

The lookouts in *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* struck his colors. Stewart sent a contingent of Marines aboard to take possession of the ship and set off after the escaping *Levant*.

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 premier 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 Maritime Historical Society, and served on the board of Operation Sail, Inc., a major sponsor of the War of 1812 Bicentennial commemoration.

CLASH of the IRONCLADS *Monitor vs. Virginia*



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 1,500-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



At the battle of Hampton Roads, Va., the hours-long engagement between USS *Monitor* and CSS *Virginia* ended in a draw, but demonstrated the dawn of a new era of naval technology.
Louis Prang & Co., Bos
LIBRARY OF CONGRESS



USS *Monitor*'s engine register, recovered from the underwater wreckage in 2001. On display at the Mariners Museum & Park, Newport News, Va.

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.★

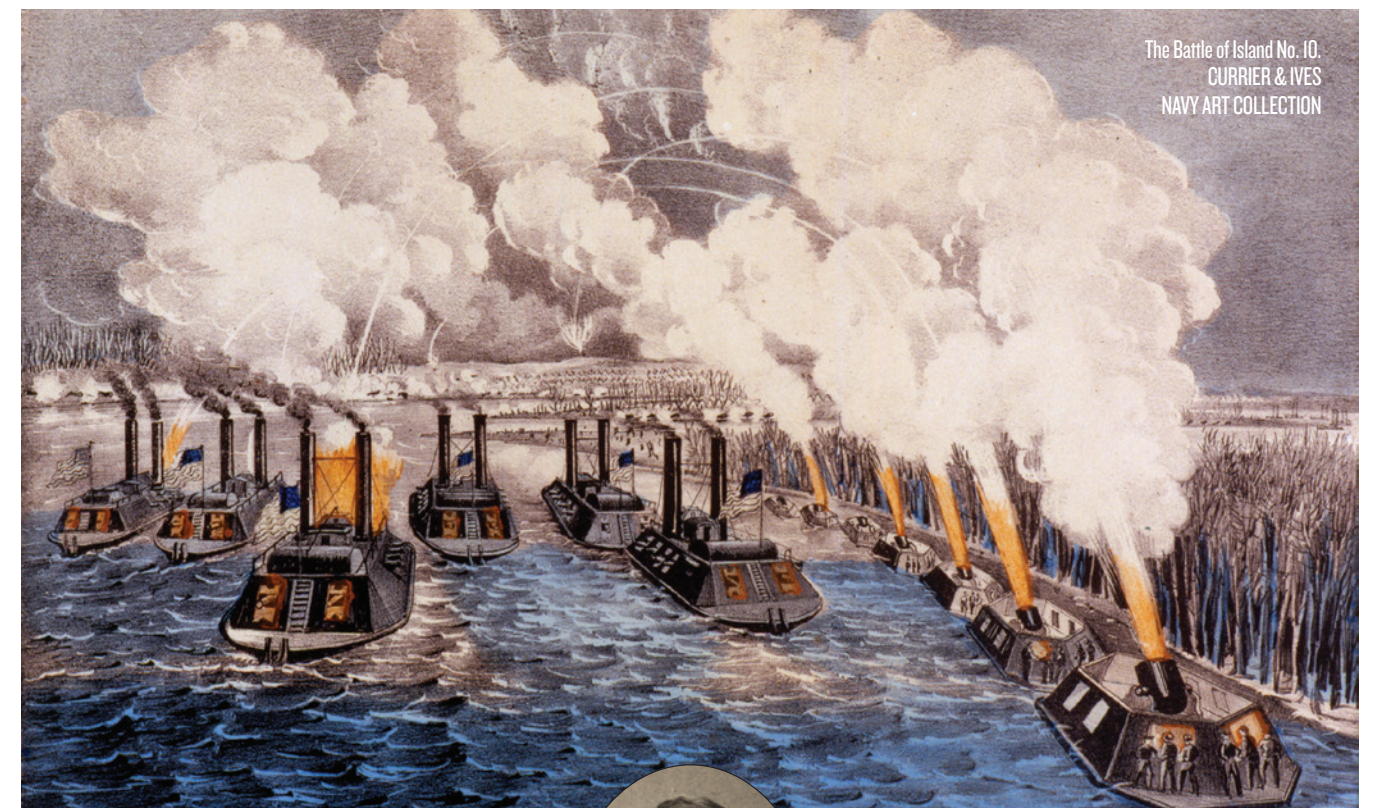
GUNBOATS on the MISSISSIPPI:

★ *Island Number 10* ★

by Craig Symonds

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

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.



