

Properties Associated with Campaigns for Control of Navigation on the
Lower Potomac River, 1861-1862

Virginia, Maryland,
District of Columbia

Name of Multiple Property Listing

State

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	1 - 24
F. Associated Property Types (Provide description, significance, and registration requirements.)	25 - 26
G. Geographical Data	27
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	28
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	29 - 33

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E. Statement of Historic Contexts

HISTORIC CONTEXT SUMMARY

Confederate forces constructed batteries along the Virginia shore of the Potomac from Mathias Point to Freestone Point in the summer and fall of 1861. When these batteries became active in October 1861, they achieved a blockade of maritime transport to the nation's capital. This strategic action would have a pronounced influence on Union strategy and command, changing the course of the American Civil War.

Lt. Gen. Winfield Scott commanded the Union Army at the outbreak of war. Scott, renowned by the Duke of Wellington as the "greatest soldier of our age," for his brilliant strategies in the Mexican War, developed a surround, contain, and divide strategy against the Confederacy that included a naval blockade of its ports and conquest of the Mississippi River. Dubbed the "anaconda" strategy, as envisioned, its successful implementation would cause an economic strangulation of the seceding states. Scott did not favor direct attacks against the Confederate capital of Richmond, but public opinion demanded action against the rebel forces so menacingly close to Washington. This led to the First Battle of Manassas. Though it was an embarrassing defeat, Federal forces retained sufficient strength to defend the capital, and Winfield Scott's reputation was untarnished, as he had opposed the campaign from the start.

Encouraged by their success at Manassas, the Confederates continued to fortify northern Virginia. Artillery pieces abandoned by the retreating Federal forces at Manassas contributed to these efforts, and Confederate commanders soon placed them in batteries along the Potomac shoreline (O.R. Vol. 5: 835). They concealed construction activities at these points well enough for their strength and locations to be unclear to Union commanders. On October 15, 1861 Union Navy warships Seminole and Pocahontas opened fire on a suspected picket post at Shipping Point (now known as Hospital Point) at the mouth of Quantico Creek. The return fire announced the position of formidably big guns in the Confederate battery (O.N.R. Vol. 4: 719). The deepest part of the Potomac River channel runs close to Shipping Point. Placing their largest guns there, the Confederates made this the center of their system of fortifications, an offensive battery that effectively "closed" the Potomac for 15 miles of its length (*Harper's Weekly*, November 2, 1861).

Winfield Scott retired little more than two weeks after the Confederate batteries on the Potomac were unmasked. The 75-year-old Scott cited numerous health problems forcing his retirement, but these could have hardly been helped by the fact that Confederate land forces were blockading the U.S. Navy from its own capital, an ironic inversion of his strategy of blockading the South at sea. In his stead, President Lincoln appointed General George

McClellan to command the army. McClellan would lead a campaign against Richmond up the Virginia Peninsula between the James and York Rivers the following year, but, in November 1861, the Confederate blockade was an immediate concern. To counter this he sent Joseph Hooker's Division to Charles County, Maryland, and with them long-ranged, rifled, British-made, Whitworth guns (O.N.R. 4: 734). Positioned at Budd's Ferry and Indian Head, these Union batteries fired thousands of shells across the river at the Confederate positions, chiefly those at Shipping Point and Evansport. These barrages greatly harassed the Confederate forces but caused few casualties, and the batteries remained.

The Union forces would have to attack the Confederates at Evansport via an amphibious assault, and the defenders were very much in anticipation. Shipping Point Battery #1 was the main offensive armament of the Confederate blockading force. Supporting and defending these guns from land attacks were regiments of infantry and cavalry forces camped to the west and south of the shoreline batteries. Local roads, as well as Chopawamsic and Aquia Creeks to the south, were fortified and defended against potential Union landings and flanking attacks against Evansport from those waterways. Despite this, the Confederates abandoned Shipping Point, Evansport, and other batteries along the Potomac as Jefferson Davis ordered the formation of a new line of defense south of the Rappahannock. They knew McClellan would launch a campaign to take Richmond, but did not know what route he would choose, and so drew forces closer to Richmond as auxiliaries to thwart McClellan's designs against the southern capital. Union ships fired on Shipping Point on March 9, 1862. No answering fire came from the batteries, and, upon landing, they found the gun positions and supporting camps evacuated. The Potomac was once again safe for Union shipping.

HISTORIC CONTEXT

Upon the eve of Virginia's secession, April 22, 1861, Captain Dahlgren of the Washington Navy Yard dispatched the USS *Mount Vernon* to search for secessionist gun positions on the Potomac.¹ A "flying" flotilla was proposed for operations on the Potomac the same day.² The *Mount Vernon* found no guns, but observed the presence of the steamer *George Page*, an Army transport, at a Confederate held wharf on Aquia Creek.³ The possession of a steamer by Confederate forces on the Potomac had important implications: they would soon arm her. Moreover, the *George Page* was a shallow draft side-wheel steamer built for the Army Quartermaster Corps as a transport – she was capable of moving large numbers of troops across the Potomac. On April 27, President Lincoln proclaimed a blockade of all ports in Virginia and North Carolina.⁴ the Virginia Navy armed the area around the wharf on Aquia Creek, later known as Youbedammed Landing, within two weeks.⁵ An armed port with an armed steamer posed a direct threat to the Union control of the river and southern Maryland.

On May 31, 1861 the Potomac Flotilla gunboats *Thomas Freeborn*, *Anacostia*, and *Resolute* attacked the wharf at Aquia Creek (Figure 1). Fierce exchanges between these vessels and two sets of batteries on shore continued for two days. The 10-gun USS Pawnee on the second day⁶ joined them. Both sides reported minor wounds, and the Confederates inflicted substantial damage on vessels, the *Thomas Freeborn* in particular, the only fatalities were a chicken and a horse. Commander James H. Ward, Commodore of the flotilla, battled on until the *Freeborn* had to be towed back to the Washington Navy Yard for repairs.⁷ Confederate shells had penetrated to the drive shaft of the *Thomas Freeborn*, which held though inoperable. Commander Ward's comment on the damage was lighthearted, as he indicated his preference for that type of drive shaft on future vessels. The Virginia Navy officers knew "Yankee Ward" well, having graduated from the Naval Academy in Annapolis where Ward had been an instructor and past commandant. Published in naval engineering and artillery, Ward was putting theory into practice.

At the close of the second day, Union sailors observed what they believed to be a withdrawal of the Confederate batteries. The flotilla withdrew, much to the dismay of the Confederates, who had been laboring to move their heavy columbiads to high ground and rifled field guns to the landing. This arrangement was the opposite of their original deployment, and the Confederate commander, Lt. Lynch of the Virginia Navy, had hoped to sink the remaining gunboats with this enfilade in a renewed duel.⁹ Additionally, rifled field artillery and infantry had dug in on the north side of the creek, at Symmes Point.¹⁰ So, the tone was set for the Battle of the Potomac, a conflict with much expended ordnance and few casualties.¹¹ The Battle of Aquia Creek might be termed a Confederate victory as the Union never again attempted to enter Aquia Creek so long as the batteries were manned, and they continued to be until at least March 13, 1862.¹²

During the month of June 1861 Union vigilance in the blockade of the Potomac River increased, and so did Confederate works along the shoreline. Camps gathered strength, wharfs were burnt, and the flotilla confiscated and scuttled or burned vessels suspected of running the blockade¹⁴. Bloodier actions downriver would soon eclipse the few furtive encounters between shore parties and cavalry units around Chopawamsic Creek that took place in this period.¹⁵ The Union and Confederates had both recognized the strategic importance of Mathias Point in King George County, where the Potomac makes a mighty bend, and the channel snakes close to the Virginia shore. Passing Union vessels had reconnoitered the area for any signs of Confederate fortifications from the start of the conflict. In late June they would find what they were looking for.

Annoyed with the volleys of musket fire that had begun to greet Union vessels rounding Mathias Point, Commander J.H. Ward¹⁸ (Figure 4) decided to put an end to the practice, as well as investigate the possible construction of batteries on the strategic landform. He proposed to land a contingent of troops, and "denude the Point of the jungle and young growth" which concealed the enemy soldiers. On June 24, the USS *Resolute*, a gunboat of the flotilla, landed a party which burned the home of a certain Dr. Hooe, where Confederate cavalry were known to camp and where a raid against a Union merchant schooner had been launched.¹⁹ The next day an expedition of the formidable USS *Pawnee* (Figure 6), accompanied by a steamer carrying Army engineers, sent landing parties onto the point, scattering Confederates and capturing two horses in the process. Encouraged by the success of this mission, Ward organized a landing party from the crew of the *Pawnee* to establish a position on the point.

With his flagship, the USS *Thomas Freeborn*, and the USS *Resolute*, converted steamer tugboats, standing off shore, the landing party erected a breastwork of sandbags on June 27 (Figure 2). By the time they completed this task, the Confederates had moved into position and opened fire with muskets at 250 yards. The landing parties took to the boats and pulled toward the *Freeborn*. The musket volleys wounded several men, including the Captain of the Maintop, Masters Mate John Williams from the *Pawnee*. Confederate fire shot away the flagstaff of his launch, and pierced the flag with 19 musket balls, but Williams grabbed the stump of the flagstaff and held the flag aloft until the launch reached safety. Williams would later receive the Congressional Medal of Honor for his deeds on that day, the first award of the metal to a sailor for an act of valor in the Civil War. On the deck of the USS *Thomas Freeborn* (Figure 5), Commander Ward, Commodore of the Potomac Flotilla, was personally aiming the howitzer to cover the retreating sailors.²⁰ In the process, a musket shot struck Ward in the abdomen. He died later that day. Command of the Potomac Flotilla was turned over to Captain Thomas T. Craven.²¹ Many months would pass before the Confederates would relinquish strategic Mathias Point.

