

Cockpit Point Battlefield Management Plan

Archaeological Resources Protection Act Version

Prepared for:

Prince William County
Planning Office
5 County Complex Court, Suite 210
Prince William, VA 22192

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Prepared by:

URS Corporation
12420 Milestone Center Drive, Suite 150
Germantown, MD 20876
301.820.3000

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URS

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Please note that certain figures displaying locational information have been removed from this report pursuant to the Archaeological Resources Protection Act of 1979.

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ACRONYMS AND ABBREVIATIONS

ARB	Architectural Review Board
ABPP	American Battlefield Protection Program
BMP	Battlefield Management Plan
CMP	Comprehensive Management Plan

CRHS	County Register Historic Site
CPA	Comprehensive Plan Amendment
CWSAC	Civil War Sites Advisory Committee Report
CWFSG	Civil Wars Fortifications Study Group
CWT	Civil War Trust
DBH (dbh)	Diameter Base Height
FAR	Floor Area Ratio
GPS	Global Positioning System
GIS	Geographic Information System
KOCSA	Key Terrain; Observation and Fields of Fire; Cover and Concealment; Obstacles; and Avenue of Approach
MWCOG	Metropolitan Washington Council of Government
M-1	Heavy Industrial (Zoning District Classification)
NPS	National Park Service
NRHP	National Register of Historic Places
PBD	Planned Business District
PHNST	Potomac Heritage National Scenic Trail
PMD	Planned Mixed District (Zoning District Classification)
PMR	Planned Mixed Residential (Zoning District Classification)
PWC	Prince William County
RF&P	Richmond, Fredericksburg & Potomac Railroad
RT&E	Rare, Threatened & Endangered Species
TPS	Technical Preservation Services
USGS	United States Geological Survey

USS	United States Ship
VDNR	Virginia Department of Natural Resources
VDHR	Virginia Department of Historic Resources
VRE	Virginia Railway Express

Introduction

The American Battlefield Protection Program (ABPP), a division of the National Park Service (NPS), awarded grant number GA-2555-12-017 to Prince William County, Virginia to further the identification and documentation of Cockpit Point Battlefield features, landscapes and viewsheds. The Cockpit Point Battlefield includes the Cockpit Point Battery, located atop a 70-foot high bluff along the Virginia shore of the Potomac River. Cockpit Point is the only one of four Civil War Potomac River Confederate blockade batteries that remains. From October 1861 to March 1862, these batteries succeeded in diverting most of the shipping traffic along the Potomac to Washington D.C., embarrassing the Union Army and the U. S. government. Existing information on the Cockpit Point Battlefield is limited, lacking detailed mapping of its earthworks, a military terrain analysis, and viewshed identification and documentation.

The Battle of Cockpit Point was actually a series of skirmishes, which were part of the Battle of the Potomac. Between September 25 and October 17 of 1861, the Union's Potomac Flotilla exchanged fire with the batteries on several occasions. The exchange of fire that is referred to as the Battle of Cockpit Point took place on January 3, 1862. The confederate batteries along the Potomac were abandoned March 8 and 9 of that year. The blockade of the Potomac ended and shipping to Washington D.C. again began to flow.

The ABPP grant program seeks to work with government, private sector and non-profit organizations to form partnerships and identify ways to protect historically significant battlefields. ABPP has found that the decision to protect or develop these sites is most frequently made by local landowners and communities, not the Federal or state government. Decisions about the future of battlefield sites are typically made in the land-use and community-planning arena. Land use policies administered by locally-elected officials have the greatest influence on the preservation of historic battlefields and associated sites.

The Prince William County (PWC) government entered into a contract with URS Corporation (URS) to complete research work necessary to identify and evaluate the battlefield, and develop a Comprehensive Plan Amendment (CPA) that will guide management and protection of the battlefield into the future. The research, identification and evaluation work will emphasize a Key Terrain; Observation and Fields of Fire; Cover and Concealment; Obstacles; and Avenue of Approach (KOCOAA) analysis. After further analysis of the CAP process, PWC has determined that other planning tools may be more appropriate for protection and enhancement of Cockpit Point. PWC accepted URS suggestion that a Battlefield Management Plan (BMP) and a draft CPA application would be an appropriate course of action at present and that a BMP and draft CPA application would be helpful work products for future planning and management for the Cockpit Point (Patton, Winstel 2:25:14). This document contains key elements of a BMP as defined by the ABPP.

This material is based upon work assisted by a grant from the Department of the Interior, National Park Service (Grant No. GA-2255-12-017). Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior or Prince William County.

Historic Significance¹

The historic significance of Battle of Cockpit Point and the Battle of the Potomac is its association with the blockade of Washington D.C. On April 27, 1861, President Lincoln extended the Union blockade of the southern states to include both Virginia and North Carolina. The Potomac Flotilla was formed in May to keep the Potomac River open to Federal traffic, restrict communication between Maryland and Virginia, and defend Washington, D.C. (Wills 1998:17).

As individual states were choosing sides in the spring of 1861, both the Union and the Confederacy were rushing to make preparations for the looming war. Shortly after the secession of Virginia and the decision of Maryland to stay with the Union, the Federal government began efforts to secure its borders in Maryland, specifically those surrounding Washington, D.C. This included securing its resources on the Potomac River, where the government seized four steamboats in service of the Richmond, Fredericksburg & Potomac Railroad (RF&P) for Federal use (Wills 1998:15). The conflict surrounding the Potomac had begun.

Reacting to rumors of the construction of Confederate batteries along the Potomac, the USS *Anacostia* and *Pawnee* patrolled the river in late April on watch for Confederate activity, but found the rumors of battery construction to be false (Official Records of the Union and Confederate Armies [OR] 2014 series 1 vol 4:422 [1880-1901]; Wills 1998:16). They did, however, take notice of the Confederate steamer *George Page*, which was moored outside of the railroad terminal at Aquia Creek (OR 2014 series 1 vol 4:422 [1880-1901]). On April 27, 1861, President Lincoln set forth a proclamation to extend the Union blockade of the southern states to include both Virginia and North Carolina. As a result, the Potomac Flotilla formed in May, appointed with the tasks of keeping the Potomac open to Federal traffic, restricting communication between Maryland and Virginia, and defending Washington, D.C. (Wills 1998:17).

The first major action of the Flotilla on the Potomac was an attack on the armed port at Aquia Creek, where Confederates had constructed a battery in early May. The attack was designed to test the strength of the Confederate defenses on the Potomac, with concern that the Confederates might attempt a blockade of the Potomac and Washington, D.C. (Wills 1998:25). The battle took place over the course of two days between May 31 and June 1, and included five ships of the Flotilla – USS *Pawnee*, *Thomas Freeborn*, *Anacostia*, *Reliance*, and *Resolute*. By the end of the two-day battle, hundreds of shots had been fired. However, there were no reported casualties. Damage was reported to the *Freeborn* and *Pawnee* and Confederates suffered some damage to earthworks, buildings, and train tracks.

The next major action on the Lower Potomac came in late June when the commander of the Potomac Flotilla, James Harmon Ward, became eager to remove the newly formed Confederate presence on Mathias Point. Mathias Point was located on a bend in the river, which both the Union and Confederates agreed was strategically important to the open navigation of the

¹ The Historic Significance section draws heavily from the URS research, identification and evaluation work for the KOCO analysis performed by the Germantown CRM Division Archaeology team.

Potomac. A battery at Mathias Point could effectively have closed the river to navigation (Wills 1998:33-34). After a short reconnaissance, in which no batteries were discovered, it was decided that Ward should attempt to clear the point of vegetation, and construct a Union battery at the point. On June 27, the USS *Thomas Freeborn* and the *Resolute* stood offshore and shelled the point to drive the Confederates away. Ward then landed a party of soldiers on the shore to clear the vegetation and construct a battery. Four or five hundred Confederates then began firing on the landing party, forcing them to return to their landing boats and wait off the point. Ward again fired on the Confederates forcing them to retreat and the Union soldiers returned to finish their job. Confederates then regrouped and fired on the Union soldiers again. The Union soldiers were forced to abandon their work and supplies and return to the ships. However the ships provided no cover for the retreating soldiers and four were wounded. On the USS *Thomas Freeborn*, a Confederate sharpshooter had fatally wounded Commander Ward. The Confederates reported no casualties. Although the battle revealed to both sides the strategic importance of Mathias Point, neither side constructed a battery on the point. The Confederates maintained a presence there for many months and ships from the Potomac Flotilla regularly bombed the point to try to keep batteries from being installed (Wills 1998:39).

These early battles were precursors to the Confederate blockade of the Potomac River. Since early May, the Confederates had been contemplating placing heavy batteries in Virginia to create a blockade of the Potomac. It was not until after the Battle of First Manassas, however, that the Confederates assembled the resources to construct and operate those batteries (Wills 1998:33; Balicki et al. 2002). The battery at Aquia Creek had been constructed with the intention of protecting the RF&P railroad and avenues toward Fredericksburg. The Confederates were now looking to open the way for friendly navigation of the river (Wills 1975:22). They chose to focus on an area between Freestone Point and Evansport, where the river was sufficiently narrow to allow the batteries to fire across the river (Wills 1998:63). While a battery at Mathias Point had been considered for taking control of the river, it was eventually decided to first build batteries at Evansport. The first official orders for the construction of the batteries came on August 22, 1861, when General Johnston wrote to the Inspector General that an engineer should be sent to superintend the development of a battery at Evansport (OR 2014 series 1 vol 5:801 [1880-1901]).

Construction of several batteries at Evansport began under the direction of General Isaac R. Trimble (Wills 1998:65). The first battery at Evansport was completed in late September while the construction of batteries at other locations along the river was underway. Those locations included Shipping Point, near the batteries at Evansport, Freestone Point, at the confluence of Neabsco Creek and the Potomac, and Cockpit Point, approximately 2.5 miles south of Freestone Point. On September 25, the USS *Jacob Bell* and the *Seminole* opened fire on Freestone Point, where intelligence suggested a battery was under construction (Wills 1998:69). The confederate battery returned fire and continued to fire at passing ships until 3 pm that day. The batteries at Evansport remained silent until October 15, when the USS *Pocahontas* fired in their direction, not knowing if a battery was present there or not (Wills 1998:78). The batteries returned fire, targeting the USS *Seminole* which was traveling behind the USS *Pocahontas*. The USS *Seminole* returned fire, acquiring some minor damage during the battle. The next day, the batteries at Evansport fired upon the USS *Pawnee* as it passed in the early dawn. That ship sustained some minor damage.

On October 18, the trees were cut down at Cockpit Point, revealing yet another battery on the Virginia side of the Potomac. The exposure of the battery had an immediate effect on the operation of the U.S. Navy along the Potomac as Confederates confirmed an intimidating presence over approximately 15 miles of the Potomac River. Commander Welles followed the account of the opening of the battery at Cockpit Point by saying “in consequence of the extended line of the rebel batteries, I have deemed it proper to detain all vessels bound down the river tonight” (OR 2014 series 1 vol. 4:xx [1880-1901]). That night, shipping traffic was essentially brought to a standstill and would not open again for another five months.

During the blockade, Union forces utilized the recently instituted method of observation by balloon. Hooker was in need of detailed information concerning the numbers of Confederate troops stationed in support of the batteries (Wills 1998:130). On November 12, 1861, Professor Thaddeus Lowe, director of the newly formed Balloon Corps, along with William Paulin, assistant aeronaut, and General Daniel Sickles ascended in the balloon *Constitution* from the deck of the USS *George Washington Parke Custis*. The ship had been recently outfitted with a flat deck to be used for launching the balloon. From the balloon the men were able to observe troops at Freestone Point and campfires all the way to Dumfries, confirming a large Confederate presence on the Virginia side of the Potomac. The trip marked the first ever-recorded balloon expedition by water (Wills 1998:130; Official Records of the Union and Confederate Navies [ORN] 2014 Series 3, Vol 3:265 [1894-1922]).

The balloon posed a serious threat to Confederates who could not easily conceal their strength and location. The rebel forces commanded the Potomac for five months with their line of batteries along the western shores of the river. Wills estimated that the batteries contained approximately 37 guns and fired approximately 5,000 rounds during the blockade (Wills 1998:110 and 112; Balicki et al 2002:47).

For those months between October 1861 and March 1862, merchant shipping from the Potomac was diverted to Baltimore Harbor and supplies reached Washington D.C. via the single-track branch line of the Baltimore and Ohio railroad (Wills 1998:15). Food, fuel, and forage were in short supply for the approximately 60,000 citizens of Washington D.C. and an army of over 200,000 that was camped in and around the city. Shortly after the closing of the Potomac, U.S. Navy Commandant John Dahlgreen sent an agitated letter to the Secretary of the Navy, Gideon Welles explaining that he had gone to the quartermaster for some hay and was told there was scarcely more than a day’s supply for the horses because of the shipping blockade (ORN 2014 series 1 vol 4:735 [1894-1922]). The city also experienced considerable shortages of fuel, which could not be shipped by rail in the quantities necessary to meet the needs of the army and the civilians. Prices increased and civilians and the army were forced to put limits on fuel consumption. The army resorted to cutting down the city’s trees in order to construct housing for the men and the horses (Wills 1998:99).

The Battle of Cockpit Point occurred on January 3, 1862. In the weeks prior to the battles, numerous exchanges with the Confederate batteries along the Potomac River took place to better test the rebel’s firing capabilities, which from the river was perceived to be unreadable. The commanding officer of the Potomac Flotilla, Lieutenant Robert H. Wyman, ordered two ships, the USS *Yankee* and *Anacostia*, to make for Cockpit Point. They were to engage the batteries to

better test the rebels' firing capabilities from positions on the river perceived to be unreachable (ORN 2014 series 1, Vol. 5:15 [1894-1922]) (Figure 1). The USS *Anacostia* and *Yankee* arrived at the battle site in the morning and first fire came from USS *Anacostia* at 10:00 am (Moore 1862:3). A journal entry from Warren Cudworth, who was camped with the First Massachusetts on the Maryland side of the river, reported that the weather was clear, windy, and cold (Cudworth 1866:118). According to Wyman's report (ORN 2014 series 1, Vol. 5:15 [1894-1922]), gunfire from the steamers was very accurate, although details pertaining to the weight of the charges and elevation of guns are not known. The bombardment from the Union ships was so precise that it forced the evacuation of the northernmost battery. The three remaining batteries responded with only four shots, which came from an 80-pounder rifle and a 12-pounder gun.

The USS *Anacostia* was well positioned out of reach of the batteries, but the *USS Yankee* was not. One of the four shells that came from an 80-pounder rifle, struck the side-wheeler's port bow. The shell passed through the hull and lodged in a berth on the starboard forecabin, injuring ordinary seaman Alexander Mitchell as a fragment came inboard over the rail immediately after impact (ORN 2014 series 1:15 [1894-1922]). The engagement ended when two shells, one from USS *Anacostia* and one from USS *Yankee*, simultaneously exploded inside one of the batteries, thereby dismounting the gun. Approximately 40 shots were collectively fired from the Union steamers during the battle (Cudworth 1866:118). No Confederate records of the conflict are known to exist.

The blockade was a victory for Confederate morale insofar as it was politically embarrassing for the Union to have their capital in an economic stranglehold months into the blockade. The batteries were often discussed during War meetings with President Lincoln, who urged General McClellan to remove the blockade on several occasions. McClellan characteristically refused to attack, forcing Lincoln to write President's General War Order No. 3 on March 8, which made clearing the navigation of the Potomac a military priority. The Confederates, however, were already on the move. The day after the announcement of the President's war order, ships of the Potomac Flotilla fired on the Confederate batteries and found them unoccupied. The Confederate forces had moved south toward Richmond and the blockade was lifted.