The Battle of Island No. 10.
CURRIER & IVES
NAVY ART COLLECTION

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



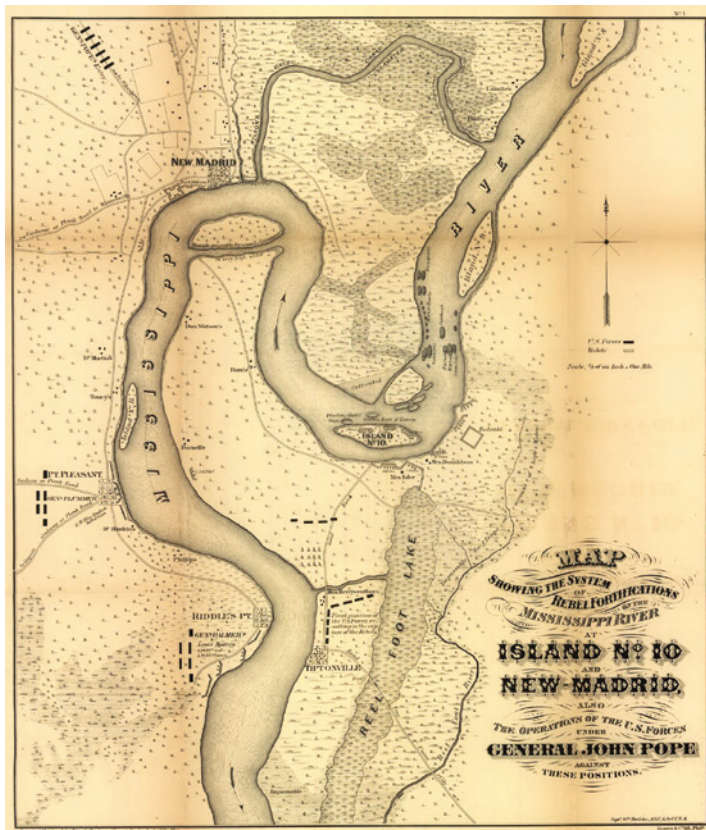
Foote

The first important triumph of Union forces against Confederate river forts came at Fort Henry on the Tennessee River on February 6, 1862, when a squadron of armored warships under Flag Officer Andrew H. Foote out-duelled the rebel gunners ashore and compelled the fort's surrender before army troops under Brig. Gen. Ulysses S. Grant arrived. Ten days later it was the army's turn to win the laurels as Grant surrounded Fort Donelson on the Cumberland River and dictated

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 marsh created where a tributary entered the river. A better line of attack was from the south, but that would be possible only if Pope’s men could cross the river and approach the fort from the rear — a movement that would require the gunboats to pass the island and transport them. Neither Union force could subdue the enemy, or even approach him menacingly, without support and assistance from the other.

Recognizing the situation, Foote and Pope tried to see if they could cut a canal through the marshy swampland of the S curve to bypass Island Number 10 and link up with Pope’s soldiers at New Madrid, Mo., but the gambit proved fruitless.



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 Cdr. 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.

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 Confederate defenders 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 citadel on the Mississippi and split the Confederacy in two. ★

Craig Symonds, PhD, is professor emeritus at the United States Naval Academy, where he taught naval history and Civil War history for 30 years. In the 1970s, he was a U.S. Navy officer and the first ensign ever to lecture at the prestigious Naval War College in Newport, R.I. After his naval service, Symonds remained at the War College as a civilian professor of strategy from 1974–1975.