In the same week of the fierce fight at Mathias Point, the Confederates launched a daring and unusual plan to gain a naval presence on the Potomac. The whole of their plot was to seize a merchant steamer, the *St. Nicholas* in Maryland, board a strong contingent of troops, hide them below decks, and bring the vessel to a location where one of the Union gunboats would likely come along side of her. The intended result would be the capture of the Union vessel, intended to be the USS *Pawnee*, strongest vessel of the flotilla, which had been observed to rendezvous with the *St. Nicholas*, probably delivering mail, on previous trips.²³ Though desperate, this wasn't the comical part of the plan. Led by Lt. Lewis of the Confederate Navy, Maryland volunteers dressed in civilian clothes including one as a "French Lady," posed as passengers boarding at Patuxent, Maryland. Their ruse was successful, and they took the captured steamer *St. Nicholas* to Coan River on Virginia's Northern Neck where they took on troops. Confederate commanders deemed

the original plan to take the *Pawnee* to be too dangerous, and perhaps feared that the participants could be charged with piracy if the mission failed. Although the original plan of taking the vessel up the Potomac where she might rendezvous with an unsuspecting USS *Pawnee*, was abandoned, the *St. Nicholas* captured two merchant vessels on the Chesapeake Bay, before she was taken up the Rappahannock to Fredericksburg, and used as a transport between there and Fort Lowry at Tappahannock.²⁴

Even as these events were transpiring, Robert E. Lee and Fredericksburg District commander Brigadier General Theophilus Holmes made plans for establishing batteries of heavy guns along the Potomac shore. While the utility of a battery at Mathias Point had always been one of Lee's objectives, he mentions that the three "9-inch columbiads" (these were better known as Dahlgren guns, but Lee used the generic term for obvious reasons) could be employed at Evansport (Quantico) if that were preferred.²⁶ While the effort to erect the battery at Mathias Point continued (completed in August 1861), Lee sent Commander C.H. Kennedy of the Confederate Navy to survey the Potomac shoreline up river. He found a most auspicious location at Shipping Point (now also known as Hospital Point), writing on July 7 that, "...9-inch guns will command the channel, and with the aid of one rifled 12-pounder will close the river in the day time."²⁷ Elsewhere along the Potomac, the Confederates established batteries on both sides of the mouth of Potomac Creek by late July,²⁸ and in the wake of the Union defeat at Manassas, captured guns became available for an installation at Evansport.

In a directive dated August 22, 1861, Adjutant and Inspector General Cooper instructed General Holmes to establish a battery and informed him that five of the captured guns: a 32-pounder, two 12-pounder howitzers, and two Parrot rifles; were available for its armament along with a 'rifled columbiad' from Tredegar Iron Works in Richmond.²⁹ The 32-pounder referred to may be the same gun that is displayed at Waller Hill³⁰ (known as Rising Hill in the 19th Century) on Marine Corps Base (MCB) Quantico today (Figure 7). There would eventually be three major batteries, and three smaller ones at Evansport on present day MCB Quantico, and two more at the mouth of Chopawamsic Creek. Other Confederate gun emplacements were erected at Freestone Point (at the mouth of Neabsco Creek) and Cockpit Point (between Powell's Creek and Quantico Creek), on both sides of the mouths of Aquia Creek and Potomac Creek, as well as field pieces deployed at Boyles Hole, between Potomac Creek and Mathias Point. Altogether, Confederate forces established 14 batteries along the Potomac shore, under cover of brush, discovered by the Union only when they were armed and ready to fight.

When the flotilla discovered a battery, they were quick to test its resolve. At the end of August gunboats repeatedly duelled with the batteries and troops at Potomac Creek,³¹ but with little effect to either side.³² September saw increased

activity by the flotilla, while the Confederates were secretly preparing their largest and most heavily fortified battery at Shipping Point. Whether from the fog of war, or simply the fog of the Potomac, the flotilla suffered a series of collisions in September 1861, one resulting in the sinking of the armed tug USS *Tigress* near White House Point (Ft. Belvoir).³³ Another collision occurred between the USS *Valley City* and *Seminole* as they attacked the battery at Freestone Point.³⁴ The USS *Yankee* collided with a merchant schooner, whose owner demanded steep payments for the damage,³⁵ and the USS *Jacob Bell* (Figure 3) smashed into the USS *Island Bell* sending both to the Washington Navy Yard for repairs. The logs of the Potomac Flotilla's vessels in the summer and early fall of 1861 are replete with instances of cannon fire upon the Virginia shore, presumably to probe for Confederate positions,³⁶ and sporadic musket fire from Confederate troops on both navy and civilian vessels. In July, Acting Master William Budd, commanding the USS *Resolute*, encountered an "infernal machine,"³⁷ a name given to torpedoes or marine mines by the sailors.

This device, encountered on the Potomac off Aquia Creek, consisted of two casks with mines slung beneath connected by a line, which would trigger fuses in the casks when impacted by a vessel (Figure 8). This appears to have been the first use of a torpedo in the Civil War, and perhaps the first instance of mine warfare in history. On the same day, the USS *Pocahontas* shelled the Confederate gunboat CSS *George Page* (Figure 10) from across Bent's Point. A direct attack up Aquia Creek was impossible due to the batteries there, but the Page's smoke stacks were visible as a target, and the Union commander reported some damage, citing Marines manning his 32-pounder gun for marksmanship.³⁹

In late August 1861 General Holmes⁴¹ (Figure 11) had over 8,000 troops under his command. With the exception of about 1,000 in Tappahannock and Northern Neck, most of the remainder manned, defended, or built batteries from Mathias Point to Shipping Point. Further north, under General Beauregard, over 33,000 troops were camped across northern Virginia from Cockpit Point to Leesburg. Batteries erected at Cockpit Point and Freestone Point were under Col. Louis Trezevant Wigfall, in Beauregard's command, later promoted to brigadier.⁴² Union intelligence exaggerated the troop strength around Aquia Creek to 14,000, when it was closer to a third of that in August.⁴³ The Potomac Flotilla routinely destroyed boats that might be used to run the blockade on the slightest suspicion. This fact doubtlessly contributed to the "flotilla" they reported the Confederates to be assembling at Aquia Creek.⁴⁴ It may have been the only measure boat owners could take to protect their property. The Union suspected the Confederates planned to invade southern Maryland; later, the Confederates would sorely regret that they had not been planning this.⁴⁵ Union leaders gave less attention to what the Confederates were actually doing. Despite several reports of fortifications being constructed at Evansport,⁴⁶ no attempt to attack the area was made, although the *Seminole* and *Valley City* attacked the batteries already completed at Freestone Point on September 25.⁴⁷ Union commanders

continued to be concerned about Confederate invasion, and the presence of a large schooner anchored in Quantico Creek near so many Confederate troops heightened these concerns.

On October 11, men from the gunboats *Rescue*, *Resolute*, and *Union* rowed into Quantico Creek in longboats and set fire to the schooner. This alerted the Confederate troops, who responded with musket fire, but to no effect.⁴⁹ Their daring raid had been a success, but the Union sailors had no idea how daring it had been. Their gunboat stood just off Shipping Point, as they rowed past, not knowing of the powerful battery that was near completion, perhaps ready for operation. Why had the Confederates not fired their big guns on this occasion? Perhaps they were unprepared, but it may be that they were holding their fire and concealment, waiting for bigger targets. Concomitant with the erection of the batteries at Shipping Point, Southern shipwrights converted the salvaged hull of the USS *Merrimac* into an ironclad at Gosport Navy Yard in Portsmouth, Virginia. The *Merrimac* had been one of the most modern ships in the fleet, a sleek screw steam frigate with powerful guns.⁵⁰ When Union forces abandoned Gosport they scuttled her, but not so well that the Confederates could not salvage the hull and engine. Her conversion into the ironclad CSS *Virginia* is a separate topic from this theme, but a similar screw steamer, the USS *Pensacola* may have figured very prominently in the stratagems of the Battle of the Potomac. Built at the naval yard in her namesake city and launched in August 1859, the Navy towed *Pensacola* to the Washington Navy Yard for additional outfitting in January 1860. The additional outfitting surely included mounting Commandant Dahlgren's latest shell guns. The *Pensacola* remained under development at the Washington Navy Yard as the drama of secession unfolded, and was not commissioned until 16 September 1861.⁵¹ During this time she was most likely the subject of close scrutiny by eyes sympathetic to the Confederates, who were completing the powerful batteries at Shipping Point as the *Pensacola* was being commissioned.

A photograph taken of her at this time, as she lay off Alexandria, shows two well-dressed gentlemen on the shore in the foreground. A comparison of portraits to these figures shows them to have a striking resemblance to Confederate naval officers Lt. Charles C. Simms and Lt. John T. Wood (Figures 12 and 13). Secretary Mallory assigned Simms to Evansport at the time, but reassigned him to Aquia on October 2, 1861. Although there is no disclosure in the Official Records of what Simms had been assigned to do, he was commended by Maj. Gen. Holmes for having "...uniformly shown the utmost devotion and his whole conduct has been characterized by an energy and zeal in the highest degree commendable."⁵² Could this have included an undercover mission to Alexandria to obtain a photograph of the *Pensacola*, with the audacious Wood⁵³ and Simms⁵⁴ unable to resist a cameo in the foreground (Figure 14)? The photographer shot it in 1861, perhaps September, although it may have been made before the war. Whether this bit of information is any evidence of Civil War naval intelligence or not, the Confederates undoubtedly hoped to blockade,

damage, or even capture the powerful Pensacola.⁵⁵ As the Confederates secretly formed the earthen walls of their defenses, the Union flotilla continued its task of blockading the Potomac River. While intercepting men and supplies coming from Maryland to Virginia, they were also intercepting escaped slaves headed north. Union commanders found themselves in a peculiar position regarding escaped slaves early in the war. Despite the recalcitrance of the seceding states, Federal policy mandated upholding the Union, including laws influenced by the Dred Scott decision, requiring the return of escaped slaves to their masters regardless even when apprehended in free states. In the earliest weeks of the war, some Union officers complied with this, even returning slaves to Confederate lines. On May 24, 1861, Gen. Benjamin F. Butler commanding at Fort Monroe considered a request by a Confederate colonel to return three slaves who had escaped to the Union pickets. Having watched slaves engaged in erecting strong fortifications Sewell's Point and Craney Island across the water, Butler refused to comply with the request. He replied to the Confederate officer that Proclamation when it would be issued over a year and a half later. In the weeks following Butler kept the slaves, and put their labor to the service of the Union.⁵⁷ The precedent he set would later be made law by the first Confiscation Act, passed by Congress on August 6, 1861.⁵⁸ Butler continues to refer to escaped slaves in Union Army custody as slaves, but the Navy was different. Slaves rowed, or even swam to the Union gunboats in the Potomac in increasing numbers. References to them as "contrabands," appear in the Official Naval Records at least as early as the first week of August 1861.⁵⁹ At times "contrabands" performed valuable service to the Flotilla, serving as pilots and informants, but usually the Navy interned them at either the Navy Yard or Fort Washington. By September this had become unmanageable, and on September 25, 1861 Secretary of the Navy Gideon Wells issued an order that the "contrabands" could be employed by the Navy, and given the compensation of \$10 a month.⁶⁰ A low wage even then, but this was compensation offered to the "contrabands" and not put on account for their former masters, as was essentially the standard for the Army up until then.⁶¹