Location and Geographic Area of the Battlefield

Cockpit Point Battery is a 16-acre site located on a land mass known as Possum Nose in Prince William County, Virginia immediately south of the Cockpit Point promontory that juts out into the Potomac River. The battery site occupies a bluff that rises approximately 70 feet above the Potomac River and is opposite the shore Maryland's Charles County shore, which contains the Indian Head Naval Surface Warfare Center. Cockpit Point Battery site is north of Quantico Creek and south Powells Creek and the Occoquan Bay. The area is forested and is delineated by CSX railroad tracks to the west, a power plant to the north and a tank farm to the south. The closest municipality is the Town of Dumfries, located to the west and straddling US Route 1. Nearby residential communities of Potomac Shores and Potomac Communities are in the planning phases and will change the amount of surrounding development. The geography of the location combined with the immediately adjacent land uses make for a fairly isolated and inaccessible battlefield site, as shown in Figure 2. As indicated on the United States Geological Survey (USGS) topological map (Figure 3), the area near the shore is somewhat and hilly and




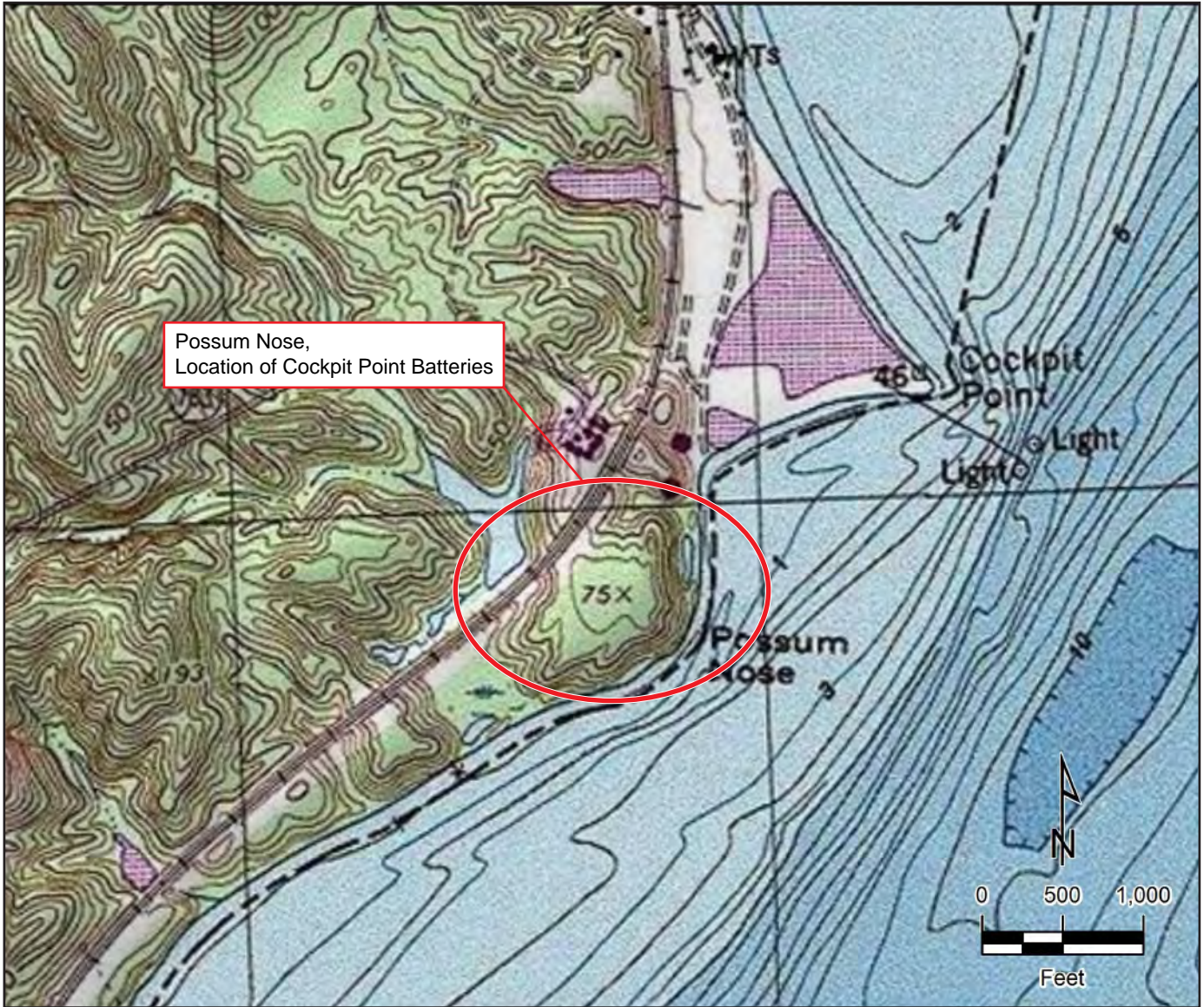
CLIENT Prince William County, Virginia			
PROJ Cockpit Point Battlefield Management Plan			
REVISION NO	1	DR BY	KAH
SCALE	n/a	CHK BY	JW
1:10,000, 4. Terrain Cockpit Point E. Data: E.S. Graphics		PM BY	SS

TITLE Artillery of Hooker's Division Shelling the Rebel Battery at Cockpit Point from across the Potomac River (Snedden 1862)		PROJ NO	15303663
 12420 Milestone Center Dr. Germantown, MD 20876		FIGURE	1




Source: ESRI

CLIENT Prince William County, Virginia				TITLE Potomac Shoreline, Prince William County, Virginia	
PROJ Cockpit Point Battlefield Management Plan					
REVISION NO	0	DR BY	KAH	3/04/14	PROJ NO 15303663
SCALE	as shown	CHK BY	JW	3/05/14	FIGURES 2
\\10.90.4.1\erm\Cockpit Point\E_Data\E.5 Graphics		PM	SS		
				 12420 Milestone Center Dr. Germantown, MD 20876	



Source: ESRI

CLIENT Prince William County, Virginia				TITLE USGS 7.5 Minute Quantico Quadrangle	
PROJ Cockpit Point Battlefield Management Plan				PROJ NO 15303663	
REVISION NO	0	DR BY	KAH	3/04/14	 12420 Milestone Center Dr. Germantown, MD 20876
SCALE	as shown	CHK BY	JW	3/05/14	
\\10.90.4.1\erml\Cockpit Point\E_Data\E.5 Graphics		PM	SS		
				FIGURES	3

contains ravines. The site of the battery however is relatively flat with ravines to the north and south, providing a good defensive position. The topographical map also depicts the steep bluff and its drop to the edge of the river.

In addition to defining the existing character of the location and geographic area of the battlefield, the battlefield is defined by NPS guidelines. The ABPP Elements of a Battlefield Preservation Plan refers to National Register Bulletin 40 (NPS 1999 [1992]) for guidance on defining the boundaries of battlefield. NR Bulletin 40 states that important features of the battlefields and the “locations where opposing forces, either before, during or after the battle, took actions based on their assumption of being in the presence of the enemy” be included in the battlefield boundary. (NPS 1999 [1992]). The bulletin advises mapping the battlefield by movements, positions, area (where military activity occurred), and other locations. Movements identify the maneuvers of the troops throughout the battle. It is likely the troops of the 5th Alabama Battalion who were put in charge of the artillery, were the occupants of a camp nearby to the rear of the fortifications (Townsend 1989:7-4) According to a draft NRHP nomination prepared in 1989, the “camp at Cockpit Point had no pattern to it” and the quarters were “built in any place that the occupants fancied” (Townsend 1989). The battlefield would include the camp and the area movement between the camp and the batteries.

Positions are defined as the stationary points from which the various types of movements occurred. The positions for the Battle of Cockpit Point would be the four batteries and the trenches, as depicted in Figures 4 through 11.

The locations of the boats and their movements during the battle on the Potomac are also part of the battlefield, as they are the places where the military action occurred. This includes the line of fire, the batteries, trenches, magazines for the batteries, “rat holes” and the locations of Union ships, the USS *Anacostia* and *Yankee*. The USS *Yankee* had guns with a maximum firing range of 1,637 yards (Navy Department: 1866: Appx B, Nos. 1, 6) and the USS *Anacostia* had guns with the potential maximum firing range of 3,450 yards depending on the weight of charge used (Naval History and Heritage Command [NHHC] 2013; Navy Department: 1866: Appx B, No. 5) (Figure 12).

The National Register of Historic Places (NRHP) bulletin on historic battlefields advises the application of the following basic principle “include within the boundary all of the locations where opposing forces, either before, during, or after the battle, took actions based on their assumption of being in the presence of the enemy” (NPS 1999 [1992]). The actions include the camp, as the 1989 nomination states “By all accounts Cockpit Point was hastily deserted” (Donald 1975:46-47; Moore 1862:55). “Quarters of beef hung in trees and half-baked bread was found in the hut ovens. Plates, utensils, tools, ammunition and clothes were left” (Townsend 1989:7-4). The hasty abandonment of the camp was certainly in response to being in the presence of the enemy.

The boundaries of a NRHP-nominated battlefield should encompass the area in which the opposing forces were engaged in physical combat. The boundaries of the area of engagement: a triangle formed by the location of the camp and battery and the gun ranges of the batteries that

Figure 4. Measured Drawing of Battery A from NRHP Nomination Form showing Topographic Contours (Townsend 1989)

Figure 5. Overview of Battery A – Facing Northwest

Figures removed from this report pursuant to the Archaeological Resources Protection Act of 1979.

Figure 6. Measured Drawing of Battery B from NRHP Nomination Form showing Topographic Contours (Townsend 1989)

Figure 7. Interior of Battery B – Facing Northeast

*Figures removed from this report pursuant to
the Archaeological Resources Protection Act of 1979.*

Figure 8. Measured Drawing of Battery C from NRHP Nomination Form showing Topographic Contours (Townsend 1989)

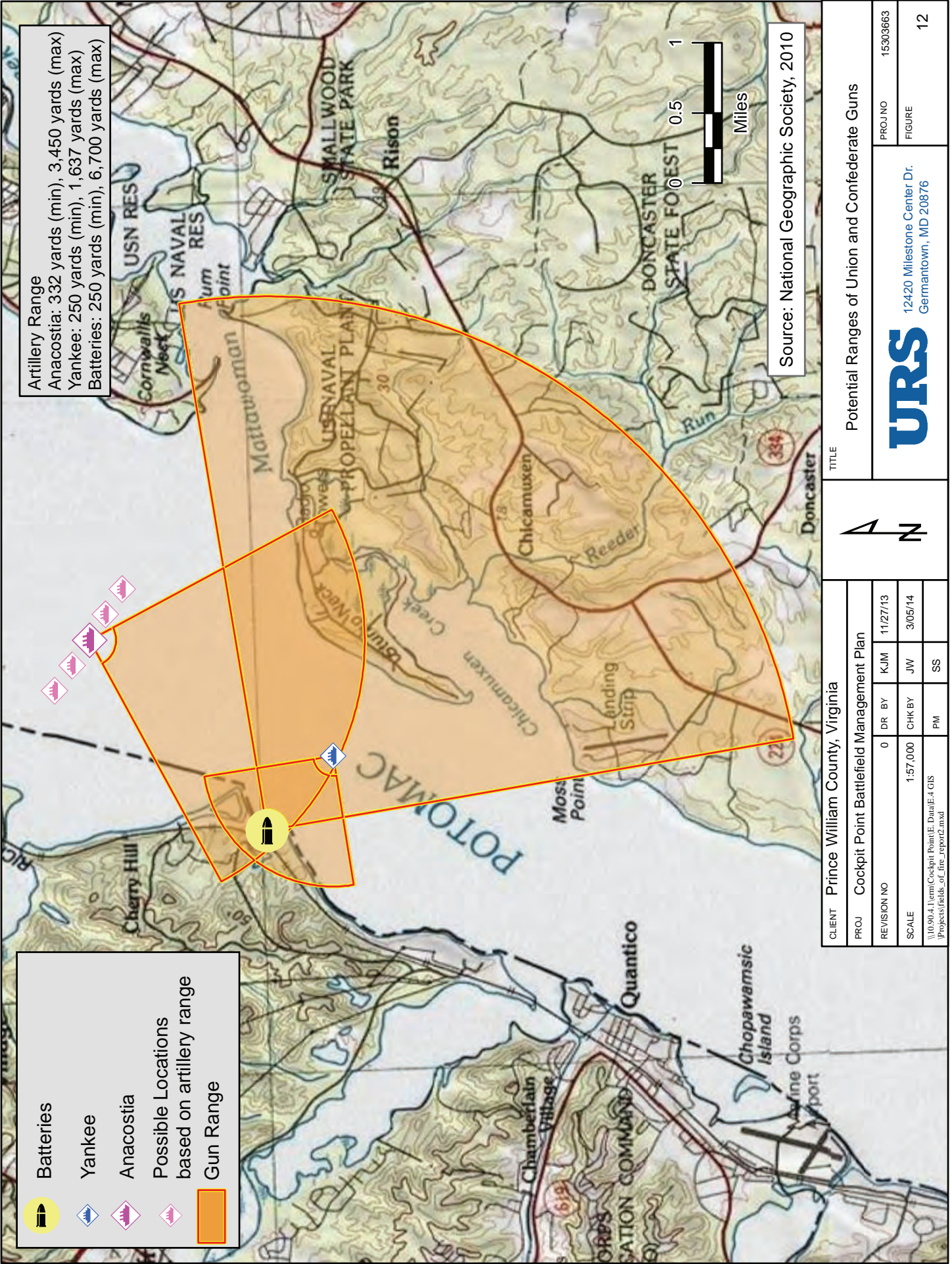
Figure 9. Interior of Battery C – Facing East

Figures removed from this report pursuant to the Archaeological Resources Protection Act of 1979.

Figure 10. Measured Drawing of Battery D from NRHP Nomination Form showing Topographic Contours (Townsend 1989)

Figure 11. Interior of Battery D – Facing South

Figures removed from this report pursuant to the Archaeological Resources Protection Act of 1979.



Artillery Range
 Anacostia: 332 yards (min), 3,450 yards (max)
 Yankee: 250 yards (min), 1,637 yards (max)
 Batteries: 250 yards (min), 6,700 yards (max)

Batteries
 Yankee
 Anacostia
 Possible Locations based on artillery range
 Gun Range

CLIENT: Prince William County, Virginia		TITLE: Potential Ranges of Union and Confederate Guns	
PROJ: Cockpit Point Battlefield Management Plan	PROJ.NO: 15303663	FIGURE: 12	
REVISION NO: 0	DR BY: KJM	11/27/13	
SCALE: 1:57,000	CHK BY: JW	3/05/14	
\\10.90.4.1\eml\Cockpit Point\E_Data\E.4 GIS Projects\fields_of_fire_report2.mxd		PM: SS	



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 Germantown, MD 20876

extend to the locations of the ships, the USS *Anacostia* and the *Yankee*, and movements of the ships and the ship gun ranges that extend to the battery are shown in Figure 13.

The area of this engagement is not confined to the Commonwealth of Virginia. In fact, the boundary between Virginia and the State of Maryland is very close to the Virginia shores of the Potomac River. The location of the battlefield, as a Prince William County Historic Site, will be limited to the jurisdictional boundary of Prince William County and likely include the boundary between the Commonwealth of Virginia and the State of Maryland, which is located in the Potomac River.

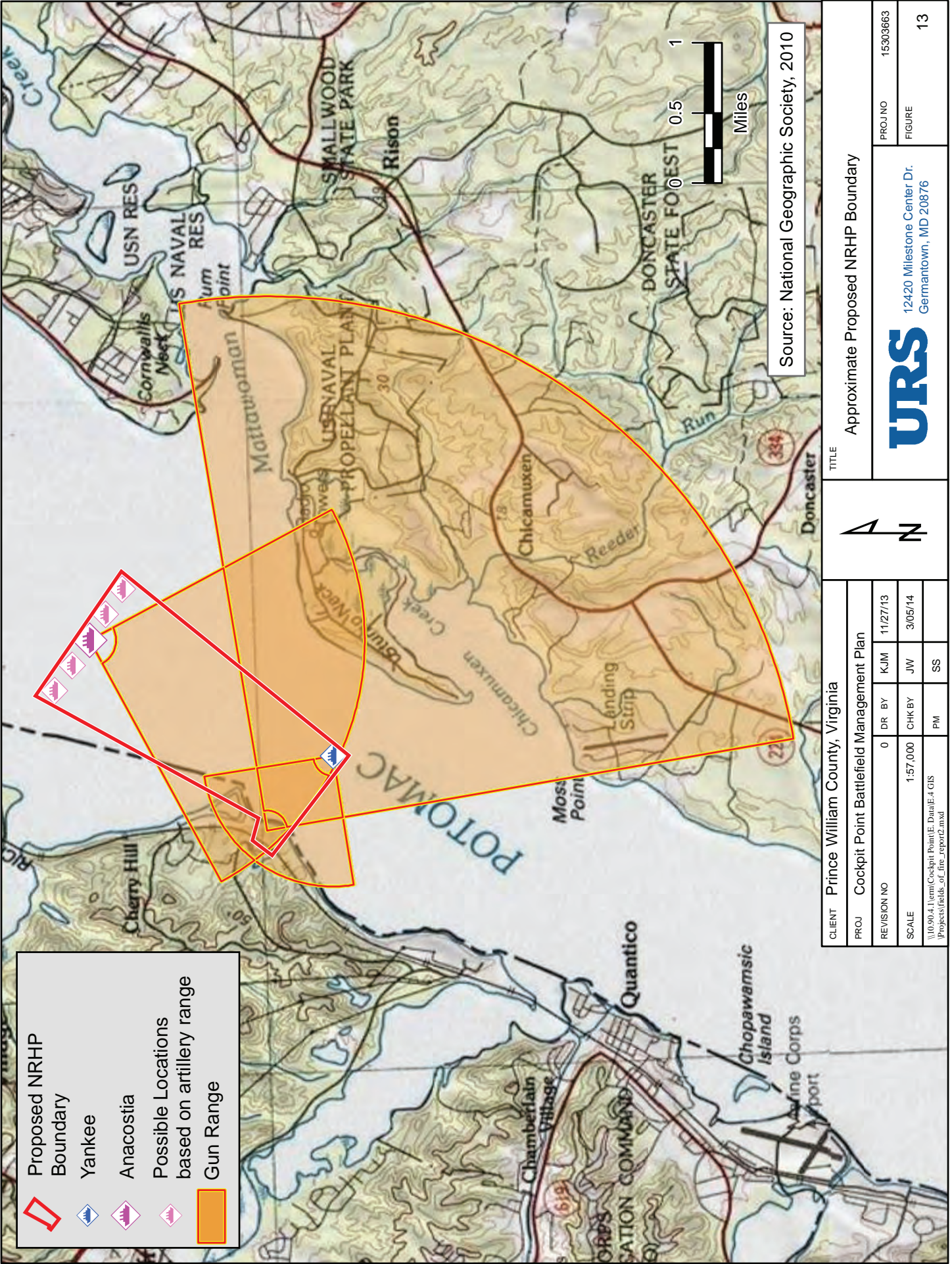
The Study Area for the Cockpit Point Battlefield, as defined in the Civil War Sites Advisory Committee report (CWSAC) report, includes most of the Possum Nose and Cockpit Point landforms, and the Potomac River channel starting just south of the Possum Nose landform and following the channel north approximately 5.5 miles -- approximately twice the length of the proposed NRHP boundary. The CWSAC Study Area includes the locations of the batteries and the camp of the troops that likely manned the batteries during the battle, which are located in the ravines on the sides of the batteries.