Kearsarge and Alabama:

The Civil War’s Classic Ship-to-Ship Duel

by Craig Symonds



THE CONFEDERATE commerce raider that cost the Union the most ships and the most money, and provoked the most aggravation, was CSS *Alabama*, commanded by Capt. (later Rear Adm.) Raphael Semmes. Built in the Birkenhead shipyards in Liverpool, England (ostensibly for the Turkish navy), and identified simply as Hull No. 290, she went to sea on what was advertised as her trial run on July 28, 1862, and never returned. Instead, she made her way to the Portuguese Azores, where she took on a battery of guns, an international crew and a handful of Confederate naval officers. Re-christened *Alabama*, she began a two-year odyssey that ravaged Union shipping and raised both alarm and maritime insurance rates all along the Atlantic coast of the United States.

It was not Semmes’s purpose to take prizes; he was no privateer looking for booty. His goal was to do such damage to

American merchant commercial shipping that it encouraged antiwar sentiment in the North. Besides, taking prizes would compel him to put prize crews on board his captures, weakening his own crew and depleting his officer corps. Instead, he burned his prizes at sea, only bothering with booty when the cargo could replenish his own larder or ordnance locker. Altogether, Semmes made 68 captures; he used four of those vessels as “cartels” to rid himself of accumulated prisoners who did not volunteer to join his crew and burned the rest.

The U.S. Navy tried in vain to track him down — at one point as many as two dozen warships were searching for him — but Semmes was illusive, never staying long in one area. He took *Alabama* across the Atlantic, ranged along the American east coast down to the Gulf of Mexico, then continued south along the Brazilian coast. In the summer of 1863, he re-crossed the Atlantic to Capetown, South Africa, and entered the Indian Ocean. He seemed to have disappeared from the face of the Earth, until he re-emerged in the Sunda Strait between Java and Sumatra and carried the Confederate flag

into the South China Sea. Then he cruised back through the Straits of Malacca to India, on to Madagascar and into the Atlantic once again. In the spring of 1864, Semmes made his way north to Cherbourg, France, where he put in for a much needed re-fit. But the USS *Kearsarge*, commanded by Capt. John A. Winslow, soon arrived off the coast.

To this point, Semmes had faced only one other warship during his amazing odyssey — luring the blockading vessel *Hatteras* away from her station off Galveston, Texas, and sinking her — concentrating instead on commerce raiding. Now in Cherbourg he had to decide whether to fight or allow his vessel to be interned by the French, as he had done with a previous, smaller command when he found himself cornered in Gibraltar. But Winslow's *Kearsarge* was not demonstrably more powerful than his *Alabama*, and a victory off the coast of France might have a beneficial impact on the French attitude toward the Confederacy. Whatever his motives, Semmes chose to fight.

Both commanders made careful preparations for the fight, but Winslow possessed two advantages that would prove decisive. First, he draped heavy chains over the side of his wooden ship, then planked over the chains so they were not visible, providing greater protection from *Alabama's* heavy shot. Semmes later argued that disguising that the vessel was effectively an ironclad was a dirty Yankee trick. Another advantage Winslow had was that while his powder and shells were relatively fresh, *Alabama's* ordnance was at least two years old and its reliability was uncertain.

The duel took place on June 19, 1864, in international waters off the coast of France, although close enough to be visible from shore. The two warships circled one another, firing as fast as the crews could load. The quality of *Alabama's* shells proved an even greater defense than *Kearsarge's* chain mail armor. Several rounds failed to explode, including a shell that lodged in the sternpost of *Kearsarge* and almost certainly would have been fatal had it detonated. Instead, it was *Alabama* that took several hits and began taking on water. Semmes fought her until she sank, then — defiant to the last — threw his sword into the sea and

★
*The two warships circled
one another, firing as fast as
the crews could load.*



USS *Kearsarge* vs. CSS *Alabama*
Painting by Jean-Baptiste Henri Durand-Brager
PUBLIC DOMAIN



Stern post of USS *Kearsarge* with un-exploded shell embedded. National Museum of the U.S. Navy.
BUDDY SECOR

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

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 "Raphael 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. ★

PROFILES *in* PRESERVATION RECOGNIZING INDIVIDUAL ACHIEVEMENT



REP. JOHN CULBERSON *Congressional Preservation Advocate*



OF ALL the decisionmakers who have championed the Civil War Trust's mission in the halls of Congress or in various state houses, few, if any, can claim to believe more deeply in the cause than Rep. John Culberson (R-TX).