About this time, in late September 1861, the battery at Freestone Point at the mouth of Neabsco Creek was ready for action. Reports of these guns, under Col. Wade Hampton, firing at shipping headed up the Potomac to Washington began coming into the Navy Yard. The USS *Valley City* and USS *Seminole* attacked them on September 25.⁶² A report on the action by Col. Louis T. Wigfall⁶³ to Jefferson Davis states that the batteries fired 30 shots to the 22 shots fired by the vessels, and kept firing "to show them how we could drive them."⁶⁴ The official records of the Union Navy lack detail on the exchange, being more concerned with a serious collision which occurred between the attacking Union vessels during the fight.⁶⁵ Wigfall (Figure 15) claimed the flotilla was "divided up and down river" by the battery, but the closure of the waterway to the Union was not yet at hand, as communiqués of the Flotilla reflect.⁶⁶

Union ships in Washington harbor made steam early on the morning of October 15, 1861. Secretary Welles had ordered the steamers *Seminole*, *Pocahontas*, *Pawnee*, and *R.B. Forbes* to report to the South Atlantic Blockading Squadron at Hampton Roads, along with companies of Marines bound for the fleet.⁶⁷ Sharp eyes on the Virginia shore may have sent the news down river. As the USS *Pocahontas* (Figure 9) passed White House Point (now Fort Belvoir) her captain reported a battalion of troops moving up river and another body of Confederate troops between Cockpit Point and Freestone Point moving in the same direction. Captain Craven, commanding the Potomac Flotilla had already relayed intelligence to Secretary Welles that a battery was under construction at Shipping Point.⁶⁸ As the *Pocahontas* passed Evansport she fired a few shots from her main armament of six guns, the largest 32-pounders. No fire answered and she proceeded on her way to Hampton Roads. At 10:45 am, the USS *Seminole*, “was passing majestically slow by Evansport,” according to her Commander J. P. Gillis, when the three batteries opened fire (Figure 18). Shells hit the *Seminole* at least seven times, with half of her rigging damaged, a boat destroyed, and her hull perforated in two locations. The fire came from two batteries on shore, probably Shipping Point batteries #1 and #2, and a third “400 yards inshore,” perhaps the one at Rising Hill. Remarkably, only a few splinters hit any of the sailors, and Cmdr. Gillis fished his mizzenmast out of the Potomac, fired a few shells in return, and proceeded on to Hampton Roads.⁶⁹ The news reached the Navy Yard before the departure of the USS *Pawnee*, *Valley City*, and other vessels. The *Valley City*, with a contingent of Marines on board, bound to join the fleet in the campaign to capture Port Royal, South Carolina, passed the batteries unmolested, under cover of darkness.⁷⁰ They would go on to a successful campaign, and be the first Marines to use Parris Island as a base.⁷¹ The *Pawnee*⁷², arrived about daybreak, and was not so lucky. Under orders to steam ahead and not return fire, her crew hunkering to the opposite side of the ship, she escaped without casualties, though not without damage. Shells hit *Pawnee* five times, with two hits to her hull. Had Lt. Wyman not taken Captain Craven’s advice not to return fire, the hit on his No. 2 gun would have killed several of the crew (Figure 16).⁷³ Lt. Wyman had shifted the contingent of Marines *Pawnee* had been carrying to the *Valley City*, avoiding unnecessary losses as the second vessel steamed past the batteries without returning fire (Figure 17).

The action heated up on the Potomac after these first sharp exchanges. Several sloops and schooners were fired upon on the 17th of October,⁷⁷ and on the 18th brush was cleared by the Confederates at Cockpit Point revealing more batteries.⁷⁸ With these alarming threats to this “important avenue to the city” of Washington, Secretary Welles wrote General McClellan hoping for relief.⁷⁹ He found this in the General’s response that a detachment of both infantry and cavalry were headed for the Maryland shore, opposite Evansport. The measure was sparked by the observation that signal lights were shown in Maryland to alert the batteries of approaching Union ships.⁸⁰ Spies and blockade runners took advantage of the partial control of the river that the guns delivered to the Confederates,⁸¹ as the Union vessels

observed a number of boats passing between the shores.⁸² On the 19th of October the Confederates scored a success, capturing the hay-laden schooner *Fairfax* at Evansport.⁸³ Hay may not seem much of a prize but it must be remembered that in those times the main engines of land warfare burned hay, and this schooner was the Civil War equivalent of an oil tanker. Lt. A.D. Harrell commanding the USS *Union* adds that they captured a second schooner, and had landed as many as 500 men in Maryland. He feared that rebel artillery would soon be on the Maryland shore as well.⁸⁴

The guns of Shipping Point and Cockpit Point were beginning to close this important avenue of commerce, the Potomac, to Washington. On the 21st, more than 40 vessels were reported to be blocked by the batteries.⁸⁵ Worse, reports came in from "a trusty channel" that 18 guns were ready in a battery at Mathias Point, trapping both freighters and gunboats in a segment of the river between.⁸⁶ Finally, the troops sent by McClellan to Maryland, reported from Camp Hooker at Budd's Ferry opposite Evansport that the Confederate gunboat CSS *George Page* had made passage from Aquia Creek to Quantico Creek.⁸⁷

Captain Craven despairingly wrote to Secretary Welles on the 23rd:

In view of the utter uselessness of the Potomac Flotilla for the Further protection of the river, I feel it my duty to respectfully suggest for the consideration of the Department that the guns of all the vessels be landed at Mattawoman Creek and mounted upon Stump Neck. In addition I would propose that the guns of the *Pensacola* be also mounted at that point...Feeling that my position here in command of the flotilla can be of no further benefit, I most respectfully request to be detached from the command and appointed to some seagoing vessel.⁸⁸

In a week of operations, the Evansport batteries had the Union in disarray. Their control of the Potomac was upended, and the troops at Budd's Ferry retreated from the shore, taking positions on the road to Washington to prevent an advance, not a landing.⁸⁹ This was hastened by reports that the CSS *George Page* had "a deck load of troops" aboard.⁹⁰ Whether she had troops aboard or not, she began shelling the Union forces ashore. In response, McClelland sent Gen. Hooker's entire division, artillery and all, to Budd's Ferry on the night of the 24th.⁹¹ Hooker's reinforcement of the position in Maryland may have staved off an invasion attempt, or at least the fear of one, but the blockade was another matter. In a letter to Secretary Welles, Commander John A. Dahlgren⁹², Commandant of the Navy Yard and perhaps the foremost expert in America, North or South, on heavy artillery echoed Captain Craven's

disparagement (Figure 20). Calculating the consumption of hay in the capital, and the ability of the railroad to compensate for the stymied river commerce, he concluded that only by establishing a counter-battery could the Union reopen the river. In closing, he lists all the guns available at the Navy Yard for such a battery – including the main armament of the USS *Pensacola*.⁹³ Despite the dismissal of some Union Army officers, the guns were a serious threat to any deep draft vessel. While smaller craft might skirt the Maryland shore, large vessels would have to hold to the channel, placing them in perilous enfilade between the batteries at Cockpit Point and Shipping Point.

This situation did not play well with the press. Captain Craven's report of the situation reached the press as quickly as it did the Navy Department. No sooner had he arrived with news of the situation than a reporter sent a dispatch to the New York Herald. "The Potomac Closed," read the headline of the Herald on 23 October 1861 (Figure 19). The article details the locations of batteries from Freestone Point to Mathias Point, with some emphasis on the latter. The editors of Harper's Weekly groused in the November 2, 1861 edition:

...there is no reason why the erection of batteries on the Potomac should be regarded as closing that river. Balls and shells are unpleasant things to come into contact with, no doubt. It is, however, the business of vessels of war to encounter them, and their captains can no more complain of being under fire than private soldiers.