In the Potomac River, the URS KOCAO Analysis study area is limited to a large section of the river channel, which consists of the likely paths of the USS *Anacostia* and *Yankee* on the day of the battle. Since no information exists regarding the exact location of the ships before the battle, the location of the northern extent of the area is reasonable. It is likely the ships travelled within the river to and from points north; however it is not known exactly how far they travelled on the day of January 3, 1862. The coverage on Possum Nose seems practical, not only given the Confederate camps and batteries located on the landform, but also the probable range of Union guns at the time of the battle. One change enacted to the Study Area as a result of the URS project is to extend the portion of the study limits in the Potomac slightly east to more completely include the historic river channel and slightly farther south for better coverage of the potential locations of the Union ships. One account of the battle suggests the USS *Yankee* may have passed in front of the batteries and travelled slightly downriver, before returning to the north.

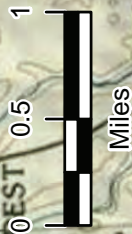
Cultural and Natural Resources on and within the Battlefield

The cultural and natural resources on and within the battlefield that are associated with the actual battle have not been conclusively identified. As PWC is in the process of acquiring the battery parcel, a full natural and cultural resource inventory has not been completed for the site, but will be undertaken once the parcel is fully acquired by the county.

The earthworks are the primary above-ground cultural man-made resource remaining from the battle. The archaeological site consisting of the camp hut foundation and chimney remnants have been previously documented and heavily looted. The area is covered with old growth hardwood tall forest canopy and little underbrush. It does not appear that the area was logged or farmed since the Civil War. Recent and prior field observations comment on the thick blanket of leaves at the site—up to one foot—and huge ant colonies near the batteries (Townsend 1989:7-5).



Source: National Geographic Society, 2010



CLIENT: Prince William County, Virginia		TITLE: Approximate Proposed NRHP Boundary	
PROJ: Cockpit Point Battlefield Management Plan	PROJ.NO: 15303663	FIGURE: 13	
REVISION NO: 0	DR BY: KJM	11/27/13	
SCALE: 1:57,000	CHK BY: JW	3/05/14	
\\10.90.4.1\eml\Cockpit Point\E_Data\E.4 GIS Projects\fields_of_fire_report2.mxd		PM: SS	

Proposed NRHP Boundary
 Yankee
 Anacostia
 Possible Locations based on artillery range
 Gun Range

Eighty-foot tall trees are rooted near the base of the bluff and project up 10 -20 feet above ground level of the battery site.

Cultural Resources

Landform features, historic archaeological sites, and vistas are the cultural resources associated with the battlefield. Several of the landforms present are attributed to the four batteries of Cockpit Point, along with the trenches between the batteries. The presence of the camp for the 5th Alabama Battalion now consists of remnants of huts located in the small side ravines, as discussed below under the archaeological site documentation. The following is a table of features at Cockpit Point that are referenced in the literature, and are present or have been lost, as indicated.

Table 1. Cockpit Point Battlefield Features

Feature	Extant	Non-extant	Notes
Battery A	Yes		48 x 32' mound, east-west direction, smallest of 4, adjacent trench to northwest.
Battery B	Yes		125' north of Battery A, 92 x 50' mound, east-west direction, 6-7' height trenches to north and northwest, and depression (magazine) in middle area.
Battery C	Yes		75 x 55' mound in north-south direction, trenches at northeast and southwest ends, large depressed area. Three groupings of mounds face one another.
Battery D	Yes		60 x 45' mound in a north-south direction, trenches located east and south, no mounding apparent and three separate depressions.
Magazine Battery A	Yes		Smaller depressed circular area away from the cliff edge.
Magazine Battery B	Yes		Depressed area located on either side of central area.
Magazine Battery D	Yes		Depressed area located on either side of central area.
80-pounder Gun	Removed to Washington Navy yard		Likely was located in Battery B or C.
12-pounder	Removed to Washington Navy yard		Likely was located in Battery B or C.
English 95-pounder "Homan's" rifle	Removed to Washington Navy yard		
Rat holes		Yes	Bombproof area located behind the guns.

Cockpit Point Battlefield Management Plan

Feature	Extant	Non-extant	Notes
Camp huts			Bricks shallow trenches and low earthen mounds between fortifications and RR tracks, north of batteries. Union burnt barracks.
Mounted Steel Gun		Yes	Located one mile behind camp, presumably placed to cover retreats. No remaining evidence found.
Powder Magazine		Yes	Several locations fit description, archaeological investigation needed to determine.
Field battery		Yes	Formerly located on spit of land below fortifications. Destroyed by sanitary landfill.
Additional camp		Yes	Destroyed by power plant to south of site.
Sandbar on Potomac below battery		Yes	Night guard post patrol.
Steps up bluff		Yes	

The Virginia Department of Historic Resources (VDHR) Archaeological Site Record identifies the following four archaeological sites within the parcel that makes up Cockpit Point, listed below and shown on the Virginia Cultural Resource Information System (V-CRIS) map (Figure 14):

- DHR ID 44PW0555
- DHR ID 44PW0556
- DHR ID 44PW0557
- DHR ID 44PW0558

Site 44PW0555 is a prehistoric and historic archaeological site (Balicki 1990a, Possum-1). The description states that one of eight shovel tests encountered a brick and charcoal feature that suggest a late 18th early 19th century occupation. A prehistoric component of a low-density lithic scatter is also identified (John Milner Associates, Inc. 1999).

Site 44PW0556 is the Civil War Confederate Huts, dating from October 1861 to February of 1862, as identified above, are included in the list of the Cockpit Point Battlefield Cultural Resources (Balicki 1990b, Possum-2). The site is a contributing feature in the National Register of Historic Places draft nomination Cockpit Point Confederate Battery DHL No. 76-302. The nomination was not listed due to property owner objection. The archaeological description of the site is as follows:

The site consists of five Civil War huts. Four of the huts are located within a 25 x 25 meter [m] area at the head of the larger of the two ravines, and the fifth hut is located in the adjacent ravine several meters east. The hut sites, which measure approx. 3.5 to 4 m in width and 4 to 5 m in length, were excavated into the side slope and the bottom of the ravines. Some of the soil removed during the excavation of the hut foundations appears to have mounded along the sides and

Figure 14. Archaeological Resources in V-CRIS on Possum Nose

*Figure removed from this report pursuant to
the Archaeological Resources Protection Act of 1979.*

front of the huts. Also, four of the five huts contain evidence that brick chimneys were located in the rest of the buildings along the base of the hill slope. All five huts have been partially destroyed as a result of extensive looting by Civil War relic hunters. The looting apparently concentrated on the hearth and/or fireplace within each hut (John Milner Associates, Inc. 1999).

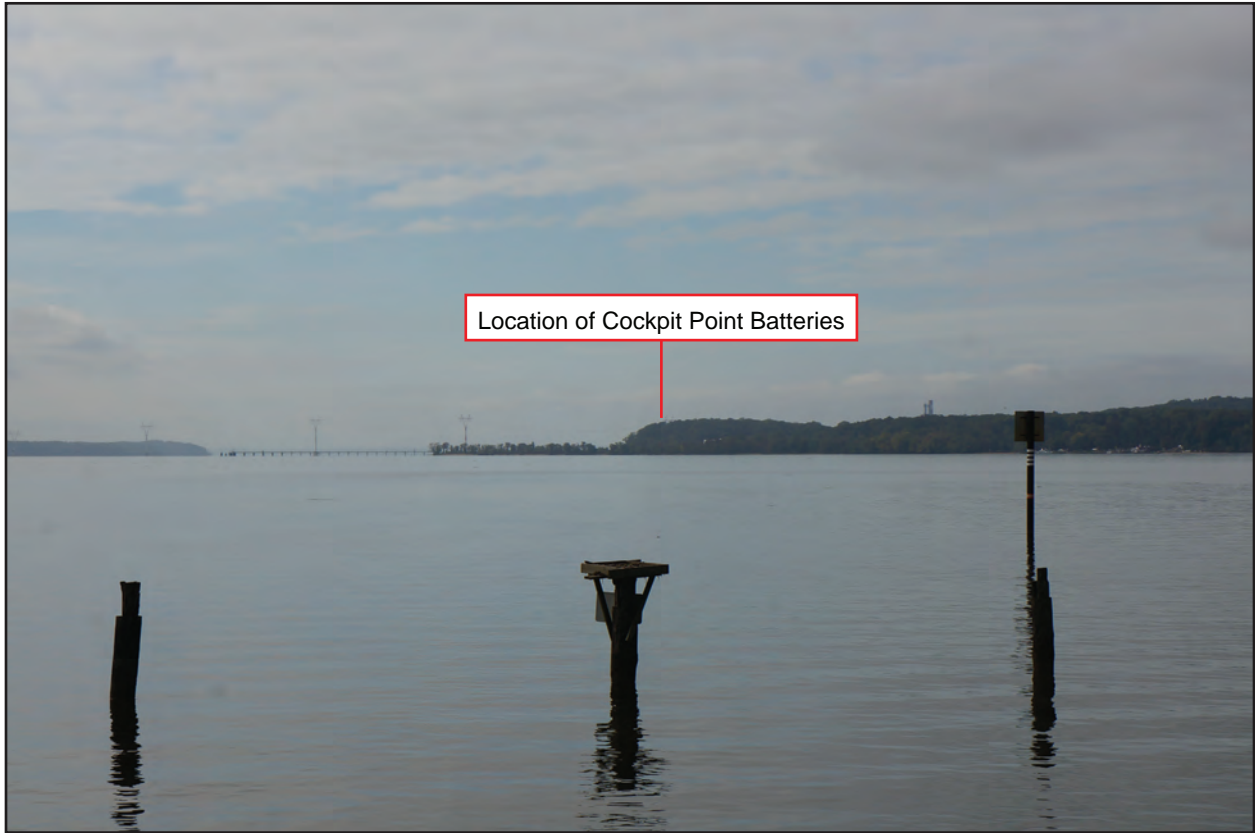
The third site, DHR ID: 44PW0557, has a Native American, Early Woodland period cultural affiliation (Balicki 1990c, Possum-3). The site is described as consisting of a low density scatter of fire cracked rock. The survey site description speculates that the site may have extended further to the bluff edge to the east, but would have been destroyed with the Civil War construction of Battery D of Cockpit Point. The site has not been evaluated for NRHP eligibility. Site DHR ID 44PW0558 has a prehistoric Native American cultural affiliation that could date from 15,000 B.C. to 1600 A.D. (Balicki 1990d, Possum 4) The site was located and defined by shovel testing which uncovered a low-density scatter of quartzite and chert debitage. The site may extend further west along the ridge top overlooking the Potomac River, but this area was not investigated as it was outside the defined project limits for the investigation. The site has not been evaluated for NRHP eligibility.


As a part of the current project, photos were taken from several locations on the Maryland and Virginia shores, and on the Potomac River in order to assess the integrity of historic views to and from the Cockpit Point batteries. Photo points in Virginia included a location in the vicinity of Freestone Point, (Figure 15) which was chosen in order to assess the integrity of the historic viewshed from a contemporary battery. Freestone Point is located approximately 2.6 miles north of Cockpit Point and was active during the Potomac Blockade.

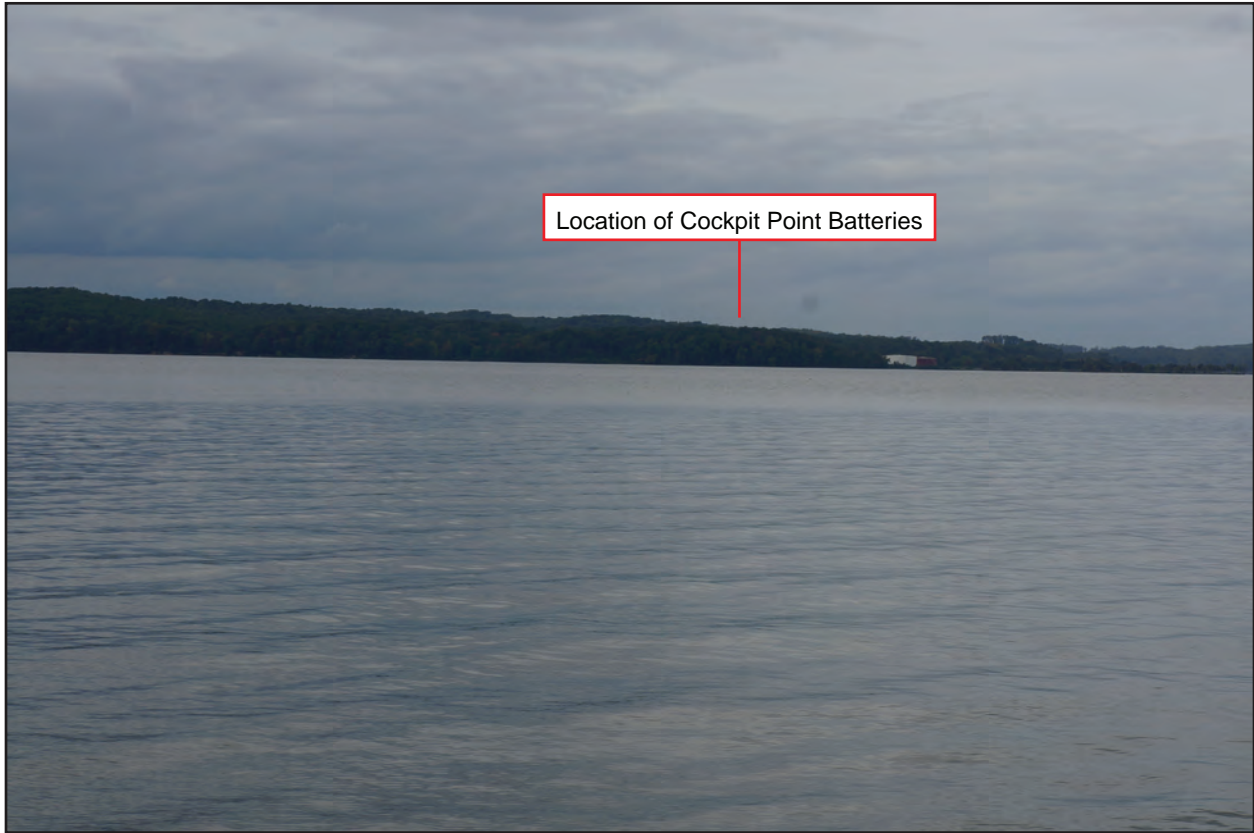
Photos were also taken from one point on the Maryland shore across from the Cockpit Point (Figure 16). While the historic location of the Union batteries at Stump Neck and Budd's Ferry could not be accessed during the survey, a photo was taken from a point between the two locations, approximately 0.6 miles north of the general location of the historic Budd's Ferry batteries.

Photos were also taken from various points on the Potomac River to assess changes in the historic viewshed from the point of view of the Union ships during the battle. Views from the river and from the shore of Maryland include the tank farm, as shown in Figure 17, and some views include a pipe that projects out over the shoreline and water from the vicinity of the tank farm.