"John is not only my personal friend, but a man who believes strongly in preserving our American heritage," reflects Trust president Jim Lighthizer. "He knows how important knowledge of our nation's history is to good citizenship and the success of our democratic republic. He is our strongest supporter in the United States Congress."

"Since I was very little, I have had a passion for history and archaeology and paleontology. I was a mineral and fossil collector at 12 years old, a history major in college, focusing on the Revolution and Civil War in particular," Culberson recalls, noting the way that an understanding of history can inform our thinking. "As Winston Churchill said, 'The farther we can see into the past, the farther we can see into the future.'"

Culberson, recently elected to his ninth term representing the Lone Star State's 7th District, encompassing western portions of Houston and Harris County, is a member of the House Appropriations Committee, which plays a critical role in the process of budget allocations for federal programs. When he first found himself

placed on that powerful body, among the weighty questions under consideration was funding for the recovery, conservation and study of the Confederate submarine *H.L. Hunley* as it was raised from Charleston harbor.

The effort held a particular interest for Culberson, who is fascinated by the Civil War era.

"I grew up with a particular interest in the War of Northern Aggression, as my grandmother called it, because it was very 'real' to me. My grandma on my father's side was born very late in my great grandfather's life. And I will always remember her telling me that he was so hungry walking home after the war that he had to eat uneaten corn left in the road by the horses. I said, 'What war?' trying to place if he could have fought in the Spanish-American War. 'THE war,' she said, 'The Civil War.' It seemed like so long ago, that I was flabbergasted! But we are a young country — and that made a real connection to me."

After visiting the battlefield at Manassas and seeing its value as an educational tool, he became interested in supporting not just the preservation, but also the interpretation and restoration of battlefield land.

Of his work supporting preservation efforts alongside the Trust, Culberson says, "This is truly a labor of love and a shared passion. Once these battlefields are gone they're gone forever, and we can't bring them back. It has been a joy and a privilege to work with Jim Lighthizer and with the American Battlefield Protection Program to help secure the maximum funding to preserve battlefields."

Although the overall record of success for federal battlefield acquisition matching grants is a source of pride, Culberson feels particular satisfaction that he has been a part of efforts to protect, restore and showcase scenes of valor by his fellow Texans, such as the Texas redoubt at Vicksburg or the attack of the Texas Brigade against Little Round Top at Gettysburg.

Culberson's preservation passion extends beyond the Civil War as well, advocating for federal funding to protect sites associated with Thomas Jefferson, his favorite Founding Father, especially Monticello. He draws inspiration for the continued relevance of history to modern life from visits to the Library of Congress.

"They lovingly re-created down to the smallest detail the way Jefferson organized his library — according to David Hume's organization of human knowledge.... In a way, Thomas Jefferson invented Google, because he had organized his books in a way that allowed you to very rapidly pull a volume on any subject.... You could turn around and see the full expanse of human knowledge."

The Trust is deeply thankful for Culberson's ongoing support and expertise. We know how lucky we are to count such a dedicated and knowledgeable public servant among our staunchest allies in the struggles we have faced to date — and those we will confront in the future. ★

HIKE BATTLEFIELDS, HELP HISTORY

*New coffee table book benefits
preservation*

THE CIVIL WAR TRUST is pleased to announce the publication of *Civil War Battlefields: Walking the Trails of History*, a richly illustrated, 336-page coffee table volume showcasing the scenic beauty and recreational opportunities afforded by our nation's hallowed ground.

Individual entries for more than 30 battlefields include both historic and modern photography, plus essays explaining a site's historic significance, as well as advice for how best the modern visitor can explore on foot.

The book was written by David Gilbert, who, many years ago, served as the very first editor of *Hallowed Ground*, when it was the membership publication of the Association for the Preservation of Civil War Sites. He was inspired to undertake the project while working as the editor and designer for a book by the Appalachian Trail Conservancy that looked at Civil War sites along its length and thought that a book taking a broader view would be well received.