Their editorial zeal was quelled somewhat when the *Resolute* and other Potomac Flotilla steamers attempted to tow two schooners past the batteries, only to have them captured.⁹⁴ These schooners, laden with hay, were the oil tankers of their day. By this time, Hooker's division had moved into position on Stump Neck and at Budd's Ferry. His battery of Parrot guns fired a barrage at the CSS *George Page* anchored in Quantico Creek, but with all but the smokestack of the vessel concealed behind the headlands, he considered it "no more than target practice."⁹⁵

The blockaders had become the blockaded, even to the point where stripping one of the best ships in the Navy of its guns for a counter battery to Shipping Point. Winfield Scott's "anaconda strategy" could not have found worse results. Within two weeks, on November 1, 1861, Gen. McClellan replaces him. The change may have been coming anyway. Scott was old and ailing, but this turn of events removed any doubt and hastened the change of command.⁹⁶

These early days of the Civil War in Virginia saw the birth of American military aviation. Professor Lowe established the Balloon Corps of the Army Corps of Topographical Engineers. Although some had suggested the use of balloons to scout the Potomac shorelines as early as July,⁹⁷ the balloons were too much in demand for their deployment on the river until the Confederate 'guns of October' brought attention. They devised a special barge for service in deploying the balloon along the larger rivers. Lowe used this barge for the first time off Mattawoman Creek to reconnoiter the

So, within a few months, this little stretch of the Potomac had seen the first instance of mine warfare, as well as the first (such as it was) aircraft carrier (Figure 21).⁹⁸ The balloon ascents, along with exaggerated reports of the strength of the force sent from Washington may have done more harm than good for the Union's situation. Fearing an invasion, the Confederate commanders became concerned with defenses against attempts to take their batteries. General Johnston (Figure 22) bemoaned⁹⁹ the situation:

By the way, have you seen General Trimble's arrangements for land defense? If my ideas of the ground, given by a pencil sketch, are at all correct, they amount to nothing. A few of Dahlgren's boat howitzers would knock them to pieces from the hills in rear.¹⁰⁰

General Beauregard (Figure 24) howled about the condition of the landward defenses, writing to General Whiting, an engineer, on 13 November:

Have Triplett's and Powhatan Hills been fortified, as had been determined upon; if not already, why not? Those and Talbot Hill are the keys of that position; no time ought to be lost in fortifying them, even if it were only for infantry, for if the enemy takes them, how long would the batteries hold out? Not ten minutes! Can you not have it done at once if not already done?¹⁰¹

In fact, these fortifications had not been set up. General Isaac Trimble (Figure 23) had laid out the hilltop defenses, but despaired of the capability of musketry alone to be an effective defense.¹⁰² Lacking guns for those positions, he pointed out that infantry at that distance from the batteries could only defend against a landward attack. Trimble continued with his focus on shoreline pickets and other infantry positions immediate to the batteries, lacking the guns he felt necessary to project a defense from the heights.¹⁰³

Heat mounted elsewhere along the firing line. General Hooker (Figure 25) ordered Union forces to make another assault on Mathias Point,¹⁰⁵ a reconnaissance in force this time.¹⁰⁶ The schooner USS *Dana* (a converted coast survey vessel) and the steamers *Thomas Freeborn* and *Island Belle* of the Potomac Flotilla were joined by 400 men of the 76th New York Infantry, brigaded as the 5th Regiment of General Sickles's (Figure 26) Excelsior Brigade. Commandeering a number of fishing boats from the Maryland shore,¹⁰⁷ the gunboats landed troops on Mathias Point on November 10.¹⁰⁸ In contrast to the abortive attempt to discover the batteries made by the late Commander Ward's sailors in June, the force of soldiers landed was equipped to attack, including light howitzers. Although they encountered resistance from

a mounted picket, the expedition found only long abandoned rifle pits and earthworks at the point. Instead of the reported battery of eighteen heavy guns, Mathias Point held only the abandoned plan for such a position.¹⁰⁹ Ward's attack may have been more successful than imagined, although the Confederates would not leave the Union with this peace of mind in the area, opening fire on the *Freeborn* with a battery of field guns a few miles up river, at a place known as Boyle's Hole, opposite Maryland Point.¹¹⁰ On November 14, a schooner attempted to sail past Cockpit Point, but was becalmed. Confederate batteries opened fire (Figure 27), and her crew soon abandoned the stranded vessel, leaving her at anchor. Upon observing a party of Confederates making for the vessel, Lt. Col. Wells of the 1st Massachusetts Infantry organized retaliation. Moving two 10-pounder Parrot guns to Stump Neck, they drove off the raiders, who set fire to the schooner as they retreated. Not content in merely denying the Confederates a prize, the soldiers rowed to the ship, extinguished the fire, and were even able to sail her to the Maryland shore as a breeze had come up during the fray.¹¹¹

Having transferred his flag to the fast, former revenue cutter *Harriet Lane*, Captain Craven had made it to Washington, but asked for reassignment again as in his initial assessment of the situation on the lower Potomac in October. On November 20, in the wake of the reconnaissance at Mathias Point, he made his formal request for reassignment.¹¹² Union ships were beginning to slip past the guns at Shipping Point, but only at night. The *E.B. Hale*, carrying new nine inch Dahlgren guns to New York did so. The batteries usually fired upon merchant vessels as they passed, but generally, with moderate effect.¹¹³ The Confederates increased their troop strength and armaments. A Virginia company of light artillery was ordered to Evansport on 13 December,¹¹⁴ and the CSS *George Page* was observed in Chopawamsic Creek,¹¹⁵ and then again in Quantico Creek.¹¹⁶ The *Page* had most likely delivered a new piece of ordnance, an English rifled cannon smuggled past the South Atlantic Blockading Squadron.¹¹⁷ It apparently made quite an impression on the Union forces during its employment – and after its capture, they took it to the Washington Navy Yard for test firing. The Blakely gun (Figure 30) generated such interest that it merited two brief articles in *Scientific American* in the spring of 1862.¹¹⁸ One of only two of its kind smuggled into the Confederacy, the other Blakely gun gained fame in the battle of Vicksburg. Defenders there fired it so often that the barrel cracked, but the gun was not done for – the Confederate artillerists continued to use the shortened weapon as a mortar.¹¹⁹ This gun became known as the “widow Blakely,” perhaps because her ‘mate,’ the gun at Evansport, had been captured.¹²⁰ The captured groom remains estranged, ensconced in Willard Park, still at the Washington Navy Yard after 145 years, while the broken widow is still in Vicksburg. It could be the Vicksburg gun was originally at Evansport, General French, commander there would figure prominently in the Vicksburg campaign.¹²¹

Early in the month, troops and more guns continued to bolster the Confederate positions (Figure 28). Many of the additional Confederate preparations were defensive. They would have been spurred to greater wariness on December 11, as the USS *Stepping Stones*, a converted New York ferry boat packing a 12-inch deck gun, edged into Occoquan Creek to take soundings and inspect the area for a possible assault.¹²³ Elsewhere on the Potomac in December 1861, the battery at Boyd's Hole periodically opens fire, the earlier light field pieces replaced by heavier guns with enough range to hit the Maryland side of the river. The Boyd's Hole battery earns the distinction of the only combat sinking of a ship during the campaign, when they fired on the schooner *Mary Willis* attempting to pass their position.¹²⁴

As 1861 drew to a close, the dank quarters of the winter camp (Figure 29), pickets along the river, and drawdown of two regiments had sapped the ranks of effective, fit for duty, troops.¹²⁵ Counting a mere 772 privates from a force that had counted six regiments or more, General French worried about the ability of his command to withstand an attack.¹²⁶ As a result, the Confederates mounted a new gun they had received from the Tredegar Iron Works in Richmond, better defending the point.¹²⁷ French was still concerned with his position – in spite of the rumblings of Johnston and Beauregard to fortify the heights behind Evansport in early November, a “weak picket fence” around the inshore side of Shipping Point Battery #1¹²⁸ was all he could report as defenses¹²⁹ as late as 30 December.¹³⁰ The troop situation was one where French wanted more men immediate to his batteries. General Whiting, under the Potomac District had 7601 troops around Dumfries, less than a two-hour march away. General Holmes, commanding the Aquia District, simply suggested the movement of one of the two regiments French had south of Chopawamsic Creek closer to Evansport.¹³¹ This was probably the undermanned 47th Virginia Infantry, a local unit. Due to mustering by county, and the decline of population from westward migration of eastern Virginians, many of these units were far below the full strength of 1000 officers and men. A small, more company than regiment-sized unit probably moved from Clifton Church to Rising Hill (archaeological site 44PW1412) in early January 1862. The 2nd Tennessee Volunteers, a regiment at full strength, probably remained at a camp south of Chopawamsic Creek (archaeological site 44ST302), enabling them to reply to landings at Chopawamsic or Aquia Creeks should the need arise. The main encampments at Evansport (archaeological site 44PW917) were reported by French as occupied by the 35th Georgia and 22nd North Carolina regiments; the recently drawn off units being the 14th Alabama and 1st Arkansas regiments.¹³² The former units are fairly well established as connected with specific winter camp areas of 44PW917, while the positions of the latter two, as well as a hodge-podge of smaller units and the naval officers commanding the batteries, may be answered by further archaeological and archival research.¹³³

The war beyond the Potomac moved on, and though the Confederate guns were a continued danger to shipping, the Union needed to get pass them. On January 3rd the gunboats USS *Anacostia* and USS *Yankee* took positions off Cockpit Point that would enfilade the batteries there. In the brief action a shell from an “80 pounder rifle gun” hit the *Anacostia*, and a six-inch shell exploded under one of the Confederate guns, knocking it from its mount. Lt. Wyman’s (Capt. Craven’s successor as commodore of the Potomac Flotilla) purpose in this action was to “obtain a more complete understanding of the enemy’s works.” Wyman accomplished this, but later observed that the Confederates simply rearranged the battery to make it less vulnerable to the kind of attack made by *Yankee* and *Anacostia* that day (Figure 31).¹³⁴ January 9th, Secretary Welles ordered the *Pensacola* to prepare to steam down river, report to Hampton Roads, and join the fleet.¹³⁵ Captain Morris of the *Pensacola* had had plenty of time to consider how he would get his ship past the guns, as she lay idle in the harbor for nearly four months since her recommissioning. In late December he requested two scows he thought to be available from the Army. He planned to lash them to the side of the *Pensacola* and fill them with wet hay in the hope that these would shield her boilers from shot and shell.¹³⁶ Although Morris did not affect this desperate accoutrement to the ship, he made a good job of orchestrating her run through the Confederate gauntlet. On January 11 she steamed down to White House Point, to lie at anchor until the dead of night, attempting the passage after moonset. Union vessels marked the shallows off Mattawoman Creek, and gunboats took positions to offer covering fire if a duel erupted. Finally, around 5 AM she slipped past. Capt. Morris counted three shells from Cockpit Point, and fifteen from Shipping Point, but all missed high, if not all by much.¹³⁷ General French reported the passing of the *Pensacola* with no small regret, bemoaning the sluggishness of the corporal of the guard, and detailing his failed preparations. *Pensacola* steamed to Shipping Point before being recognized, and even then presented a poor target in the black of night.¹³⁸ The most powerful ship on the Potomac would not fall into Confederate hands, and escaped without a scratch.