A review of photos from points in Maryland, Virginia, and the Potomac River indicate the integrity of historic viewsheds toward the Cockpit Point batteries is relatively poor. The location of the batteries can readily be identified as the point directly south of the two or three imposing white tanks on the Nustar industrial property, which is adjacent to the parcel containing the batteries. As mentioned previously, a pipeline also extends approximately 900 feet into the river from the Nustar property. While the white tanks and pipeline dominate the view of the shoreline north of the batteries, farther south the shoreline is marked by structures associated with the Virginia Power electrical station. Towers, tanks, wires, and buildings can be seen from points on the river and from the Maryland shore.



CLIENT Prince William County, Virginia					TITLE Cockpit Point Batteries from the Vicinity of Freestone Point, Facing South	PROJ NO 15303663	
PROJ Cockpit Point Battlefield Management Plan						FIGURES 15	
REVISION NO	0	DR BY	KAH	3/5/14	 12420 Milestone Center Dr. Germantown, MD 20876		
SCALE	n/a	CHK BY	JW	3/5/14			
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Location of Cockpit Point Batteries

CLIENT Prince William County, Virginia					TITLE Cockpit Point Batteries from the Maryland Shore, Facing Northwest	PROJ NO 15303663	
PROJ Cockpit Point Battlefield Management Plan						FIGURES 16	
REVISION NO	0	DR BY	KAH	3/5/14	 12420 Milestone Center Dr. Germantown, MD 20876		
SCALE	n/a	CHK BY	JW	3/5/14			
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Location of Cockpit Point Batteries

CLIENT Prince William County, Virginia					TITLE Cockpit Point Batteries from the Potomac River, Facing Southwest		PROJ NO 15303663	
PROJ Cockpit Point Battlefield Management Plan							FIGURES 17	
REVISION NO	0	DR BY	KAH	3/5/14	 12420 Milestone Center Dr. Germantown, MD 20876			
SCALE	n/a	CHK BY	JW	3/5/14				
\\10.90.4.1\erml\Cockpit Point\E_Data\E.5 Graphics		PM	SS					

The Possum Nose landform looks much as would have during the mid-nineteenth century. Sketches of the batteries from the time of the Potomac Blockade suggest the bluff and area immediately surrounding the batteries had been cleared of vegetation as seen in Figure 18. Today the bluff is wooded, but the topography remains much the same.

The view from the batteries retains slightly better historic integrity than the view toward the Virginia shore, as development along the Maryland shore is largely comprised of small-scale residential construction. One exception would be construction on the Indian Head Naval Surface Warfare Center, where Union batteries were located during the Potomac Blockade. The pipeline from the Nustar property is visible in the river from points around the Cockpit Point batteries. The overhead power lines to the south can also be seen from portions of the batteries. One advantage of views from the batteries is that the density of trees obstructs a full view of the Maryland shore. The view that retains historic integrity is from Cockpit over the Potomac River toward Maryland facing east (Figure 19).

Natural Resources

Cockpit Point and the Prince William County Potomac River shore are immediately east of the Fall Line, or Fall Zone, that separates the Piedmont Plateau and the Coastal Plain (VDNR 2014). The Potomac is one of four large tidal rivers that drain the northern part of the inner Coastal Plain and drain into the Chesapeake Bay. The other three rivers – the Rappahannock, York and James, form the middle neck and the peninsula, while the northern neck is formed by the Potomac and the Rappahannock. The Inner Coastal Plain is characterized by the Virginia Department of Natural Resources (VDNR) as an upland area, interspersed by streams and some short, high gradient streams with incised steep ravine systems. Ravine slopes and river fronting bluffs that have cut into shell deposits or lime sands tend to have high lime soils (VDNR 2013).


Most of the upland forest that existed in the Coastal Plain has been “extensively cleared or altered, so that it is now difficult to determine which species and natural communities were prevalent” (VDNR 2013). Cockpit Point may be somewhat of an exception to this statement, since there is little evidence that it has been altered since the Civil War. This is a rare state of existence for riverine or coastal land in the area and should not only be a major factor in determining future use and development of the site, but receive consideration for future study and analysis. The most mature stands of trees associated with the Coastal Plain area are American beech, several types of oak and American Holly. Steep bluffs contain dense forests of chestnut oak, beech and Mountain Laurel. These species are especially characteristic of regions north of the James River, such as in Prince William County.

Five species of endangered or threatened flora and fauna are identified for Prince William County, including two species of mussels, one insect and two vascular plant types (VDNR 2014). Prince William County is also a Chesapeake Bay tidal community. Virginia has mandatory regulations for these areas. Virginia's Chesapeake Bay Regulations protect a 100-foot wide corridor along both sides of perennial creeks (year round water flow). This preservation area is intended to protect, or buffer, waterways from the impacts caused by human land uses (Prince William County Zoning Ordinance 2006: Sec. 32-404.01).



CLIENT Prince William County, Virginia					TITLE Sketch of Cockpit Point (Lumley n.d.)		PROJ NO 15303663	
PROJ Cockpit Point Battlefield Management Plan							FIGURE 18	
REVISION NO	0	DR BY	KAH	03/05/14	 12420 Milestone Center Dr. Germantown, MD 20876			
SCALE	n/a	CHK BY	JW	03/05/14				
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CLIENT Prince William County, Virginia					TITLE View from Cockpit Point Batteries, Facing West		
PROJ Cockpit Point Battlefield Management Plan							
REVISION NO	0	DR BY	KAH	3/5/14	 12420 Milestone Center Dr. Germantown, MD 20876	PROJ NO	15303663
SCALE	n/a	CHK BY	JW	3/5/14		FIGURES	19
\\10.90.4.1\erm\Cockpit Point\E_Data\E.5 Graphics		PM	SS				

Current Battlefield Conditions: Historic Features and Modern Landscape Elements

The current condition of the battlefield evidences little resemblance to its appearance during the battle and subsequent abandonment by the Confederates and capture and destruction by the Union three months following the battle. A drastic difference is that the formerly cleared area is now wooded with mature trees. The mounds and depressions identified in previous surveys and the draft NRHP nomination create a varied array of berms and depressions. As stated previously, the area is a bluff that rises approximately 70 feet above the Potomac River and provides a vista across the river towards Maryland.

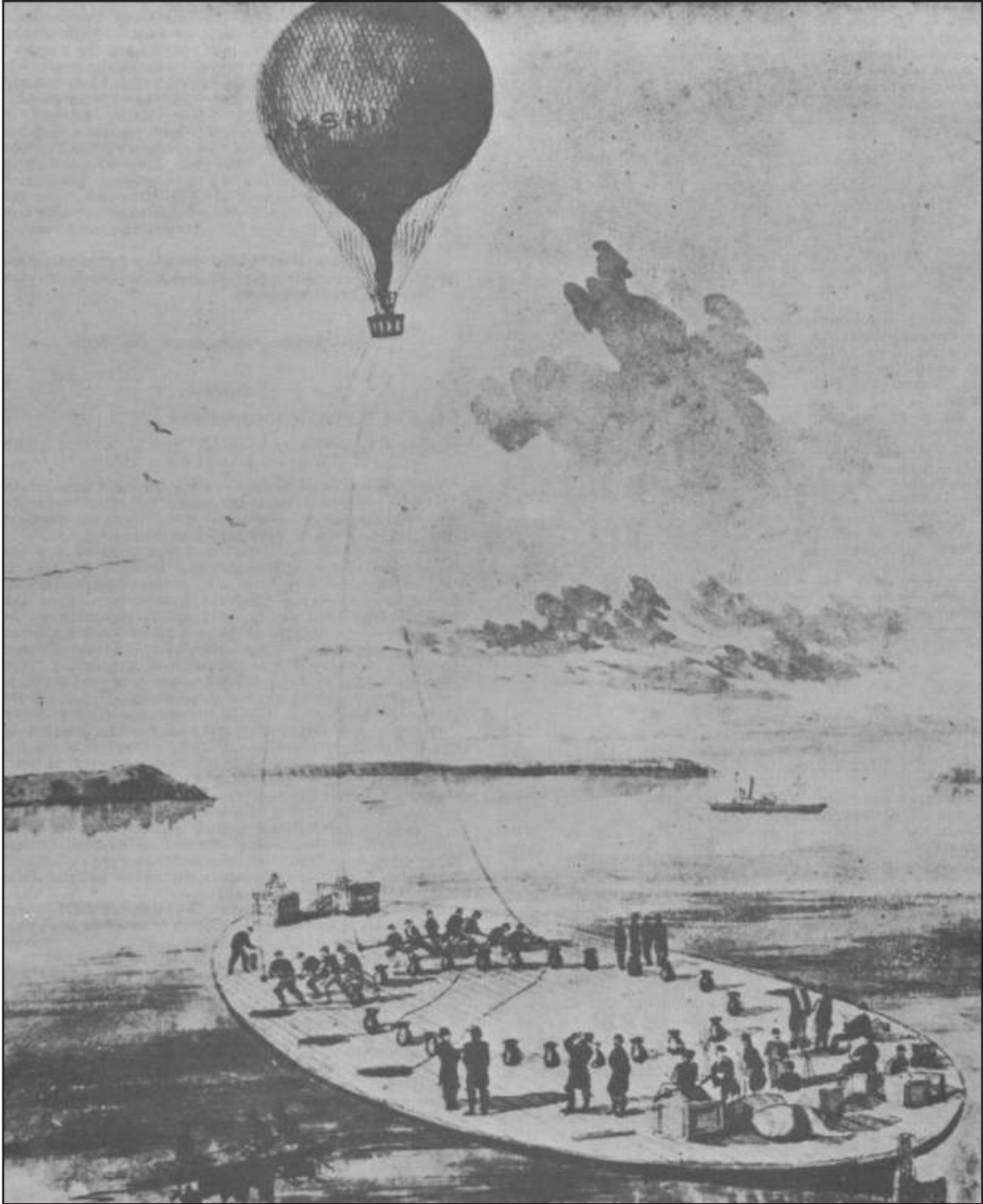
Although the area historically was cleared of trees, it was built behind a wall of trees. As the Union Army was suspicious of Confederate activity across the Potomac, the batteries at Cockpit Point were constructed behind a wall of existing trees. The Union Army used hot-air balloons to spy on the Confederate Army activity across the Potomac, as shown in Figure 20.


Cockpit Point was a natural location for a battery location as the Union mayor of Alexandria pointed out to the Gideon Wells, U.S. Secretary of War, after hearing of its construction.

Cockpit Point where the Confederates have a battery is in some respects a remarkable military position. It commands Freestone Point on the north, Shipping Point on the south, being a distant from either about 2 ½ miles. The land is higher than either of them and it projects farther into the Potomac. In the rear it is defended by Powell's Creek, the low grounds of which are commanded by it (Townsend 1989:7-2; Wills 1975:82)

The union first knew of Cockpit Point in October of 1861, when Acting Master Foster of the steamer USS *E. B. Hale* reported siting guns on the promontory. The U. S. Navy tried to get support to destroy the Confederate batteries as they were being constructed, but General McClellan would not attack. Not until President Lincoln issued President General War Order No. 3 on March 8 of 1862, stating "Ordered, That the Army and the Navy cooperate in an immediate effort to capture the enemy's batteries upon the Potomac between Washington and the Chesapeake Bay" that General McClellan was compelled to attack the Confederate batteries along the Potomac (Townsend, 1989:8-8). On March 9, 1862 the USS *Anacostia* and *Yankee* began shelling the batteries and received no return fire. The batteries had been deserted and the Confederate troops had begun their march south to Richmond the day before. The following 1862 story from Frank Leslie's Illustrated Newspaper describes and depicts (Figure 21) the capture of Cockpit Point as follows:

DISMOUNTING THE REBEL GUNS AT COCKPIT BATTERY, VIRGINIA: Cockpit Point, on which the rebels had erected a battery, is on the Virginia side of the Lower Potomac, closest to Dumfries, or Quantico Creek. This, with other of their advanced positions, was abandoned about the 8th of March, when the rebel army made its retrograde movement to the Rappahannock. On the morning of the 10th of March, the New Jersey 8th regiment of volunteers, under Lieut. Col. Mott, crossed the Potomac and landed at Cockpit battery. It was not then known that



CLIENT Prince William County, Virginia					TITLE Balloon Observation from USS <i>George Washington Parke Custis</i> near Mattawoman Creek, November 12, 1861 (NHHC 2013)	PROJ NO 15303663	
PROJ Cockpit Point Battlefield Management Plan						FIGURE 20	
REVISION NO	0	DR BY	KAH	3/5/14	 12420 Milestone Center Dr. Germantown, MD 20876		
SCALE	n/a	CHK BY	JW	3/5/14			
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SKIRMISH NEAR FORT JACKSON, SAVANNAH RIVER.

The spirited sketch of the engagement between our men and the rebel pickets is thus described by the correspondent of the *Commercial Advertiser*:

"The only thing of special interest which has occurred since last writing is a reconnaissance made by the commandant of the gunboat *Western World*, with a portion of his crew and a detachment from Jones's Island, commanded by Col. Barton. It was regarded as a rather hazardous undertaking, and seemed to some of us at least to be of doubtful expediency, inasmuch as the few row-boats filled with men would serve as a fine target for the enemy on shore. It was accomplished, however, without loss of life. Our boats penetrated beyond Fort Jackson and Savannah, and as they neared the point were fired upon. The discharge wounded three marines and one soldier. The fire was returned, and the boats put back. Several reconnaissances of this kind have been made from Bird's Island, occupied by Hamilton's battery, and some of them were attended with great danger, but as yet no life has been lost.

"The passage of the *O. M. Petit* into the Savannah river a short time since was quite an exciting event, none of our gunboats as yet having ventured so far. Capt. Gardner was saluted by guns from our batteries, for his daring and bravery in running up under the very nose of Fort Jackson.

"An occasional approach of a rebel gunboat within range of our batteries and gunboats enlivens the tedium of our stay here, as they no sooner round the point than the dogs of war are let loose at them.

They have not recently advanced beyond a respectful distance, and there is no fear that they ever will. Had they a *Merrimac* at Savannah, they could soon sweep away all obstructions between them and Pulaski. Indeed, an ordinary iron-clad gunboat could pass with impunity, and, if it could carry men enough, might sweep the islands in the vicinity of all opposers. Why they have not provided for this emergency is a mystery that time alone can solve. One mailed steamer would be worth their whole fleet. This they have not as yet. What preparations they may be making of this description we know not now, we may know hereafter."

DISMOUNTING THE REBEL GUNS AT COCKPIT BATTERY, VIRGINIA.

COCKPIT POINT, on which the rebels had erected a battery, is on the Virginia side of the Lower Potomac, close to Dumfries, or Quantico Creek. This, with other of their advanced positions, was abandoned about the 8th of March, when the rebel army made its retrograde movement to the Rappahannock. On the morning of the 10th of March the *New Jersey 5th* regiment of volunteers, under Lieut.-Col. Mott, crossed the Potomac, and landed at Cockpit battery. It was not then known that the enemy had retired, although it was suspected from the silence of the guns. The battery was then destroyed, as our Artist has represented. An officer of the regiment says:

"It was supposed that the rebels had withdrawn to a short dis-

tance in the rear, where they had made a stand and would be ready to attack us. Taking this view of the case, we went fully prepared. Immediately on our landing a reconnoitring party was sent out. It proceeded about four miles in the rear, but could see nothing of the rebels. It stopped at a farm-house, and from the inmates learned that the rebels, seeing the great preparation made on our side for an advance, and fearing that they would be taken prisoners, determined to evacuate, which they did the day before, leaving everything behind them. They were also informed that many of the men were impressed into the rebel army, who professed Union sentiments. Two of the latter were taken from Cockpit battery, sent to Richmond, and hung. As the reconnoitring party could see nothing of the enemy, it returned and reported what I have given in substance above."

TRAGIC SCENE ON BOARD THE U. S. SHIP CUMBERLAND.


We engrave in our present paper an incident which cannot fail to impress the mind of every American. It was furnished by an officer on board that doomed but sacred vessel. We have no heart to give any needless description of the terrible scene. It tells its own tale of suffering and death. Henceforward the story of how the gallant souls on board the *Cumberland* fought and sank with their old flag over them, at once their triumph and their pall, will stand the brightest in the scroll of American glory.



THE WAR IN VIRGINIA. THE U. S. STEAMER WYANDANK, DISMOUNTING AND REMOVING GUNS FROM THE REBEL BATTERIES AT COCKPIT POINT, ON THE POTOMAC RIVER, MARCH 11.—FROM A SKETCH BY MR. V. O. TRAYNOR, QUARTERMASTER OF THE WYANDANK.

CLIENT	Prince William County, Virginia			
PROJ	Cockpit Point Battlefield Management Plan			
REVISION NO	0	DR BY	KAH	03/05/14
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TITLE	Sketch and Description of the Dismantling of the Batteries at Cockpit Point (Frank Leslie's Illustrated Newspaper 1862)	
PROJ NO	15303663	
FIGURE	21	
 12420 Milestone Center Dr. Germantown, MD 20876		

the enemy had retired, although it was suspected from the silence of the guns. The battery was then destroyed, as our Artist has represented.