While many people think of a "great" hike as a particularly challenging one, or one that gives access to impressive destinations — like a sweeping panoramic view or a waterfall — the criteria does not change for a "historical" hike.

"Civil War battlefields are situated at significant geographical locations, often where mountains, rivers and roads or railroads intersect," said Gilbert. "Many of these sites offer sweeping panoramic views, such as Moccasin Bend of the Tennessee River below Lookout Mountain, Seminary Ridge and Cemetery Hill from Little Round Top at Gettysburg, Lake Barkley at Fort Donelson or the confluence of the Potomac and Shenandoah Rivers at Harpers Ferry."

Gilbert asserts that battlefields with vastly different characteristics are equally delightful in their own ways. The steep, rugged landscape at Lookout Mountain helps visitors understand the incredible obstacles soldiers from both sides faced as they fought. Manassas National Battlefield

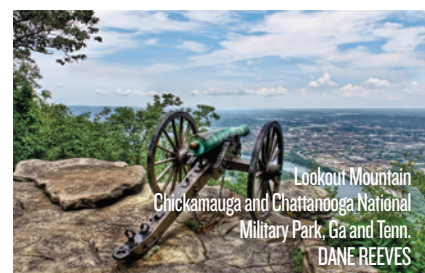
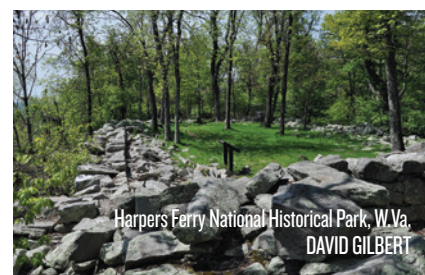
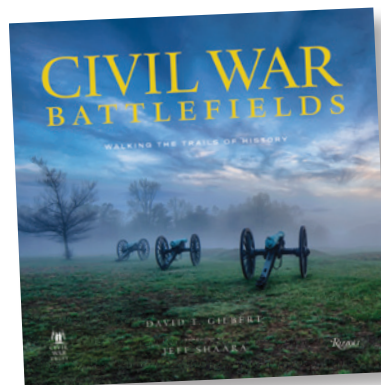
Park in suburban northern Virginia is its own hiker's paradise, with several miles of well-marked trails that crisscross the rolling landscape and well-placed interpretive markers.

As the Trust celebrates its 30th anniversary this year, it is natural to reflect on the tangible benefits of the preservation movement.

"If not for the preservation efforts of the Civil War Trust and its many preservation partners, much of the land where American soldiers fought and died would be lost to development and largely forgotten," Gilbert said.

"From the initial passion and energy of just a few dedicated individuals, it's heartening to see how much the Civil War preservation movement has grown, and the remarkable successes the movement has achieved. While much work remains to be done, it's gratifying to know that the Civil War preservation movement is in very good hands."

Civil War Battlefields: Walking the Trails of History is now available from Rizzoli Publishing. A portion of proceeds from each sale will benefit battlefield preservation efforts. ★



TEACHERS TO MARCH ON MEMPHIS!

Registration open for 2017 National Teacher Institute

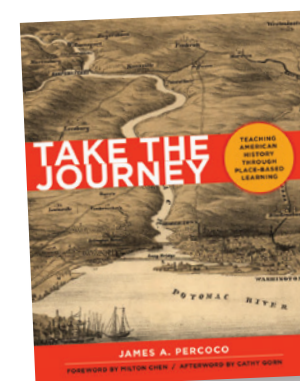


NEW BOOK SHOWCASES POWER of historic places in education



CLASSROOM 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 Percoco, 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. ★



FOR 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 engage in learning the latest pedagogical techniques.

Based at the Marriott Memphis East Hotel from July 13 to 16, this multiday 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. ★

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. ★

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 envelope enclosed with this magazine. More information is also at www.civilwar.org/legacygiving.



Trust Tour through Devil's Den
Gettysburg National Military Park, Pa.
BUDDY SECOR

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.

Sample Bequest 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.

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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With each new membership, The American Civil War Museum will contribute \$5.00 toward Civil War battlefield preservation. Join online or by calling 804.649.1861. Please mention promo code "TRUST."

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