The chill of winter had a cooling effect on military action for the rest of January. Measles had infected the Confederate troops, particularly those from the Deep South and frontier, an example being the 14th Alabama Infantry, with almost the whole regiment unfit for duty.¹³⁹ On the 23rd, the Confederate naval officers at Evansport were ordered to Richmond for reassignment.¹⁴⁰ Their move may have anticipated what Lincoln and McClellan were debating by the beginning of February - where to take the offensive. Lincoln (Figure 32) wanted another attack at Manassas, but McClellan (Figure 33) believed the course to victory lay on the Rappahannock, with a landing at Urbanna.¹⁴¹ Lincoln pressed McClellan hard for justification:

If you will give me satisfactory answers to the following questions I shall gladly yield my plan to yours:

- 1st. Does not your plan involve a greatly larger expenditure of time and money than mine?
- 2d. Wherein is a victory more certain by your plan than mine?
- 3d. Wherein is a victory more valuable by your plan than mine?
- 4th. In fact, would it not be less valuable in this, that it would break no great line of the enemy's communications, while mine would?
- 5th. In case of disaster, would not a retreat be more difficult by your plan than mine?¹⁴²

In a lengthy response to these questions, Gen. McClellan listed the difficulties of terrain, and the entrenched Confederate positions in Northern Virginia. He anticipated what Burnside's command would wallow through months later, the miserably muddy roads crossing the hills, and the impediment they would create for a successful attack.

McClellan¹⁴³ reasoned that an attack in the lower Chesapeake, at Urbanna or mounted (worse in his opinion at that time) from Fort Monroe, would result in a withdrawal of the Confederates from northern Virginia to counter the attack, and goes on to outline a plan to divide and conquer the Confederacy after the capture of Richmond.¹⁴⁴ Within a week not McClellan, but Grant in Tennessee, was to diminish the force in northern Virginia as Tennessee and Georgia regiments were ordered to Knoxville on February 9th to counter his advances.

The business of shelling, counter-shelling, blockade, and running the blockade kept on down the Lower Potomac. On February 11th the *Harriet Lane* (Figure 34), which had been the flotilla flagship made her way down the river, bound for Hatteras along with the USS *Baltimore* laden with ordnance stores. With the *Jacob Bell* astern, laying covering fire, the warships made their way down river in a heavy snowstorm. Under this cover they passed Cockpit Point without incident, but the Shipping Point batteries fired on them. Though built from the ground up as a revenue cutter and therefore a fast steamer, Confederate shells hit the *Harriet Lane*, damaging the side-wheeler's iron wheel rim, forcing the *Jacob Bell* to take her under tow. Despite this impedance, these vessels made their way to Liverpool Point without further harm, where the *Lane's* paddle wheel was repaired after a few days.¹⁴⁶ The shot punctuated a mid-point in the Civil War career of the ship, less than a year before she had participated in the relief effort for Fort Sumter, and less than a year later she would be captured by the Confederates at Galveston and converted into a blockade runner. Before and after her run down the Potomac that snowy February day this warship, one of the most illustrious in Coast Guard history, participated in nearly every major naval action including the capture of New Orleans.¹⁴⁷

The South had strong positions along the Potomac, and the substantial natural defenses of the northern Virginia landscape, nevertheless Jefferson Davis ordered a strategic withdrawal, focusing on the defense of Richmond.

General Johnston ordered French at Evansport to prepare his command for evacuation, urging the utmost discretion in

the operation.¹⁴⁸ The Union forces were not attacking, nor did they appear to have immediate plans, but Lincoln wanted action and the Confederates knew it. On March 7 the evacuation began, the troops necessarily traveling light and leaving considerable personal and military provisions behind. They spiked the guns and threw them off their mounts, then detonated magazines at Cockpit Point and Shipping Point. The retreating forces scuttled the CSS *George Page*, and left it burning in Quantico Creek. They retrieved lighter guns, but lacked the means to transport the heavier ones over the difficult roads. In just two days the fierce batteries of Evansport and Cockpit Point were unlimbered.¹⁴⁹

Evan as this unfolded, President Lincoln himself pronounced an ironic tribute to the strength of the river batteries. In President's General War Order No. 3, issued on March 8, 1862 he instructed that no less than two army corps (at least 50,000 men) remain in position to defend Washington so long as the batteries stood, and that no move by the Army of the Potomac should leave the capital in jeopardy. The order further directs an immediate attack against the batteries, in a combined army and navy effort.¹⁵⁰ At Hampton Roads the *Merrimac* made its attack against the Atlantic Blockading Squadron, on March 8 as well. The uncertainty of John Ericson's "cheese box on a raft" being able to prevail against the larger and less experimental CSS *Virginia* probably weighed on Lincoln still. McClellan had argued persuasively for a seaborne campaign down the lower Chesapeake Bay, bypassing the formidable natural barriers of northern Virginia, the Rappahannock, and the swampy drainages from there to Richmond; but what if the *Merrimac* could not be stopped, and tore into a Union transport fleet? The *Merrimac*, more or less accurately depicted in the press for months before,¹⁵¹ was reported to be off Point Lookout, Maryland at the mouth of the Potomac.¹⁵² This report so worried the Union leaders that Capt. Dahlgren was ordered to mount defenses at Geisboro Point to defend Washington.¹⁵³

On March 9, 1862, coincidentally the same day of the duel between the Monitor and the *Merrimac*, Lt. Wyman shelled Shipping Point. Receiving no fire in return, and observing smoke onshore and in Quantico Creek, he went ashore to investigate.¹⁵⁴ He found that the Confederate retreat had barely been completed, ammunition bunkers and the CSS *George Page* put to the torch, but "slow matches" leading to trails of powder to set off ammunition bunkers were still burning. They extinguished these, salvaging some of the munitions.¹⁵⁵ The next day, General Hooker came across the river for a look. He marveled at the abandoned earthworks "of a much more formidable nature" than he had supposed. He found guns still on carriages, supplies of powder in magazines, and many supplies of food and clothing left in the hasty retreat. He inspected a house "nearly a half a mile to the rear of Shipping Point, in the middle of one of their camps" his Union battery across the river in Maryland had shelled with their Whitworth guns (Figure 35).¹⁵⁶ He

found the shells had hit only two to three feet apart. Entering the house he found one of the shells on the mantelpiece labeled “Fired by the Yankees, February 27, 1862.”¹⁵⁷

The Battle of the Potomac had ended, and by March 17th the batteries at Aquia and Boyd’s Hole were gone. With these threats gone the Flotilla could convoy and a division of Union troops safely down river.¹⁵⁸ Controversy over the order to abandon northern Virginia would echo in the halls of Confederate government for some time to come. Louis Trezevant Wigfall, nominally prescient in his fiery secessionist politics, had been a brigadier commanding troops and batteries at Freestone Point. After the retreat from northern Virginia he resigned his commission and returned to politics. He represented Texas in the Confederate Senate, as he had in the U.S. Senate, before his expulsion for secessionism. After his resignation following the withdrawal from northern Virginia he argued in the Confederate Senate, at length successfully, for removing Jefferson Davis from an active role in military matters.¹⁵⁹ Appropriately, a northern Virginia resident, Gen. Robert E. Lee (Figure 36) would later lead the South’s military strategy.¹⁶⁰

ENDNOTES

¹ *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Govt. Printing Office, Washington, D.C. Series I (ONR) Vol. 4, page 340

² ONR, Vol. 4, page 420

³ ONR, Vol. 4, page 922

⁴ ONR, Vol. 4, page 340

⁵ ONR, Vol. 4, page 461

⁶ ONR, Vol. 4, page 490

⁷ ONR, Vol. 4, page 497

⁸ Image: Battle of Aquia Creek, U.S. Naval Historical Center Photograph, # NH 73736

⁹ ONR, Vol. 4, page 499

¹⁰ ONR, Vol. 4, page 497

¹¹ ONR, Vol. 4, page 500

¹² ONR, Vol. 5, page 26

¹³ Image: Action at Mathias Point, U.S. Naval Historical Center Photograph, # NH 59242

¹⁴ ONR, Vol. 4, page 506

¹⁵ ONR, Vol. 4, page 525

¹⁶ Image: USS Jacob Bell, U.S. Naval Historical Center Photograph, # NH 52665-KN

¹⁷ ONR, Vol. 4, page 533

¹⁸ Image: Cmdr. James H. Ward, U.S. Naval Historical Center Photograph, # NH 63043

- ¹⁹ ONR, Vol. 4, page 533
- ²⁰ ONR, Vol. 4, page 539
- ²¹ ONR, Vol. 4, page 541
- ²² Image: USS Thomas Freeborn gun deck, U.S. Naval Historical Center Photograph, # NH 60990
- ²³ ONR, Vol. 4, page 553
- ²⁴ ONR, Vol. 4, page 553-555
- ²⁵ Image: USS Pawnee gun deck, U.S. Naval Historical Center Photograph, # NH 45362
- ²⁶ *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, Government Printing Office, Washington, D.C. Series 1 (OR), Vol. 2, page 961
- ²⁷ ONR, Vol. 4, page 775
- ²⁸ ONR, Vol. 4, page 590
- ²⁹ OR, Vol. 5, page 835
- ³⁰ Image: Waller Hill Gun, John Haynes, Natural Resources and Environmental Affairs Branch, Marine Corps Base, Quantico, 2006
- ³¹ ONR, Vol. 4, page 634
- ³² ONR, Vol. 4, page 590
- ³³ ONR, Vol. 4, page 668
- ³⁴ ONR, Vol. 4, page 697
- ³⁵ ONR, Vol. 4, page 708
- ³⁶ ONR, Vol. 4, page 609
- ³⁷ ONR, Vol. 4, page 567
- ³⁸ Image: The Infernal Machine, U.S. Naval Historical Center Photograph, # NH 59384
- ³⁹ ONR, Vol. 4, page 565
- ⁴⁰ Image: USS Pocahontas, ONR, Vol. 4, page 718.
- ⁴¹ Image: Gen. Theodophilus Holmes, Source: <http://en.wikipedia.org/wiki/Image:THHolmes.jpg> (public domain image)
- ⁴² OR, Vol. 5, page 824
- ⁴³ ONR, Vol. 4, page 601

⁴⁴ Ibid

⁴⁵ OR, Vol. 51, page 839

⁴⁶ ONR, Vol. 4, page 667

⁴⁷ ONR, Vol. 4, page 697

⁴⁸ Image: CSS George Page, U.S. Naval Historical Center Photograph, # NH 59591

⁴⁹ ONR, Vol. 4, page 709

⁵⁰ Dictionary of American Naval Fighting Ships, <http://www.history.navy.mil/danfs/m9/merrimack-ii.htm> ⁵¹ Dictionary of American Naval Fighting Ships, <http://www.history.navy.mil/danfs/p4/pensacola-i.htm>

⁵² ONR, Vol. 6, page 735

⁵³ Image: Lt. John Tyler Wood, U.S. Naval Historical Center Photograph, # NH 616

⁵⁴ Image: Lt. Charles Carroll Simms, U.S. Naval Historical Center Photograph, # NH 44807

⁵⁵ Image: Steam frigate USS Pensacola in Alexandria, VA, 1861, Gibson, James F., b. 1828, photographer. Library of Congress, Prints & Photographs Division, LC-B811-0103B; no information on the exact date of the photograph has been found; the Pensacola was in port at Washington from January 1860 through January 1862, however it is noted by the Library of Congress as dating to 1861.