An officer of the regiments says: 'It was supposed that the rebels had withdrawn to a short distance in the rear, where they had made a stand and would be ready to attack us. Taking this view of this case, we went fully prepared. Immediately upon landing a reconnoitering party was sent out. It proceeded about four miles to the rear, and could see nothing of the rebels. It stopped at a farmhouse and from the inmates learned from the rebels, seeing the great preparation made on our side for an advance, and fearing that they would be taken prisoners, determined to evacuate which they did the day before leaving everything behind them. They were also informed that many of the men were impressed into the rebel army, who professed Union sentiments. Two of the later were taken from Cockpit battery, taken to Richmond, and hung. As the reconnoitering party could see nothing of the enemy, it returned and reported what I have given in substance above.' (Frank Leslie's Illustrated Newspaper, April 19, 1862:376).


The landing party from the USS *Anacostia* scaled the bluff up to Cockpit Point and found the battery guns spiked and bundles of wood burning underneath them. The battery magazine doors were rigged to explode when opened. The potential explosives were disarmed. It is presumed that the large guns, the 95-pounder, 80-pounder, and the 12-pounder guns were removed at this time (Townsend 1989:8-9). Although Figure 22 is not a gun that was at Cockpit Point, it shows a gun that was located at a Vicksburg Mississippi River battery, and illustrates how the guns would have been located in the earthworks or mounds that currently define the Cockpit Point landscape.

The Union Army proceeded in leveling the rifle-pits and the gun carriages and barracks were set on fire. The union troops also stripped the site of anything that would be of use or value to them, such as spades, kettles, trunks, tin ware and shells and solid shot. General Hooker reported on March 14 that "all batteries extending from Cockpit Point to Aquia Creek are utterly demolished" (Townsend 1989; Wells 1975:153). In addition to the destruction caused by the pillaging of the battery site, two partially buried shells at the battery exploded during a routine reconnaissance in 1862.

The NPS *Elements of Battlefield Preservation Plan* recommends that plans discuss if the battlefield landscape is in the same general condition as it was at the time of battle. The actual Battle of Cockpit Point took place in January of 1861. The Battle of Cockpit Point damage to the batteries was caused by two shells, one from the USS *Anacostia* and one from the *Yankee*, that simultaneously exploded inside one of the batteries, thereby dismounting the gun. It is doubtful that this damage was fully repaired, as plans for abandonment of the Potomac batteries by the Confederacy were starting to take place in February. The battle as defined by the exchange of fire actually occurred over the water, with shots fired from the USS *Anacostia* and the *Yankee* towards the batteries, and the Confederates firing the battery guns towards the ships.

The general condition of the Cockpit Point site during the battle is not represented by the current condition of the site. With the destruction of many aspects of the battery by both the



CLIENT Prince William County, Virginia					TITLE Double-Banded Brooke Rifle from the Vicksburg Campaign (Old Courthouse Museum 2014)				
PROJ Cockpit Point Battlefield Management Plan									
REVISION NO	0	DR BY	KAH	03/05/14	 12420 Milestone Center Dr. Germantown, MD 20876				
SCALE	n/a	CHK BY	JW	03/05/14					
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					FIGURE	22			

Confederacy and Union troops, along with the natural succession and neglect of the site for the past 153 years, the site is not in the same general condition that it was during the battle. There were no trees on the site and now large mature trees cover the site. The guns, platforms, carriages, barracks, “rat holes” magazines and rifle pits are gone. Archaeological ruins that include brick building and chimney foundations are all that remain of the huts. The only other remaining above-ground features are the shaped mounds and depressions that mark the location of the batteries, magazines and trenches, and suggest the forms of the original earthen embankments.

As stated above, the battlefield is not limited to the battery site. It also includes the area of the Potomac shore and river where the ships were located during the engagement. The KOCAO analysis, including the probable locations of the USS *Yankee* and the *Anacostia* in the Potomac, and the firing ranges of the two ships, indicate that field of battle on the water stretched from about the river’s mid-point southeast of the battery, extending northeast from the USS *Yankee* to the *Anacostia* locations. The locations of ships are based on firing range, about 2.25 miles back southwest to Possum Point and the battery, as previously discussed.

Along with the pipe jutting out from the Virginia Potomac Shore, the only other man-made intrusion in this area is a small marina off the actual tip of Cockpit Point. This facility is not within the viewshed from the batteries. Based on historic mapping and 1930s aerial photography, the Potomac River shore below the Cockpit Point Battery does not appear to have changed its general location and profile (Figure 23).

The 1989 NRHP nomination for the Cockpit Point Battery states that the historic integrity for the site is high. Referencing a 1975 assessment of sites of the Potomac Blockade, the nomination states that Cockpit Point is the best preserved Virginia Potomac Battery site (Willis 1975:163-164). In addition, these batteries and fortifications were “designed and constructed by such masters of military engineering as Whiting, Williamson, and Chatard [and] was probably the most formidable in extent and strength ever built in the Confederacy” (Townsend 1989:7-8). The nomination goes on to speculate that because Cockpit Point was designed as a “strong” battery and the Freestone Battery, also in Prince William County, is in good condition, that additional archaeological investigation at the site might provide enough information to reconstruct the batteries of Cockpit Point.

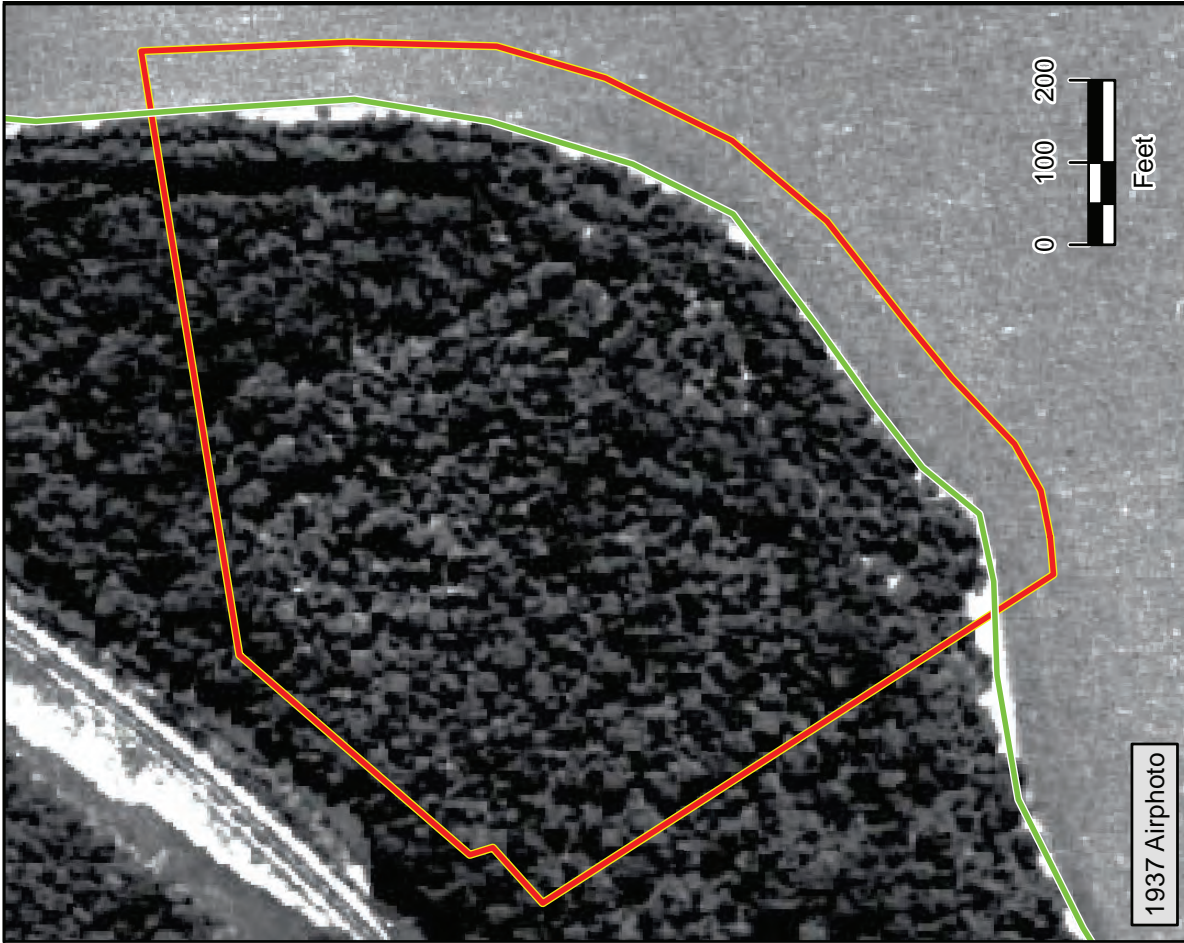
Although the battlefield does not look like it did during the battle, there is sufficient historic integrity of the landforms and viewsheds to convey the historic association with the Battle of Cockpit Point and the Potomac River blockade. Prince William County has classified Cockpit Point as a County Registered Historic Site (CRHS), which in the Cultural Resources Chapter of the County Comprehensive Plan authorizes studies of the site.

Current Land Use of the Battlefield and Its Immediate Surroundings

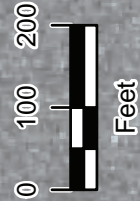
As a northern Virginia County, and part of the greater metropolitan Washington D.C. area, PWC has experienced a great deal of development pressure, with many residents working in Washington D.C. and commuting to their jobs along Route 1 or the parallel I-95 corridors. With creeks draining into the Potomac River, including Quantico Creek, the county has several areas




2011 Airphoto



1937 Airphoto



 Parcel Boundary

 1937 Shoreline

Sources: ESRI, NAPP

CLIENT Prince William County, Virginia

PROJ Cockpit Point Battlefield Management Plan

REVISION NO	0	DES BY	KJM	11/27/13
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TITLE Aerial Photos Showing Historic and Modern Shoreline

PROJ NO 15303663
FIGURE 23

12420 Milestone Center Dr.
Germantown, MD 20876



classified as environmentally sensitive steep slopes. The Potomac River drains into the Chesapeake Bay, and the county has a Chesapeake Bay Preservation Area Overlay District. This overlay district imposes restrictions on new development in these environmentally sensitive areas to limit water quality degradation, erosion, and flooding. In older developed areas, including industrial land uses, environmental restrictions were put in place after the developments, making the environmental impacts from these areas more significant than impacts from developments that date from after the restrictions were enacted.

The battlefield site is zoned Planned Business District (PBD) (Figures 24 and 25). This zoning classification is intended to provide flexible design to further economic development goals of the county's comprehensive plan (Prince William County Zoning Ordinance 2006: Sec. 32-404.01). The zoning ordinance states that the zone should be served by a freeway or interstate highway or minor arterial or greater designation roadway. These types of transportation arteries do not serve Cockpit Point. One of the eight stated objectives of the zone is to cluster related industries. This is inconsistent with the preservation of the Cockpit Point Battery given that its neighbors are a tank farm, freight and passenger railroad tracks, and a power plant.

The battlefield site's adjacent parcels are zoned M-1, Heavy Industrial District. The "Purpose and Intent" of the zoning district is "to implement the industrial employment land use classification of the comprehensive plan" (Prince William County Zoning Ordinance 2006: Sec. 32-403.10. M-1). The additional purpose as described in the county zoning code is to:

promote employment opportunities and to enhance the tax base of Prince William County. It is designed to provide areas for and to encourage development of heavy and intensive industrial processing, manufacturing and storage with limited retail and service uses. Retail or residential and low intensity employment uses are generally incompatible with the nature of uses contemplated in the M-1 district.

Development standards for this zoning classification include no minimum lot size; 15 percent open space, maximum Floor Area Ratio (FAR) of 50 percent (except by proffer or special use permit section 32-400.04) and height restricted to 75 feet (pursuant to standards under section 32-400.03). Setback requirements for this zoning classification include 20 feet from street ROW, 20 feet minimum from adjacent parcels unless adjacent parcels are zoned residential or commercial. For these land use classifications, a minimum of 50 feet setback is required. An exception to this is "When other provisions of this chapter operate to impose greater setback requirements, than subsections [described above] ..., such other provisions shall prevail" (Prince William County Zoning Ordinance 2006: Sec. 32-403.15).

There are 68 "by right" uses identified for this zoning classification and 7 secondary uses. Special uses discussed in Section 32-403.13., include petroleum, propane or natural gas product processing and storage. Also included are the 24 special uses requiring a special use permit, one of which is an asphalt/concrete plant. The current land uses adjacent to the Cockpit Point parcel are a tank farm and an asphalt plant.

PRINCE WILLIAM COUNTY Zoning Districts Map

Published January 1, 2013



Zoning District Classifications

A-1 Agricultural	V Village
A-1C A-1 Cluster Development*	R-30 30 Dwellings per 1 acre
B-1 General Business	R-16 16 Dwellings per 1 acre
B-2 Neighborhood Business	R-6 6 Dwellings per 1 acre
B-3 Convenience Business	R-4 Min. Lot Size - 10,000 sq.ft.
M/T Industrial/Transportation	R-4C R-4 Cluster Development*
M-1 Heavy Industrial	R-2 Min. Lot Size - 20,000 sq.ft.
M-2 Light Industrial	R-2C R-2 Cluster Development*
O(F) Office/Flex	SR-1 1 Dwelling per 1 acre
O(H) High-Rise Office	SR-1C SR-1 Cluster Development*
O(M) Mid-Rise Office	SR-5 1 Dwelling per 5 acres
O(L) Low-Rise Office	SR-5C SR-5 Cluster Development*
PBD Planned Business District	City or Town
PMD Planned Mixed District	Government Property - Federal
PMR Planned Mixed Residential	
RPC Residential Planned Community	

* Refer to the Prince William County Zoning Ordinance Article III for Cluster Development Design Standards specifications.

Zoning Overlay Districts

Airport Safety
Domestic Fowl
Highway Corridor - Pre 2/20/1996
Highway Corridor - Post 2/20/1996
Historic
Redevelopment
Technology

Map Features

- State Line
- County Boundary
- City or Town
- Agricultural and Forestal District
- Water Feature
- Streets and Roads
- Railroad



1 in = 5,280 ft

Scale in Feet

Scale in Miles

0 5,000 10,000 15,000 20,000 25,000

0 1/4 1/2 3/4 1 2 3 4 5

1:63,360

Note: Any determination of topography or contours or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for design modification or construction of improvements to real property or for floodplain determination.

Adapted from various sources, including the Virginia Department of Transportation.

Adopted by the Board of County Supervisors and amended through:

December 4, 2012 - Ordinance 12-65

Prepared by the Planning Office

5 County Complex Court, Suite 210

Prince William, VA 22152

Phone: 703-792-6830

FAX: 703-792-4758

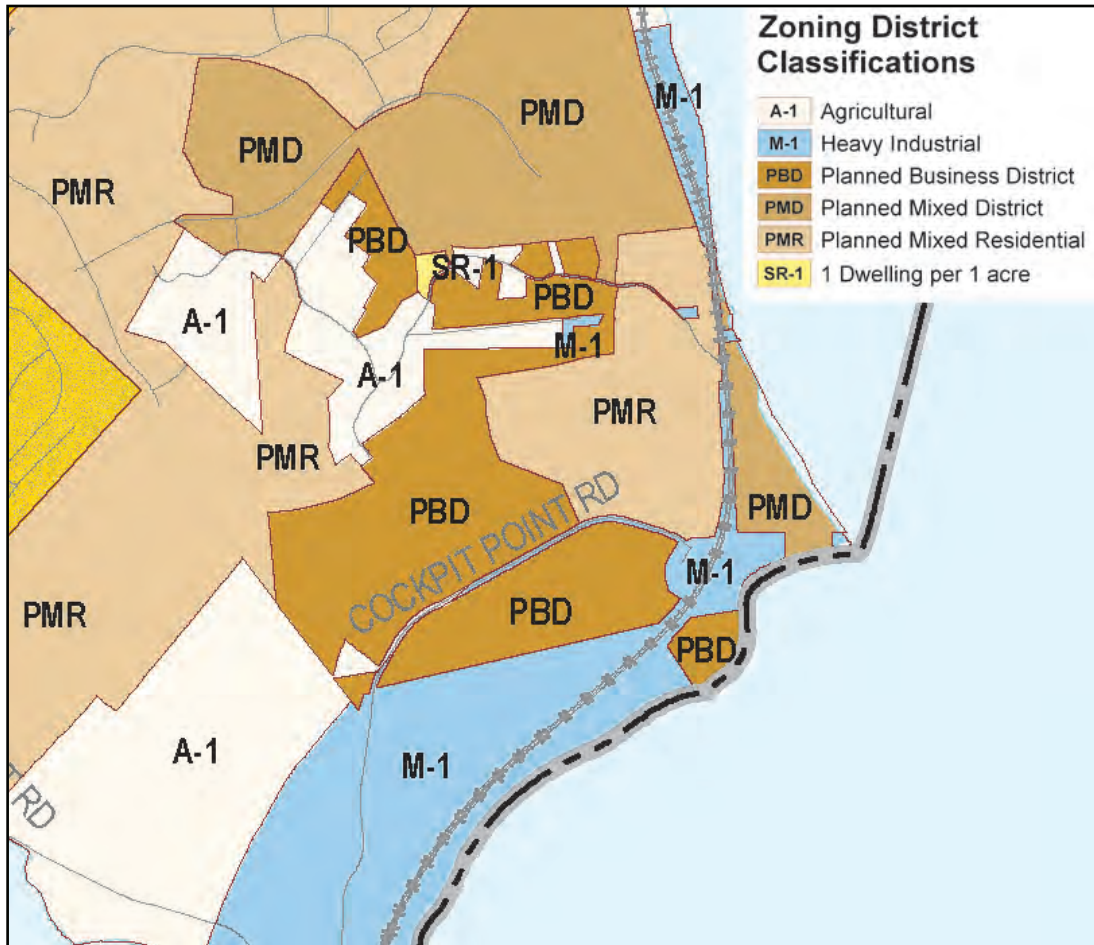
Email: planning@pwgov.org


CLIENT	Prince William County, Virginia			
PROJ	Cockpit Point Battlefield Management Plan			
REVISION NO	0	DR BY	KAH	03/05/14
SCALE	as shown	CHK BY	JW	03/05/14
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TITLE	Prince William County Zoning District Map (Planning Office - Prince William County 2013)	
PROJ NO	15303663	
FIGURE	24	



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CLIENT Prince William County, Virginia					TITLE Prince William County Zoning District Map - Detail (Planning Office - Prince William County 2013)					
PROJ Cockpit Point Battlefield Management Plan										
REVISION NO	0	DR BY	KAH	03/05/14	 12420 Milestone Center Dr. Germantown, MD 20876					PROJ NO 15303663
SCALE	n/a	CHK BY	JW	03/05/14						FIGURE
\\10.90.4.1\erm\Cockpit Point\E_Data\E.5 Graphics					PM	SS				

The battlefield site is located in a planning area known as Potomac Communities. The *2008 Potomac Communities Revitalization Plan* notes that the adopted land use plan and existing zoning pattern are inconsistent in a few land use classifications, including industrial (Planning Office – Prince William County 2008). The plan notes “there is twice as much acreage zoned for industrial development than is designated for industrial development in the land use plan” (2008:10). Nonetheless, with access to CSX freight railway line, the area around the battlefield will continue to be appealing to industrial development.

Although the land is zoned industrial, the Prince William Board County of Supervisors classified the land as a County Registered Historic Site. The Prince William Board of County Supervisors is acquiring the parcel as part of the *Rezoning #PLN2012-00420, Potomac Shores – Potomac and Woodbridge Magisterial Districts* to a Planned Mixed Residential & Planned Mixed Use District for the Potomac Shores Development on Cherry Hill Peninsula (Proffer Statement 2013:50). The proffer provision is as follows:

The applicant shall cooperate with the County to identify potential alternatives for limited and controlled access to the Cockpit Point battery site for educational/interpretive programs to be operated by the County. Such alternatives may include a cooperative arrangement with the adjacent property (GPIN 8388-79-0235) located between Land Bays 8 and 6, provision for water access from the marina or public pier on the Property or other alternative access that may be mutually agreed to by the County and Applicant. In addition, within five years of Final Rezoning, the Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$200,000 to be used for the provision of such access. The Applicant shall receive a credit against said monetary contribution for any in-kind contribution related to this project, including but not limited to feasibility analysis, design, engineering, permit fees, construction, and the like, provided by the Applicant in connection with the provision of such access (Proffer Statement 2013:50).

An additional reference to the parcel in the “Miscellaneous” section of the proffer statement refers to easements on public use parcels.

The applicant reserves the right to retain (or obtain at no cost in the future) necessary temporary and permanent grading, slope, construction, utility, signage, drainage, stormwater management and access easements on all public use parcels which are dedicated to Prince William County, with the exception of the Cockpit Point battery site identified with Prince William Geographic Parcel Identification Number 8388-68-6019, provided said easements do not preclude development of the property for the intended public purposes (Proffer Statement 2013:50).

The battlefield site is also adjacent to the Potomac Heritage National Scenic Trail (PSNST). The 2008 Potomac Communities plan states that county’s portion, which extends from Leesylvania Park north to Belmont Bay and the Occoquan Wildlife Refuge, is being evaluated to determine actual trail alignment and costs (Planning Office – Prince William County 2008). The current map of the Prince William and Southern Fairfax Counties segment of the PHNST on the NPS

website indicates that current sections of the trail are not located within the project area (Potomac Heritage NST). Future sections, however appear to be close to railroad tracks, but this is conceptual and exact locations have not likely been established.

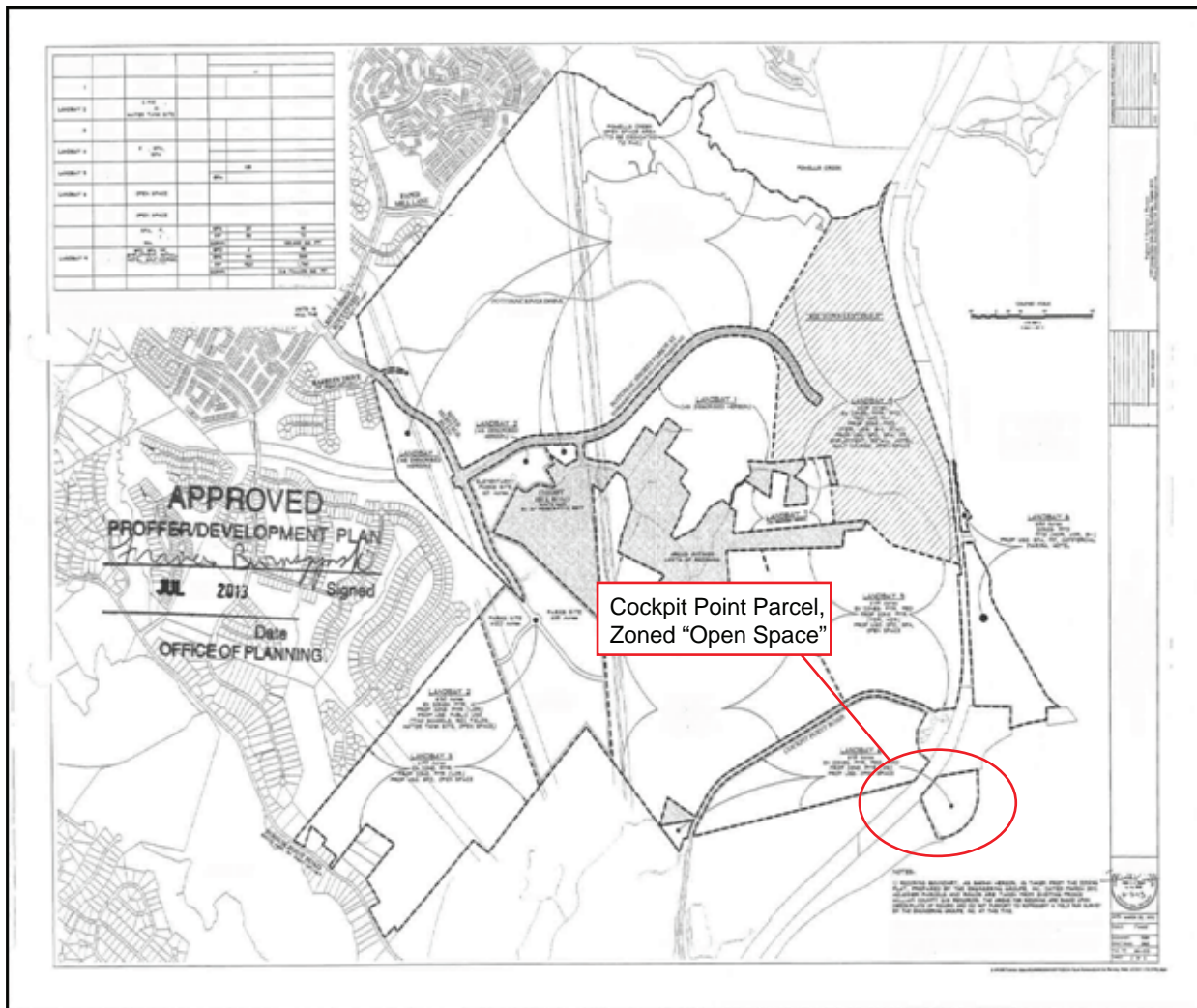
The Proffer Statement references the PHNST and states that the trail will be provided in the Potomac Shores development as part of the County approved Trail Plan. The Pedestrian Plan Network in the Proffer Statement includes an alignment for the “Potential PHNST (Off-Site By Others)” and a “Proposed PHNST to Town Center”. The proposed PHNST links to two “Potential Alternative Trail Connection(s) to Cockpit Point Road: Natural Trail”. Additional trail linkages should be explored with the Prince William Trails and Streams Coalition and the Prince William Trails and Blueways Council. The segment located along Cockpit Point Road shall be natural surface terrains and the trail segment between River Heritage Road and Cockpit Point Road will be “provided at the time the adjacent landbay is developed” (Proffer Statement 2013).

The Approved Proffer/Development Plan identifies the Cockpit Point parcel as Landbay 6, which is now zoned as open space (Figure 26). The following is the definition of Open Space in the Prince William County Zoning Code:

Open space shall mean the area within the boundaries of a development that is intended to provide light, air, view and/or a quality or general appearance of openness, and is designed for scenic, recreational, privacy, or environmental purposes. In general, open space shall be available for entry on and use by the residents of the development within which the open space is located, but may include areas designed to enhance aesthetic amenities, maintain property values and buffer incompatible uses by preserving natural features and providing landscaping or screening for the benefit of such residents or residents of neighboring areas. Open space may include, but shall not be limited to, lawns; decorative plantings; walkways and trails; active and passive recreation areas, such as tot lots, including permitted principal and accessory uses; undisturbed natural areas; wooded areas; natural creeks, streams, lakes and similar water features; manmade lakes designed to be an attractive development amenity but which may be used for storm water management; storm water management dry ponds which are landscaped or contain existing trees; and areas where buffering, landscaping or screening are required by this chapter (Prince William County Zoning Ordinance 2006).

Short and Long Term Threats

As part of the Potomac Shores Proffer and Development Plan, Cockpit Point appears to be under little threat of destruction by development. Acquisition and management by the Prince William County Department of Public Works is perhaps the best possible outcome for this historic and archaeologically significant site. The Prince William County government evidences a high level of stewardship for their heritage in this outcome, and the \$200,000 commitment for developing access and site design is an excellent source of seed money for the site’s future preservation and public enjoyment.



Source: Prince William County Planning Department

CLIENT Prince William County, Virginia				TITLE Potomac Shores Master Plan/PMD Zoning Plan, The Engineering Group, Inc.	
PROJ Cockpit Point Battlefield Management Plan					
REVISION NO	0	DR BY	KAH	03/05/14	PROJ NO 15303663
SCALE	as shown	CHK BY	JW	03/05/14	FIGURE
\\10.90.4.1\erml\Cockpit Point\E_Data\E.5 Graphics		PM	SS		26

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Germantown, MD 20876

As a part of the ABPP guidelines for battlement management plans, the identification of short and long term threats is recommended. Despite the high level of cooperation and interest in preservation by the county government and the developer of Potomac Shores, there are issues to be considered in developing a future use and management strategy for the site.

A current concern is simply maintenance and security. Although it is isolated, it can be an attractive nuisance and it is recommended that there should be some regular monitoring of the site, such as the monthly site monitoring that is currently carried out for the county's historic sites managed by the Department of Public Works, Historic Preservation Division.

Because the site has reforested another threat is presented by its mature trees. If one of the mature trees located on a historic earthworks mound falls over, it would destroy the historic resource. Monitoring the site should include assessing the relative health of trees on the mounds as determined by a qualified arborist. Because these battery embankments are overgrown with trees that may have been in place for decades, the root structures that hold these landforms in place are likely very complex and a naturally decayed and fallen tree could profoundly impact to the resources' historic fabric.

The appearance of the mound could be re-created, but any archaeological integrity would likely be disturbed. Silviculture, defined by the U.S. Forest Service as the art and science of controlling the establishment, growth, composition, health and quality of forests and woodlands to meet the diverse needs and values of landowners and society on a sustainable basis, should be included in the site's management strategy (United States Forest Service 2013). Periodic maintenance including cutting of dead trees or large limbs could prevent an old growth tree from destroying the remaining earthwork batteries.

Access to the property will be the most pressing concern for the realization of the site's potential for public enjoyment and education. With CSX freight railroad tracks defining the western boundary of the parcel, tunneling or bridging over these tracks would be extremely costly and raise several safety and security concerns. Both of the rail systems accommodate double-height cars. Currently the easiest way to get to Cockpit Point is by water, and then hiking up the bluff. The Historic Preservation Division of Prince William County Department of Public Works is currently considering various options for guided tours. A portable dock may be used to take pontoon boats of visitors to the site for interpretive programming. Working in cooperation with water trail projects, such as the Captain John Smith Chesapeake Bay National Historic Trail, kayakers may be able to access the site as well. Access could also be provided by fence tunnels through the industrial properties, provided as proffers from the adjacent industries for special use permits or changes in intensity of operations.

The following matrix attempts to identify some of the situational challenges that could harm the historic integrity and long-term preservation of the site, and identifies possible immediate, short-term and long-term actions that could address these issues.

Table 2. Cockpit Point Battlefield Management Plan Resource Challenges

IDENTIFICATION	DEFINITION	Corrective action could negate adverse effect on historic integrity	Corrective action that could mitigate adverse impact from threat	Ongoing monitoring or corrective action, even reconstruction may be needed
DURATION of corrective action or mitigations		IMMEDIATE ACTION - within one year	SHORT-TERM ACTION- within five years	LONG-TERM ACTION- within 5 to 20 years
Erosion	Loss of soil or rock on bluff or earthworks.	Areas of exposed or bare soil cover with duff.	Monitoring program should be included in operational plan.	Could result in significant loss of historic fabric may require reconstruction.
Looting	Unauthorized digging and recovery of historic or prehistoric artifacts.	Most artifacts previously looted/ removed, but site needs securing and signage.	Interpretation includes information on harmful effects of looting.	Update information and potential for archaeological resources based on further research or investigation.
Neglect	Lack of site monitoring or protection of cultural landforms.	Vandalism or storm damage depending of tree inventory and severity of storm event.	Vandalism or storm damage depending of tree inventory and severity of storm event.	Vandalism or storm damage depending of tree inventory and severity of storm event.
Incompatible Development	New construction that diminishes integrity of viewshed.	Consideration of communication tower impact on viewshed.	Review of by right and by permit development standards needed for adjacent properties.	Review of by right and by permit development standards needed for adjacent properties with new plans or zoning.
Recreational Use	ATV, BMX or other sports that changes landscape.	If apparent, need to identify and block access.	Consideration provided in access and park site development plan.	Security and monitoring re-evaluated, if needed.

Cockpit Point Battlefield Management Plan

IDENTIFICATION	DEFINITION	Corrective action could negate adverse effect on historic integrity	Corrective action that could mitigate adverse impact from threat	Ongoing monitoring or corrective action, even reconstruction may be needed
DURATION of corrective action or mitigations		IMMEDIATE ACTION - within one year	SHORT-TERM ACTION- within five years	LONG-TERM ACTION- within 5 to 20 years
Attractive Nuisance	Secluded site used for illegal or unauthorized partying.	If apparent, how can access be blocked.	Consideration provided in access and park site development plan.	Security and monitoring re-evaluated if needed.
Public Access	Ability of interested public to access and appreciate history of site.	Guided tours from pontoon boat may be insufficient with higher site profile and if publicized .	Options developed for unescorted access for public.	Assess effectiveness of existing or past access options.
Reforestation	Regrowth of low-level non-indigenous plants and fast growing weed trees.	Inventory of natural resources needed after acquisition.	Continued monitoring and removal of invasives.	Protocol for large hazard tree removal that will not damage resource.
Water/ Boat Access	Inappropriate scaled docks and landing facilities.	Temporary dock for pontoon boat tours also used by kayakers at will.	Site access and park development plan should address.	Notification of boat patrol of temporary dock engagement and long term development plans for dock facility.
VRA and CSX RR	Limiting land access to site and being a potential crossing hazard to visitors.	Potential high hazard crossing to access site.	Develop line of communication with Railroads and plans for site.	Feasibility and cost benefit analysis for tunnel or bridge.