⁵⁶ OR, Series 2, Vol. 1, page 752

⁵⁷ OR, Series 2, Vol. 1, page 761

⁵⁸ U.S., *Statutes at Large, Treaties, and Proclamations of the United States of America*, vol. 12 (Boston, 1863), p. 319.

⁵⁹ ONR, Vol. 4, page 604

⁶⁰ ONR, Vol. 4, page 692

⁶¹ OR, Series 2, Vol. 1, page 752

⁶² ONR, Vol. 4, page 701

⁶³ Photo, Louis Tezevant Wigfall, *Biographical Directory of the Congress of the United States*, <http://bioguide.congress.gov/scripts/biodisplay.pl?index=w000447>

⁶⁴ OR, Vol. 5, page 215

⁶⁵ ONR, Vol. 4, page 701

⁶⁶ OR, Vol. 5, page 215

⁶⁷ ONR, Vol. 4, page 714

⁶⁸ ONR, Vol. 4, page 716

⁶⁹ ONR, Vol. 4, page 719

⁷⁰ ONR, Vol. 4, page 722

⁷¹ "Key Events in the History of Port Royal/Parris Island," United States Marine Corps, History Division,
http://hqinet001.hqmc.usmc.mil/HD/Historical/Frequently_Requested/Key_Events_Parris_Island.htm

⁷² Naval Historical Center Photograph, # NH

⁷³ ONR, Vol. 4, page 722

⁷⁴ Image: Starboard Battery, USS Pawnee, Naval Historical Center Photograph, # NH 90536

⁷⁵ Harper's Weekly, Vol. 5, No. 246, page 587, September 14, 1861

⁷⁶ Harper's Weekly, Vol. 5, No. 253, page 699, November 2, 1861

⁷⁷ ONR, Vol. 4, page 762

⁷⁸ ONR, Vol. 4, page 726

⁷⁹ ONR, Vol. 4, page 726

⁸⁰ ONR, Vol. 4, page 727

⁸¹ OR, Vol. 5, page 372

⁸² OR, Series 2, Vol. 2, page 862

⁸³ ONR, Vol. 4, page 727

⁸⁴ ONR, Vol. 4, page 728

⁸⁵ New York Herald, October 23, 1861

⁸⁶ ONR, Vol. 4, page 730

⁸⁷ ONR, Vol. 4, page 731

⁸⁸ ONR, Vol. 4, page 733

⁸⁹ ONR, Vol. 4, page 731

⁹⁰ ONR, Vol. 4, page 733

⁹¹ ONR, Vol. 4, page 734

⁹² Image: John A. Dahlgren, Naval Historical Center, Photo #: NH 63362

⁹³ ONR, Vol. 4, page 736

⁹⁴ ONR, Vol. 4, page 762

⁹⁵ ONR, Vol. 4, page 743

⁹⁶ OR, Series 3, Vol. 1, page 614

⁹⁷ ONR, Vol. 4, page 561

⁹⁸ OR, Series 3, Vol. 3, page 265; Image: 2001 National Air and Space Museum, Smithsonian Institution (SI Neg. No. 76-17385)

⁹⁹ Image: Gen. Joseph Johnston, Library of Congress Prints and Photographs Division Washington, D.C., cwp 4a40397

¹⁰⁰ OR, Vol. 5, page 950

¹⁰¹ OR, Vol. 5, page 950; Image: Gen. Beauregard, http://en.wikipedia.org/wiki/Image:Pgt_beauregard.jpg (source. National Archives)

¹⁰² Photo: Gen. Isaac Ridgeway Trimble; www.generalsandbrevets.com/sgt/trimble1w.JPG

¹⁰³ OR, Vol. 5, page 960

¹⁰⁴ OR, Vol. 5, page 958

¹⁰⁵ Image: Gen. Joseph Sickles: Library of Congress Prints and Photographs Division Washington, D.C., card#: cwp2003000329/PP

¹⁰⁶ OR, Vol. 5, page 407

¹⁰⁷ Image: Gen. Daniel Sickles, Library of Congress Prints and Photographs Division Washington, D.C., card #: cwp2003000383/PP

¹⁰⁸ ONR, Vol. 4, page 752

¹⁰⁹ OR, Vol. 5, page 408-410

¹¹⁰ ONR, Vol. 4, page 750

¹¹¹ OR, Vol. 5, page 423

¹¹² ONR, Vol. 4, page 754

¹¹³ ONR, Vol. 4, page 756

¹¹⁴ OR, Vol. 51, page 411

¹¹⁵ ONR, Vol. 5, page 6

¹¹⁶ ONR, Vol. 5, page 13

¹¹⁷ *Scientific American*, Vol. 6, No. 14, page 210, April 5, 1862

¹¹⁸ *Scientific American*, Vol. 6, No. 18, page 275, May 3, 1862

¹¹⁹ OR, Vol. 4, page 337

¹²⁰ Civil War Virtual Archives, Civil War Artillery Page (<http://www.cwartillery.org/ve/blakely.html>) Photo: 7.5-inch Blakely navy rifle. Caption: Total length, 124 inches; rifling, 12-groove Scott with right-hand twist; known survivors, 2 (including "Widow Blakely") ; markings include "BLAKELY'S PATENT." These tubes were British 42-pounders of 57 hundred-weight manufactured by Low Moore of Bradford, Yorkshire, and later banded, reamed and rifled.

¹²¹ Civil War Artillery, web site, Jack Melton, <http://www.civilwarartillery.com>

¹²² Image: Shipping Point Batteries Firing, Naval Historical Center Photograph, # NH 73988

¹²³ ONR, Vol. 5, page 5 ¹²⁴ ONR, Vol. 5, page 14

¹²⁵ Photo: Confederate winter huts at Centreville, 1862; Library of Congress Prints and Photographs Division Washington, D.C., card # cwp 4a40038

¹²⁶ OR, Vol. 5, page 1013

¹²⁷ OR, Vol. 5, page 1013

¹²⁸ Photo: Magazine Entrance, Ft. Brady, (an example of the type of magazines probably constructed at Shipping Point) Library of Congress Prints and Photographs Division Washington, D.C., card #: cwp 4a39768

¹²⁹ Diagram of Shipping Point Battery #1, Papers of Samuel G. French, (reproduction courtesy of Joe Balicki)

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¹³¹ OR, Vol. 5, page 1018

¹³² OR, Vol. 5, page 1013

¹³³ *Multiple Cultural Resource Investigations at Eight Locations and Along Five Tank Trails, Marine Corps Base Quantico, Prince William, Stafford, and Fauquier Counties*, Joseph Balicki, Bryan Corle, and Sarah Goode; John Milner Associates, Alexandria, Virginia, 2004.

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¹³⁵ ONR, Vol. 5, page 15

¹³⁶ ONR, Vol. 5, page 11

¹³⁷ ONR, Vol. 5, page 17

¹³⁸ OR, Vol. 5, page 1032

¹³⁹ OR, Vol. 5, page 1035

¹⁴⁰ ONR, Series 2, Vol. 2, page 135

¹⁴¹ Image: Pres. Abraham Lincoln, Library of Congress Prints and Photographs Division Washington, D.C. card #: 98504566

¹⁴² OR, Vol. 5, page 41

¹⁴³ Image: Gen. George McClellan, Library of Congress Prints and Photographs Division Washington, D.C., card #: cwp2003000344/PP

¹⁴⁴ OR, Vol. 5, pages 42-45

¹⁴⁵ Image: USS Harriet Lane, Naval Historical Center Photograph, # NH 57514

¹⁴⁶ ONR, Vol. 5, page 22

¹⁴⁷ Dictionary of American Naval Fighting Ships, Harriet Lane, http://www.history.navy.mil/danfs/h3/harriet_lane.htm

¹⁴⁸ OR, Vol. 51, page 481

¹⁴⁹ OR, Vol. 5, pages 528-531

¹⁵⁰ OR, Vol. 5, page 50

¹⁵¹ Harper's Weekly, Vol. 5, Number 253, November 2, 1861

¹⁵² ONR, Vol. 5, page 24

¹⁵³ ONR, Vol. 5, page 24

¹⁵⁴ ONR, Vol. 5, page 24

¹⁵⁵ ONR, Vol. 5, page 25

¹⁵⁶ Image: Whitworth Gun, Library of Congress (LC-B811-3287)

¹⁵⁷ OR, Vol. 5, page 525

¹⁵⁸ ONR, Vol. 5, page 26

¹⁵⁹ OR, Vol. 51, page 839-843

¹⁶⁰ Image: Robert E. Lee: Library of Congress Prints and Photographs Division Washington, D.C., cwpb 04402

F. Associated Property Types

Name of property type: FORTIFICATIONS AND ENTRENCHMENTS

Subtype: batteries Batteries refer to relatively permanent positions for large guns mounted within protective earthworks, and generally included magazines and bunkers for protecting ammunition and personnel. Batteries are eligible under Criterion A if their position and operation affected strategy or actions during the campaign. In order to be eligible under Criterion D, there must be sufficient integrity to the site for artifacts and features to be related to the structural configuration, operation, manning (unit identity), or attacks upon the site; evidence from artifacts and features for the nutrition and material culture of the gun crews is also of significance under Criterion D. Batteries could be considered eligible under Criterion C if the installation has retained sufficient integrity to be an outstanding example of military engineering of the time, although it is unlikely that any have survived with architectural integrity.