Community Characteristics

Prince William County is one of several affluent areas around Washington D.C. The U.S. Department of Commerce census statistics indicate the 2012 population estimate was 430,289 persons, which represents a 7 percent increase from the 2010 census year figure (United States Census Bureau 2014).

In 2010 persons under 18 years of age in the county rose 29.2 percent. Sixty-five percent of the county’s residents identified themselves as White, 21 percent as African American, and 21 percent as Hispanic or Latino. The diversity of the county is further reflected in the 21 percent of residents who were foreign born, and 29.5 percent who speak a language other than English in their home. Thirty-eight percent have a bachelor’s degree or higher and home ownership rate for 2008 through 2012 is listed at 72.8 percent.

The Metropolitan Washington Council of Governments (Metropolitan Washington Council of Government [MWCOG] 2013) forecasts that Prince William County’s population will continue to increase over the next twenty-five years. Between 2010 and 2040, MWCOG estimates Northern Virginia population will increase 43 percent with Prince William County’s population increasing 58.9 percent, and adjacent Stafford County population will increase over 101 percent. The rate of population growth in Prince William County is forecasted to be in the 8 to 10 percent range every five years (MWCOG 2013).

The county has a high cost of living. With a score of 100 representing the cost of living in the United States, Prince William County, Virginia has a cost of living rating of 126, as indicated by the following table (Sperling’s 2013).

Table 3. Cost of Living, Prince William County, VA, Compared to U.S. Averages

Cost of Living	Prince William, VA	United States
Overall	126	100
Food	113	100
Utilities	116	100
Miscellaneous	102	100

The per capita annual income in 2012 dollars in 2008 was \$37,157, which decreased to \$33,326 in 2012. The median household income decreased dramatically from a 2008 figure of \$96,160 to a 2012 figure of \$63,636. The percentage of people below poverty almost doubled from the 2008 figure of 6.2 to 11.1 percent in 2012 (United States Census Bureau 2014). The popular notion that the Washington D.C. metro area is recession-proof is not supported by these statistics.

One of the vision statements from the Prince William County *Historic Preservation Division Operational Plan*: “-contribute to Prince William County’s image as a significant tourist destination, highlighting three centuries of Prince William County history to support community and economic development” refers to the role of tourism development in the county’s historic preservation program “ (Department of Public Works, 2013:3). Successfully targeting the desired

tourist market takes information on the income levels, spending habits and leisure time pursuits of the individuals that make up consumers of heritage tourism. This type of information is sometimes referred to a psychographic analysis, and the ESRI company specializes in this type of service.

In 2010, Prince William County and its neighbor to the south, Stafford County, were identified as placing fourteenth and fifteenth, respectively, in *Forbes* magazine’s list of the 25 Richest Counties in the country. A 2012 psychographic analysis (interests, attitudes and opinions) done for Stafford County, Virginia used ESRI Community Tapestry system to define customer wants and needs for a retail marketing and attraction report. Although this information was not developed for Prince William County, the demographic, educational, and income levels of the two adjacent counties are similar enough that the Stafford County study would inform the profile of a Prince William County heritage tourism market.

The psychographic analysis method operates on the assumption that people with similar tastes; lifestyle and behaviors seek and cluster with others sharing a similar profile (The Riddle Company 2012:29). Similar behavioral patterns are measured, predicted and targeted.

The psychographic tapestry segments for Stafford County are as follows:

Table 4. Top Ten Tapestry Segments in Stafford County vs. U.S.

Rank	Tapestry Segment	Definition	Percent of Stafford Households	Percent of U.S. Households
1	Sophisticated Squires	City escapees, married with children and long commutes, median age 38.4.	24.60%	2.70%
2	Up and Coming Families	Young affluent families with young children, median age 31.9.	20.40%	3.50%
3	Boomburbs	High concentration of young families with children, median age 33.8.	13.40%	2.30%
4	Enterprising Professionals	Young, educated single or married professionals, median age 32.4.	11.60%	1.70%
5	Exurbanites	Affluent lifestyle in open spaces married couples with children still at home, median age 45.5.	8.00%	2.50%
6	Aspiring Young Families	Young startup families, more ethnically diverse, median age 30.5.	6.30%	2.40%
7	Suburban Splendor	Married couple families low diversity neighborhoods, median age 41.6.	3.70%	1.70%

Cockpit Point Battlefield Management Plan

Rank	Tapestry Segment	Definition	Percent of Stafford Households	Percent of U.S. Households
8	Cozy and Comfortable	Middle age married couples comfortably settled in older neighborhoods, median age 42.3.	3.60%	2.80%
9	Pleasantville	Prosperous domesticity and settled married couples with children, median age 40.4.	2.40%	1.70%
10	Prosperous Empty Nesters	Married couples with no children at home 55 years or older.	1.80%	1.80%

This information suggests that Stafford County, and likely adjacent Prince William County, is an affluent, suburban community. Most of the community tapestry segments identified above are described as predominately white or having little diversity. The largest segment of household, “Sophisticated Squires” reflects the relatively high educational level and the high number of hours spent commuting. For more detailed information on Tapestry segment classifications and analysis see ESRI 2011.

Although many of the leisure time preferences involve family, only the exurbanites are likely to “go boating, hiking, kayaking, take photos and go bird watching” – activities that would be associated with enjoying local parks and open spaces. They also tend to have interest in participating in civic activities serving on committees and helping with fundraising. Suburban splendor segment residents enjoy reading and visiting museums. Prosperous empty nesters travel extensively and become involved in civic volunteer activities and enjoy reading history books. These three segments make up only 13 percent of Stafford County households according to the study. This could be interpreted to suggest that the Cockpit Point Civil War battery site would not occupy the leisure time of many local residents, but there are segments who may be interested in helping with its preservation.

Because Cockpit Point is a Civil War Site, there will always be a segment of the tourist market that will visit accessible, well-maintained and interpreted Civil War sites. For this segment of the market, Cockpit Point Battery could be a destination site.

Planning Capabilities and Past Performance of Local Governments with Jurisdiction over the Battlefield

Prince William County has a robust planning department. The Office of Planning reviews development applications such as re-zonings, special use permits, comprehensive plan amendments, along with zoning appeals and variances (Planning Office – Prince William County 2013). The office also acts as staff to the Planning Commission, Board of Zoning Appeals, Historical Commission and Architectural Review Board. Major divisions of the Office of Planning are Long Range Planning and Current Planning and Zoning Administration.

The Prince William County Historic Commission has 16 citizen members appointed by the Board of County Supervisors. The commission advises the board regarding efforts to identify, preserve and promote Prince William County's historic sites, artifacts, buildings and events. Duties of the Historical Commission include reviewing land development applications in order to make recommendations on the proposed developments' impacts to cultural resources. In addition, they propose properties to be classified as County Registered Historic Sites, along with supporting educational, interpretation, and tourism and research initiatives as they relate to the county's history (Planning Office – Prince William County 2013).

The Architectural Review Board (ARB) acts in an advisory capacity to the Board of County Supervisors and other county officials regarding the protection of local historical and cultural resources. Their duties include reviewing NRHP nominations and Certified Local Government grant applications. They also conduct an ongoing inventory of historic properties in the County and reviewing certificates of appropriateness for substantial alterations (including demolitions) or changes to the outside appearance of homes located within a historic overlay district. The ARB must have members with professional experience in architecture, archaeology, history or planning and are required to attend State approved training.

An additional local government entity is the Prince William County Trails and Blueways Council. This advisory council was established by the Prince William County Board of County Supervisors to provide services for the development of trails and blueways in Prince William County. The mission of the Council is to advise the Department of Parks and Recreation and the Board of County Supervisors in the development of a County-wide trails and blueways system in Prince William County as outlined in the by-laws of the Council.

Past performance of the county government regarding the NPS's identification, evaluation and treatment of the Cockpit Point battery included years of neglect of this resource. In part, this was due to the owner's opposition to its 1989 NRHP designation, and the battery's minor status and assessments of this site's historical significance. In 1993, the Civil War Sites Advisory Committee prepared a Report on the Nation's Civil War Battlefields. This report, which was updated and reprinted in 1998, contains an entry for Cockpit Point in Technical Volume II: Battle Summaries – Virginia.

The entry for Cockpit Point provides 'other names' including batteries at Evansport, Freestone Point, Shipping Point, and describes the defensive line from Centreville along the Occoquan River to the Potomac River. The description states that "By mid-December, the Confederates had 37 heavy guns in position along the river. On January 3, Cockpit Point was shelled by the USS *Anacostia* and the *Yankee*, "with neither side gaining an advantage" (Civil War Advisory Committee Report 1998:141 [1993]). The entry states that the results of the battle were inconclusive and the Preservation Priority is III.3 (Class C): good or fair integrity and low threats.

A 2009 *Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields: Commonwealth of Virginia*, produced by the NPS, retains the third tier classification of Cockpit Point, defined as already have substantial historic land under protection and face limited threats, but need some additional land protection. (National Park Service, Update to the

CWSAC: Commonwealth of Virginia, 2009: 8). The 2009 update report noted that the most common threat to these battlefield sites is suburban development.

The site's level of historical significance, the integrity of the remaining battlefield features, and the level of threat to the battlefield's existence determine the report's Class designations. In particular the Class reflects the level of military importance within the Potomac Blockade campaign and the war. The Classes range from A – D, indicating that Cockpit Point was not thought to have a high level of military significance (Civil War Advisory Committee Report 1993: Table 7).

The PWC 2008 Comprehensive Plan Cultural Resources identifies Cockpit Point as one of the “High Sensitivity and County Registered Historic Sites.” Cockpit Point Battery [76-302] is a 16.2 acre site with a Primary Uses identified as Historical/Cultural (e.g., heritage park). Surrounding land use classifications include REC, EI, and ER. These classifications are not consistent with current zoning ordinance classifications. Comments regarding the site are as follows:

There is not road access to the site. For the property to be accessible a crossing over the CSX train tracks would have to be constructed or an easement obtained through the property to the north, currently used as a fuel depot. The owner/developer of Harbor Station has dedicated the site to the County to ensure the preservation of this significant national resource. The County is working on a master plan for the interpretation and public access to the site and nomination of the site to the National Register of Historic Places (Prince William County 2008:CUL-29).

The PWC vision 2030 document makes specific references to historic sites and historic preservation in the community (Prince William County Vision 2008). The vision statement subheading for Historic and Cultural Resources discusses accessibility issues, living history programs, how sites are connected, and the role of schools in historic preservation (Hands-on History). Accessibility issues refer to how easily it is to access information on the county's historic sites for visitors and residents, through both print and electronic media. The 2030 vision includes re-enactments being performed on a regular schedule and exhibits that change and historic sites with historians, documents and shops. A History Trail is part of the county's 2030 vision, and includes links to legacy areas and historic sites by car, bus, bike or foot. A goal of the trail is to showcase the county's connection to all phases of American history. Historic sites are to be regarded as laboratories for student experiences and local students should be well-schooled in the community's importance in American history. Future planning and interpretation of the Cockpit Point Battlefield site can be part of many of these future initiatives and should incorporate these visions as appropriate and practical into future plans.

Priority Parcels for Preservation and Management of the Battlefield

Some of the county's immediate goals for the site are establishing access points and the siting of a county communications tower. The Cockpit Point Battery is located on one parcel east of the CSX railroad. A second parcel is located west of the CSX railroad. Together both parcels consist

of 113 acres and are being proffered to the county for open space/passive recreation purposes, and for a telecommunications tower dedicated to the county emergency services police and fire departments. It is the goal of the county to site this tower so it is not a visual intrusion on Cockpit Point. A two tier parking arrangement may be implemented on the 113-acre parcel with the communication tower, with one small lot on the west and another small lot east of Possum Point Road.

Access to Cockpit Point may be executed from the Potomac Shores development waterfront, which includes a small marina located at the actual Cockpit Point. One or more pontoon boats could be launched used for monthly guided tours. The pontoon boats could access the site by docking at a portable dock at the bottom of the bluff. Another option for access to Cockpit Point could be a trail from the marina through a fence tunnel through the tank farm property connecting. A switchback trail on the bluff may be needed for both these options to access the actual battery sites.

Attitudes of Local Community, Local Elected Officials and Landowners

The Prince William County Board of Supervisors authorized the planning Office to apply to the ABPP for a grant named the Cockpit Point Battlefield Identification and Documentation study. The Board of County Supervisors has recognized Cockpit Point as a CRHS and has sought preservation of the site through negotiations with the property owner, resulting in a commitment to dedicate the site to Prince William County.

Preservation Treatment Strategy for Cockpit Point Battery

The NPS *Standards and Guidelines for the Treatment of Historic Properties* provide four distinct but interrelated approaches to preserving historic properties: preservation rehabilitation, restoration and reconstruction (NPS TPS four-treatments). These approaches are defined as follows:

- **Preservation:** focus on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.
- **Rehabilitation:** acknowledge the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- **Restoration:** depict a property at a particular period of time in its history, while removing evidence of other periods.
- **Reconstruction:** re-create vanished or non-surviving portions of a property for interpretive purposes.

Choosing the correct treatment type depends on the property itself and the future plans for the resource. The relative historic significance of the property is also considered. The 1989 NRHP nomination identifies the level of significance for Cockpit Point as nationally significant. This implies that the batteries are important within the context of national history or even are of exceptional significance. Although associated with the Civil War, which was a nationally

significant event, the Battle of Cockpit Point did not rise to the level of importance that it changed the direction or outcome of the war.

Associated with the blockade of the Potomac, the Cockpit Point Battle was one of several batteries along the northern Virginia Coastline that provided early evidence of the Confederacy's convictions and did embarrass the United States Government. In addition to being significance to the local community's history, the batteries should also be considered of statewide significance.

The existing condition or degree of material integrity is discussed above. By the very nature of the battle and campaign, the battery would not retain its historic appearance. The Confederates abandoned the battery and did not want to leave guns and resources for the Union Army. The Union Army, upon capturing the battery, took everything that it could. The remaining mounds and trenches are not intact earthworks cleared of vegetation. The Battery is in a state of ruin and is considered more a site rather than a structure.

The proposed use for the area is a publicly accessible historic site to be preserved and interpreted for the enjoyment and education of visitors. This means that it must allow people to access the site and its history, presumably by trails and with interpretive signage, while protecting the historic integrity of the resource. This proposed use will also likely need to respect architectural code requirements for accessibility. Some physical intervention will be needed, but not so much that the character of the site would not be retained through good design and best management practices.

Although the nomination form suggests there is sufficient remaining physical evidence and documentation for a restoration of the battery, this may result in more destruction of what remains than anticipated. As stated earlier, the old growth trees and root systems are likely intertwined and function as support and stabilization of the earthen mounds that were the embankments. A site restoration would include clearing the battery area of vegetation, including trees. This could well undermine the stability of the mounds.

The recommended treatment is predominately preservation, with some minor rehabilitation and reconstruction depending on future access plans and interpretive programming needs. Walking trails/ paths should not be located on the mounds and depressions. Wayside interpretive signs could help visitors appreciate viewsheds and understand the physical geography of the battle. Interpretive materials should provide information on the fragility of the resource guides management strategies. All of these themes could provide visitors with greater understanding and appreciation of the battery site.

Strategies and Actions to Protect the Battlefield

The NPS's Historic Landscape Initiative includes thoughtful and specific guidelines for preserving and managing military earthen fortification or earthworks (NPS 1998). The NPS found the most common form of military earthworks is a mounded earth parapet and a ditch that supplied the earth for the parapet (NPS 1998). The greatest threat to these resources is erosion, defined as "the process whereby particles of soil dislodge from earthworks and are transported

away” (NPS 1998). Management strategies and actions should first and foremost focus on erosion prevention.

Military earthworks in America exist in one or two conditions: minimally managed under forest cover or intensively managed and covered by a mix of native and exotic grasses. Cockpit Point would be classified as minimally managed under forest cover. Prior to further planning and development, the Prince William County Public Works Department, Historic Preservation Division plans to conduct an existing inventory assessment to identify all natural and cultural resources on the site. NPS recommends late winter and early spring as the best time to map the earthworks, followed by a vegetation assessment in late spring when the greatest number of trees can be identified. Including a natural resources systems expert on the inventory team is recommended to define the ecological setting and evaluate the potential for natural disturbances.

The evaluation of the earthworks should address three fundamentals needed for effective management of the site (NPS Technical Preservation Services [TPS] 2014):

1. Establish and/or perpetuate continuous vegetative cover to stabilize and protect the soil from weather and human contact that may cause erosion.
2. Eliminate recreation or maintenance-related interventions that may disrupt the vegetative cover or forest floor.
3. Minimize destructive natural disturbances, such as tree windthrow, burrowing animals, or invasive exotic species.

Global Positioning System (GPS) data should be collected to create line features and attribute tables for GIS. Attributes would include the type of construction: parapet, ditch, traverse, gun placements, and walls. Damage points, such as wind-blown tree locations, eroded spots or locations and active animal burrows should be documented. These features should then be used as a base map for future monitoring, and be updated regularly in the early spring and late fall.

Knowledgeable professionals, such as plant ecologists, native plant specialist, soil scientist and foresters should determine if the existing cover and setting is successful in preventing erosion, prior to determining future alternative management plans.

Forest cover, and most importantly the duff (accumulation of annual fallen leaves creating a naturally mulching leaf litter) provide protection for many military earthworks. Although planting forest on earthworks is not suggested, where healthy forests survive on earthworks, these mounds have the protection of an effective, sustainable, low-maintenance cover. Forest cover on earthworks is classified by the NPS as good, fair or poor, which are defined as follows:

- Good Condition is a fully stocked forest with trees on earthworks less than 12 inches diameter at breast height (dbh), thick duff layer and minimal invasive species.

- Fair Condition is a thin or spotty forest or trees greater than 12 inches dbh on earthworks, presence of invasive species and duff layers evidences thin or bare spots.
- Poor Condition exhibits mostly large trees greater than 12 inches dbh living on or near earthworks. Grasses and invasive species make ground cover and duff layer is non-existent.

The Cockpit Point Battery has a thick duff layer, provided by the large trees on the site. As previously stated, a tree inventory and site assessment is needed to determine the condition of the site. The maintenance goal for this battery is to achieve a healthy stable forest cover, as comprehensive surveys of earthworks by the NPS indicate this is the most effective and cost-efficient means of preserving this resource type. The primary preservative agent for this environmental setting is the duff (leaf litter) that accumulates over time and, if left undisturbed, will protect bare soil from erosion due to rain, wind and animal activity.

In general, trees that are larger than 12 inches dbh have a greater chance of uprooting and causing significant damage to the earthwork. Older and diseased trees growing directly on earthworks can cause substantial damage when they uproot or drop heavy limbs. Consideration should be given to the relative location of trees on the earthwork or mound profile. Trees that are the most likely to uproot are trees located on a slope that goes down into a ditch. This is due to the roots only having two directions to grow. Trees on slopes between the top of the earthwork parapet and the level ground have root growth in 3 directions, so are less susceptible to windthrow -- being blown over in a storm. Trees on the level top of the parapet have root growth in four directions and are therefore least susceptible to being windthrown. Figure 27 provides a schematic of these conditions.

The mounds and depressions that make up the earthwork batteries, magazine and trenches should be inventoried for trees with a 12-inch or greater dbh and root growth that is limited to two or three directions by the landform profile. These trees, if they exist, should be checked for disease or poor health. Trees that are located in positions that make them vulnerable to windthrow and evidence disease or poor health are hazardous and should be removed using a soft-logging technique to avoid damaging the earthworks. These techniques include removing the limbs that would impale the ground before the tree is felled. Large trees should be lifted out by crane. Cut stumps left in place should be treated with labeled herbicide to prevent regrowth and allowed to decompose in place.

Table 5. Action Items for Consideration upon Acquisition

Action Item	Description
1	Conduct natural and cultural resource inventory.
2	Complete GIS mapping of inventory for developing management actions.
3	Ensure duff cover is adequate especially for mounds and depressions, and identify bare spots needing attention.

Action Item	Description
4	Identify and classify trees with 12' or greater dbh, especially those on mounds or in depressions as having roots in 2 direction, 3 directions or 4 directions to determine relative stability.
5	Implement soft logging plan as needed.

Interpretation and Public Programs

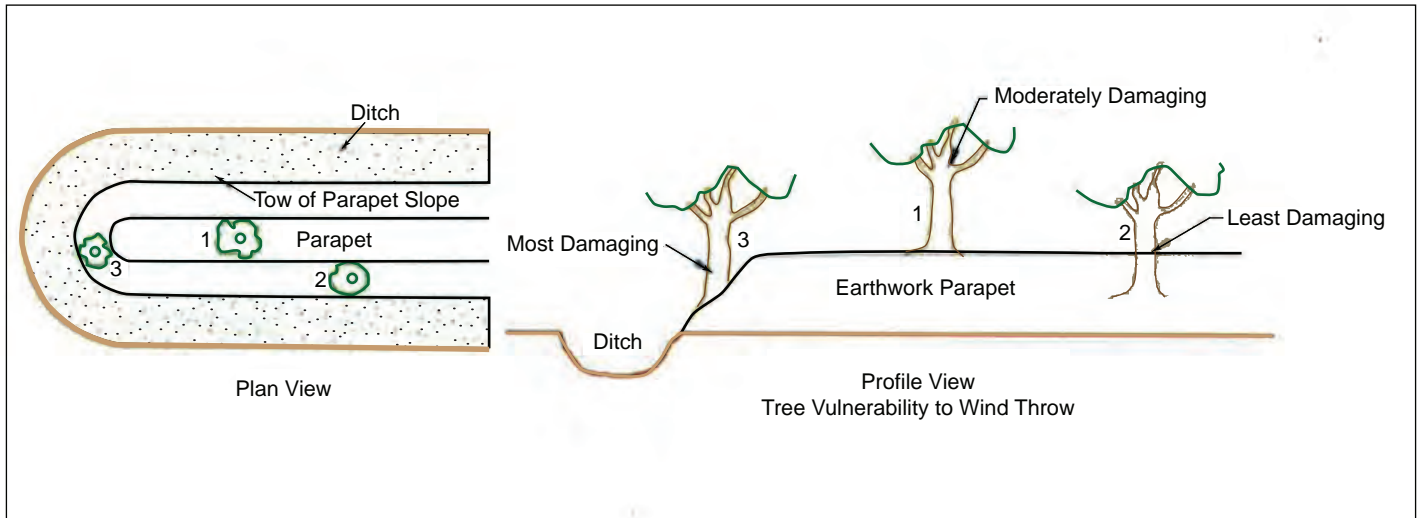
Interpreting earthworks should emphasize the essential qualities or physical aspects of the earthworks themselves, such as height and form, rather than attempting to recreate a battle scene (NPS 1998). Educational programming should not be restricted to the visiting public, but should also include the maintenance and park protection staff. Information about the history, form, management and protection of the earthworks should also be conveyed to visitors. Visitor orientation and guided group tours, brochures, and interpretive waysides typically convey this information. Based on the Prince William County 2030 vision statement, accessibility to historic sites includes digital media. For Cockpit Point, this virtual access to provide residents, and especially students, with more opportunities to experience the historic site than physical access, given the sites adjacent land uses and locations. A Cockpit Point Battery cell phone AP may be an easy way to provide information on the site and raise the battery's public profile in the classroom and the community.


For Cockpit Point, interpretive wayside panels that would capture the viewsheds across the Potomac to the shores of Maryland will help visitors understand where the navigable channels are located and the possible locations of the USS *Anacostia* and the *Yankee* during the battle in January of 1861. In other words, the visitor should have a guided experience of the vista to facilitate understanding of the strategic significance of the site and the range of the guns. A path or trail can guide the visitor around the site, and not on the earthworks.

Effective management of the site would involve stabilization and diligent monitoring. Using wayside interpretive panels to help visitors appreciate the viewsheds the soldiers had over the Potomac as they observed activity on the river, and across the river at the Union Army camp, could provide an appreciation of river as the initial front line of the Civil War – the first dividing line of a nation divided. A carefully chosen battery that was stabilized perhaps could accommodate a replica gun and carriage to provide a more tactile experience, but this would take engineering analysis and proper incorporation into the overall design and intent of the visitor experience.

Partnerships

The preservation and management of public historical and cultural resources is often most successful when partners are involved. Training volunteers to assist with guiding tours, presenting interpretive information, or assisting with trail development and maintenance can create a sense of stewardship in the community and help residents better understand and appreciate the resource. Involvement with larger state and national level organizations working



CLIENT Prince William County, Virginia					TITLE Tree Location on Earthworks Vulnerability Diagram (Based on NPS 1998)	PROJ NO 15303663	
PROJ Cockpit Point Battlefield Management Plan						FIGURE 27	
REVISION NO	0	DR BY	KAH	03/05/14	 12420 Milestone Center Dr. Germantown, MD 20876		
SCALE	n/a	CHK BY	JW	03/05/14			
\\10.90.4.1\erm\Cockpit Point\E_Data\E.5 Graphics		PM	SS				

to preserve Civil War and other American battlefield sites can raise the public profile of the site and potentially provide connections to access technical and financial assistance. The following is a list of local programs and organizations with goals that are compatible and supportive of Cockpit Point's preservation, and national level organizations that work to preserve Civil War resources and history, and other aspects of American battlefield heritage.

Many of these programs have matching grant programs that can facilitate planning and design for Cockpit Point. As further planning is done for the site, a priority list should be developed for action items linked to potential funding sources. Contacting these programs would be a good way to start, and with more knowledge strategizing about accessing matching sources and sequencing design development to take advantage of available sources of grant money will need to be developed.

Potomac Heritage National Scenic Trail (NPS 2014a)

The Potomac Heritage National Scenic Trail links the Potomac and upper Ohio river basins, following the paths explored by George Washington. The same routes can be followed today -- on foot, bicycle, horse, and by boat—exploring contrasting landscapes between the Chesapeake Bay and the Allegheny Highlands.

Captain John Smith Chesapeake National Historic Trail (NPS 2014b)

As the first national water trail, the Captain John Smith Chesapeake National Historic Trail follows the historic routes of Smith's travels based on his map and journals. It encompasses Smith's two main voyages on the Chesapeake Bay in 1608 and also his excursions on the York, James, Potomac and other rivers between 1607 and 1609. The trail includes approximately 3,000 miles in parts of present-day Virginia, Maryland, Delaware, and the District of Columbia.

Although the trail is still developing, there are already existing water trails where you can follow portions of Smith's historic route, and many places where you can learn about the 17th-century Chesapeake and about the native peoples who inhabited these lands for thousands of years before the English arrived.

Chesapeake Bay Gateways and Water trails Network (Chesapeake Bay Gateways Network 2009)

The Chesapeake Bay Gateways Network is a system of over 130 of the Chesapeake Bay's special places. Chesapeake Bay Gateways are the places to experience, first-hand, Chesapeake life and culture. Gateways are the Bay's hidden treasures – each communicating a unique relationship and story of the Chesapeake. Gateways are parks, wildlife refuges, maritime museums, historic sites and water trails. They are places you can go to explore, enjoy, relax, learn or simply renew your spirit.

American Battlefield Protection Program (ABPP) (NPS 2014c)

The ABPP promotes the preservation of significant battlefields associated with wars on American soil. Program goals include 1) protecting battlefields and sites associated with armed conflicts that influence the course of our history, 2) encouraging and assisting all Americans in planning for the preservation, management and interpretation of these sites, and 3) raising awareness through a website and conferences of the importance of preserving battlefield and

related sites for future generations. The ABPP focuses primarily on land use, cultural resource and site management planning, and public education.

Civil War Fortifications Study Group (CWFSG 2011)

A member supported organization dedicated to the study and protection of Civil War-era military earthworks. Formed in 1993, they have a newsletter and annual meeting.

Civil War Trust (CWT) (Civil War Trust 2014)

The CWT is America's leading non-profit organization (501-C3) devoted to the preservation of our nation's endangered Civil War Battlefields. The Trust also promoted educational programs and heritage tourism initiatives to inform the public of the war's history and the fundamental conflicts that sparked it. In addition to Preserving Civil War battlefield land, the Civil War Trust conducts programs designed to inform the public about the events and consequences of the Civil War, foster an understanding of the need for preservation, and create a personal connection to the past.

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1990c Possum-3 44PW557 Site Inventory Form. Document on file at the Virginia Department of Historic Resources, Richmond, Virginia.

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Appendix A:

**Cockpit Point Comprehensive Planning Amendment:
Texts Revisions, Furthering Goals and Action Strategies**

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**Cockpit Point Comprehensive Planning Amendment:
Texts Revisions, Furthering Goals and Action Strategies**

The following information is intended to assist with the preparation of an application for a Prince William County Comprehensive Plan Amendment for Cockpit Point, if this action is perused. This text is not considered a complete application, but does provide suggested language for text revisions to the existing Prince William County Comprehensive Plan, along with relevance to plan goals and action strategies.

PROJECT NAME: COCKPIT POINT BATTERY

Application Type: Out of Turn CPA (Potomac Shores)

Prince William County Comprehensive Plan, 2008: From the Piedmont to the Potomac, Chapter 6 Cultural Resources (PWCCP). This information needs to be updated to reflect current zoning of surrounding lands and change of ownership from private to public.

CURRENT TEXT

Cockpit Point Battery [76-302] (NR, VLR) Symbol 52

Location: Cockpit Point, Dumfries

Ownership: Private

Acres: 16.2

From October 1861 to March 1862, the Confederate blockade diverted almost all shipping away from the Potomac River, the Union's main supply route. In addition to causing hardship for the military troops and civilians in Washington, D.C., the blockade was highly embarrassing for Union politicians and military leaders. Of the original four batteries, Cockpit Point is the only "strong" battery that remains. The batteries are located along the edge of a cliff which is over 70 feet high.

Primary Uses: *Park; Historical/Cultural* (e.g., heritage park); See comment below.

Analogous Land Use Classification: See comment below.

Surrounding Land Use Classifications: REC, EI, ER

Comment: There is currently no road access to the site. For the property to be accessible a crossing over the CSX train tracks would have to be constructed or an easement obtained through the property to the north, currently used as a fuel depot. The owner/developer of Harbor Station has dedicated the site to the County to ensure the preservation of this significant national resource. The County is working on a master plan for the interpretation and public access to the site and nomination of the site to the NRHP.

PROPOSED CHANGES TO TEXT

From October 1861 to March 1862, the Confederate blockade diverted almost all shipping away from the Potomac River, the main supply route to Washington D.C. In addition to causing hardship for the military troops and civilians in Washington, D.C., the blockade was highly

embarrassing for Union politicians and military leaders. Of the original four batteries, Cockpit Point is the only “strong” battery that remains. The batteries are located along the edge of a cliff which is over 70 feet high.

Primary Uses: *Park; Historical/Cultural* (e.g., heritage park); See comment below.

Analogous Land Use Classification: Open Space.

Surrounding Land Use Classifications: PBD, M-1..

Comment: There is currently no road access to the site. For the property to be accessible a crossing over the CSX train tracks would have to be constructed or an easement obtained through the property to the north, currently used as a fuel depot. Access could be obtained by boat or kayak along a water trail on the Potomac. The owner/developer of Harbor Station has dedicated the site to the County to ensure the preservation of this significant national resource. The County has received a NPS ABPP Program grant for further viewshed and archaeological analysis along with the development of a Battlefield Management Plan to augment future planning and site development. The County intends to develop a master plan for the interpretation and public access to the site and nomination of the site to the NRHP.

HOW (PWCCP) GOALS ARE FURTHERED

A primary goal of the Cultural Resource Chapter of the PWCCP is to “Identify, reserve, and protect Prince William County’s significant historical, archaeological, architectural and other cultural resources for the benefit of all of the County’s citizens and visitors”. The cockpit Point Battery is a significant National Register of Historic Places site and should be fully documented protected and preserved, as per the comprehensive plan cultural resource chapter goal.

CR-POLICY 1: Identify the significant cultural resources in the County.

The identification of Cockpit Point Battery includes understanding what remains of the individual batteries and magazine areas, along with the archaeological sites associated with the huts of the camp and the viewsheds that need to be identified and preserved so visitors can understand the nature of the engagement referred to as the Battle of Cockpit Point.

ACTION STRATEGIES:

CR1.1. Maintain and update the County’s inventory of significant prehistoric and historic resources and the database file of cemeteries and gravesites.

CR1.1. The county’s inventory information on Cockpit Point would be updated and the contributing resources would be accurately identified and mapped to aid with future planning, development and maintenance of the site.

CR1.3. Conduct studies to identify the most important features and values of each of the CRHS approved by the Board of County Supervisors.

CR1.1. See response to CR1.1.

CR1.6. Nominate to the National Register of Historic Places (NRHP), with the consent of the owner(s), site and districts that meet the NRHP criteria and prepare multiple property nominations which allow for the simultaneous (and alter) registration of thematically (by topic), historically, or geographically-related properties.

CR1.6. Intention to nominate property to National Register of Historic Places (NRHP).

CR-POLICY 2: Protect and preserve cultural resources that are important for documenting or demonstrating the prehistory or history of the county.

CR2.6. Continue to pursue obtaining funds from private, foundation, and public sources for acquisition, protection, restoration, and operation of historic properties.

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