Subtype: field entrenchments Examples of field entrenchments include trenches for infantry, redoubts for field artillery, and rifle pits for pickets. Field entrenchments are eligible under Criterion A if their position affected strategy or actions during the campaign. Field entrenchments could be considered eligible under Criterion C if the installation has retained sufficient integrity to be an outstanding example of military engineering of the time, although it is unlikely that any have survived with architectural integrity. In order to be eligible under Criterion D, there must be sufficient integrity to the site for artifacts and features to be related to the structural configuration, operation, manning (unit identity), or attacks upon the site; evidence from artifacts and features for the nutrition and material culture of the troops is also of significance under Criterion D.

Name of Property type: CAMPS, DEPOTS, AND SUPPORT FACILITIES FOR UNION AND CONFEDERATE CAMPAIGNS

In order to be qualified for listing the site must have been used by military forces or civilians associated with strategies and actions of the campaigns.

Subtype: winter military camps Winter military camps were typically comprised of makeshift huts, often partially subterranean, "dug-out" configurations. Some camps were organized according to formal military procedure, and may contain hundreds of huts. Other landscape and functional features within camp sites include parade grounds, latrines, target ranges, sutler's tents or cabins, and guard points or pickets. Such camps were intended to be occupied for several months, and often were. Winter military camps are eligible under Criterion A if their occupation directly supported offensive or defensive positions engaged in the strategy or actions of the campaign, or were directly attacked. Although it has been suggested that some military camps of this period may be eligible under Criterion C for the cadastration of regimental camps and remnants of dugout hut features, these elements are insufficient for eligibility under Criterion C due to the survival of only parts of the structures. In order to be eligible under Criterion D, there must be sufficient integrity to the site for artifacts and features to be related to the structural configuration, period of occupation, identity of occupants, attacks upon the site. Evidence from artifacts and features for the nutrition and material culture of the troops occupying the site would also support eligibility under Criterion D.

Subtype: summer or temporary military camps Summer or temporary military camps were typically comprised of tents, sometimes with 'platforms' leveled and trenches dug for comfort and drainage. Some camps were organized according to formal military procedure, and may contain hundreds of huts. Such camps were intended to be occupied for several months, and often were. Summer or temporary military camps are eligible under Criterion A if their occupation directly supported offensive or defensive positions engaged in the strategy or actions of the campaign, or were directly attacked. In order to be eligible under Criterion D, there must be sufficient integrity to the site for artifacts and features to be related to the structural configuration, period of occupation, identity of occupants, attacks upon the site. Evidence from artifacts and features for the nutrition and material culture of the troops occupying the site would also support eligibility under Criterion D.

Subtype: depots and support facilities Depots and support facilities are locations where materials, supplies, vehicles, animals, or ammunition were stockpiled or weapons, vessels, or wagons were repaired. This category may also include headquarters or command posts and hospitals or infirmaries if separate from camps or fortifications. Depots and support facilities are eligible under Criterion A if their occupation directly supported offensive or defensive positions engaged in the strategy or actions of the campaign, or were directly attacked. A property of this type may be eligible under Criterion C if the building or structure has retained integrity and is exemplary of its type, or the work of a master. In order to be eligible under Criterion D, there must be sufficient integrity to the site for artifacts and features to be related to the function, period of operation, and association with the campaigns.

Name of Property type: ORDNANCE

Ordnance is a category which includes shells, torpedoes, and guns that may be eligible as objects. Certain items of this category may be significant under Criteria A, C, or D. Generally, ordnance would not be considered individually eligible as objects if they have remained a part of a site where they were deployed.

Subtype: big guns Heavy artillery was a focus of action during the campaigns. Certain guns were key in influencing strategies and actions. In order to be eligible under Criterion A, the gun must have been deployed in such a way as to affect the strategy or actions of the campaign. In order to be eligible under Criterion C, a gun must be of sufficient integrity for its design and manufacture to be identifiable, and represent an exceptional design in military engineering for its time of manufacture. Guns may be significant under Criterion D if information about their manufacture, origin, deployment, use, and subsequent transport can inform the study of history.

Subtype: shells and torpedoes Shells and torpedoes used during the campaign were at the cutting edge of military technology of their time. These items may remain in terrestrial or submerged locations where they were originally deployed. In order to be eligible under Criterion A, the item must have been deployed in such a way as to affect the strategy or actions of the campaign. In order to be eligible under Criterion C, the item must be of sufficient integrity for its design and manufacture to be identifiable, and represent an exceptional design in military engineering for its time of manufacture. Guns may be significant under Criterion D if information about their manufacture, origin, deployment, use, and subsequent transport can inform the study of history.

Name of Property type: SHIPWRECKS

The campaign for the control of navigation on the lower Potomac River involved vessels interdicted and destroyed by both sides. Retreating Confederate forces scuttled vessels they were forced to leave behind, denying them to the Union. The Union flotilla destroyed many civilian vessels in the enforcement of the blockade against Virginia.

Subtype: military vessels The remains of vessels operated by military forces during the campaign which lie within the geographic bounds of this documentation may be limited to one vessel (CSS George Page), although the remains of many of the vessels of the Union flotilla may lie elsewhere. Shipwrecks can be eligible under Criterion A if the vessel was a direct participant in the actions of the campaign. They are eligible under Criterion D for information on the design, operation, cargoes, armament, and personnel manning them.

Subtype: civilian vessels A number of civilian vessels were captured and subsequently destroyed by both Union and Confederate forces during the campaign. The remains of many of these vessels, ranging from schooners to skiffs, may yet lie at the bottom of the Potomac and its tributaries. A property of this type may have significance under Criterion A if it was directly involved in the strategies and actions of the campaign. The remains of civilian vessels can be eligible under Criterion D if information of their design, operation, and cargoes contributes significantly to knowledge of history.

G. Geographical Data

The geographical area for this multiple property documentation includes portions of King George, Prince William, and Stafford Counties, Virginia, Charles County, Maryland, and the District of Columbia, bordering and including the Potomac River and its tributaries. The area may extend several miles inland to include encampments, avenues of approach, field entrenchments, and support facilities directly associated with the campaigns.

H. Summary of Identification and Evaluation Methods

Although the Union 'Blockade of the Chesapeake Bay' (May-June 1861) and the Confederate 'Blockade of the Potomac' (1861-1862) have been recognized as campaigns, there was a continued Union blockade of the Potomac and Chesapeake Bay before, during, and after the Confederate land-based blockade from October 15, 1861 to March 8, 1862. The multiple listing theme has, therefore, been constructed broadly, to tie all of the sites that played a role in this struggle for control of the Potomac River.

Thirty-four known, or potential archaeological sites associated with the Battle of the Potomac are tentatively mapped either from existing site inventories, or from inference from historical sources. Information for these locations is derived from recorded properties in both archaeological and architectural data bases in the Virginia Department of Historic Resources Data Sharing System, and from consultation with the Maryland Historical Trust. Other locations have been projected from Civil War era maps and accounts, primarily in the Official Records. Sites on Marine Corps Base Quantico have been documented in Phase I and Phase II identification surveys undertaken for compliance with Section 110 of the National Historic Preservation Act. Phase I surveys have been conducted at Civil War sites by the William and Mary Center for Archaeological Research, Gray and Pape Incorporated, and the Louis Berger Group at sites 44PW0917, 44PW1412, and 44ST0302. John Milner Associates has conducted Phase II investigations at 44PW0917.

A chronology was developed using the Official Records of the Union and Confederate Armies; as well as the Official Records of the Union and Confederate Navies. The Cornell University Library web site "Making of America" (<http://cdl.library.cornell.edu/moa/>) was instrumental in searching these and other documents related to this historical event. Considerable information on vessels and their histories was obtained from the Naval Historical Center through its web site (<http://www.history.navy.mil>), particularly the electronic version of the Dictionary of Naval Fighting Ships. Accounts and engravings of actions of the campaign were also obtained from scanned images of Harper's Weekly magazine on the Son of the South web site (<http://www.sonofthesouth.net/leefoundation/civil-war>). Information regarding artillery and the ranges of guns was obtained from the Civil War Artillery web site <http://www.civilwarartillery.com/default.htm> and the United States Army Combined Arms Research Library (<http://www-cgsc.army.mil/carl/resources/csi/gabel5/gabel5.asp>).

Information on sites, landscapes, ordnance, and vessels was categorized according to "KOCOA" analysis for the following sketch maps and table. When developing information for land management plans at Gettysburg National Battlefield, a team of researchers working for the National Park Service tore a page from military training manuals, and appropriately applied basic military field strategy in evaluating the battlefield. KOCOA is an acronym derived from: K) Key Terrain, O) Obstacles, C) Cover and Concealment, O) Observation Points, and A) Avenues of Approach. The approach was presented in a workshop by the American Battlefield Protection Program and Virginia Department of Historic Resources in Fredericksburg in December 2006.

Known and projected campsites, batteries, roads, channels, and fields of fire have been entered in ArcView feature classes available for research on this documentation. By combining georeferenced historic maps with descriptions of ordnance in the Official Records, and firing tables from artillery manuals, firing fans for the Civil War guns have been projected in this coverage. With the advantages of a GIS data base, this effort makes spatial relations of historical information and archaeological finds evident immediately as they accumulate. Key terrain polygons are labeled with numbers corresponding to table entries in the first table. Avenues of approach polylines are labeled in the map with the name of the feature. This utility has, and should be in the future, an aid to establishing the location and significance of properties associated with the campaign for control of navigation on the Potomac River in the American Civil War.

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Supplemental Materials for:
Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia
Multiple Property Documentation

Page 1 of 57

Photo # NH 73736 "The Attack on the Secession Batteries at Aquia Creek ...", 1 June 1861

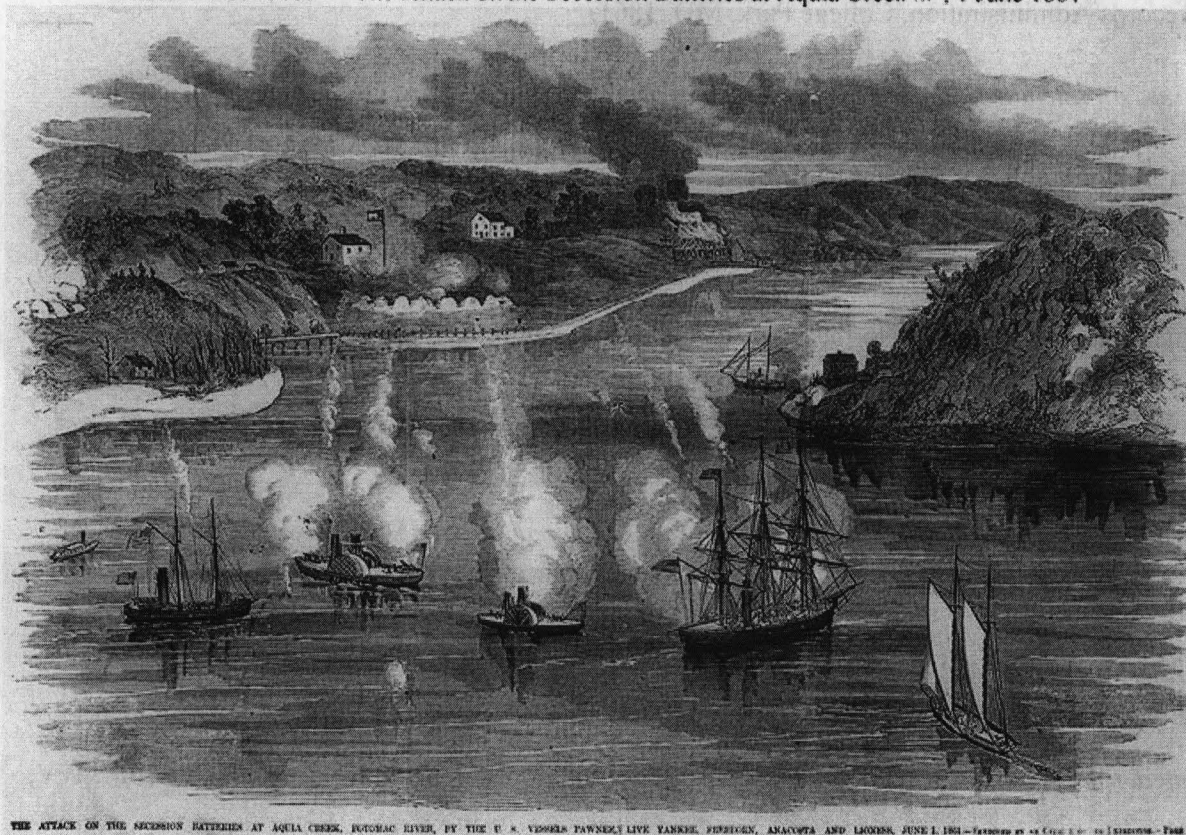


Figure 1: Aquia Creek¹⁴

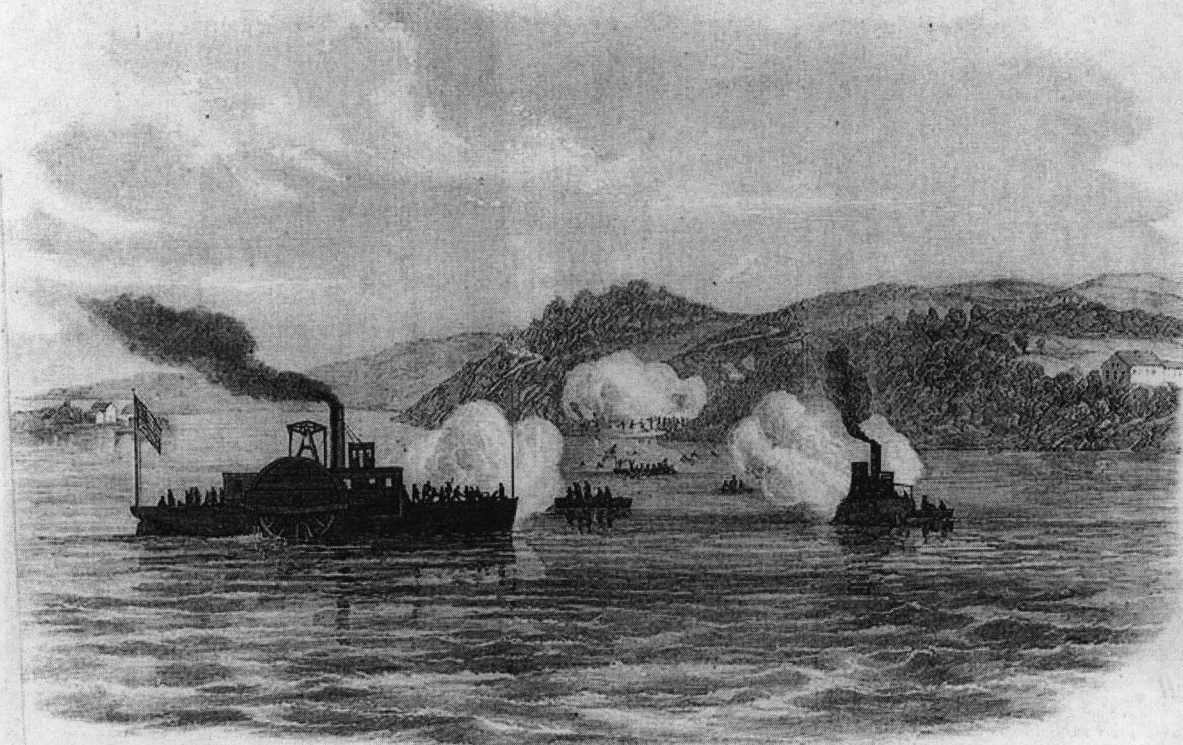
Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 2 of 57

Photo # NH 59242 "Engagement between the Gunboat Flotilla ... at Mathias Point ...", 27 June 1861



ENGAGEMENT BETWEEN THE GUNBOAT FLOTILLA, GREENSBORO AND EBERHART, UNDER THE COMMAND OF CAPTAIN J. H. WARD, AND A SQUADRON UNDER AT VARIOUS POINTS, ON THE POTOMAC RIVER, JUNE 27, 1861. CAPTAIN WARD - FROM A PHOTO BY ONE OF THE OFFICERS OF THE FLOTILLA. - SEE PAGE 115.

Figure 2: Mathias Point¹⁵

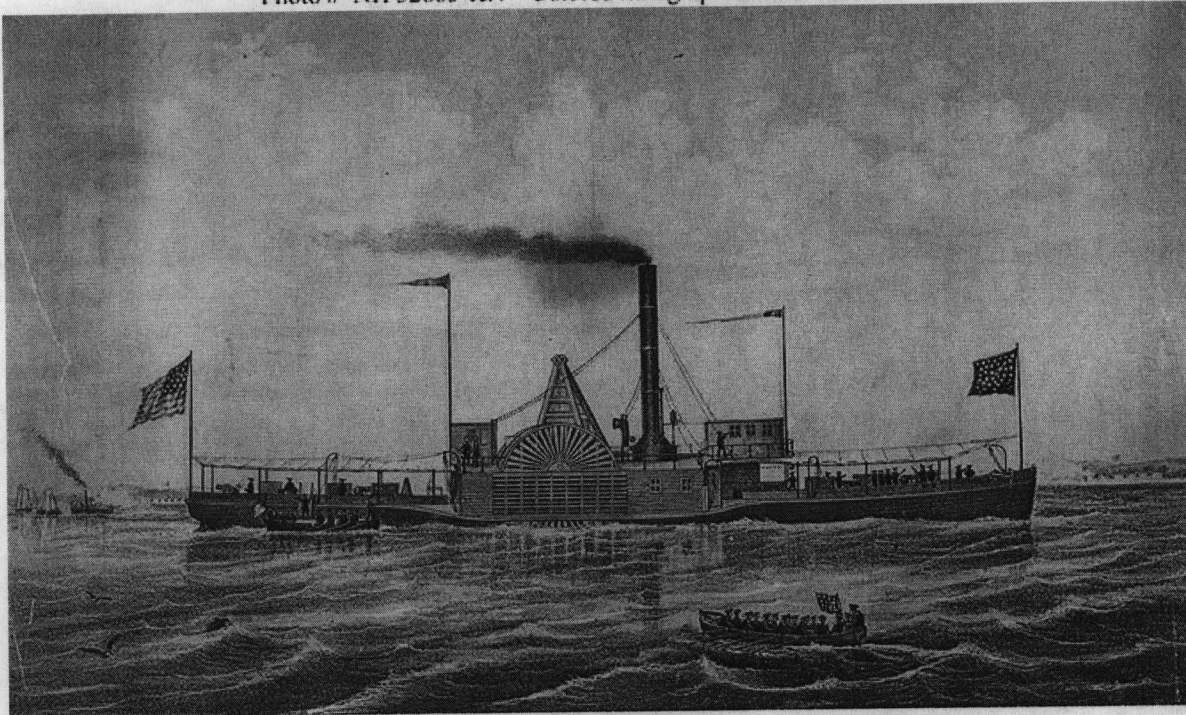
Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 3 of 57

Photo # NH 52665-KN Colored lithograph of USS Jacob Bell



¹⁶
Figure 3 - USS Jacob Bell

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 4 of 57



Figure 4 - Commander James H. Ward¹⁸

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 5 of 57

Photo # NH 60990 Sighting a gun on board USS Thomas Freeborn, 1861

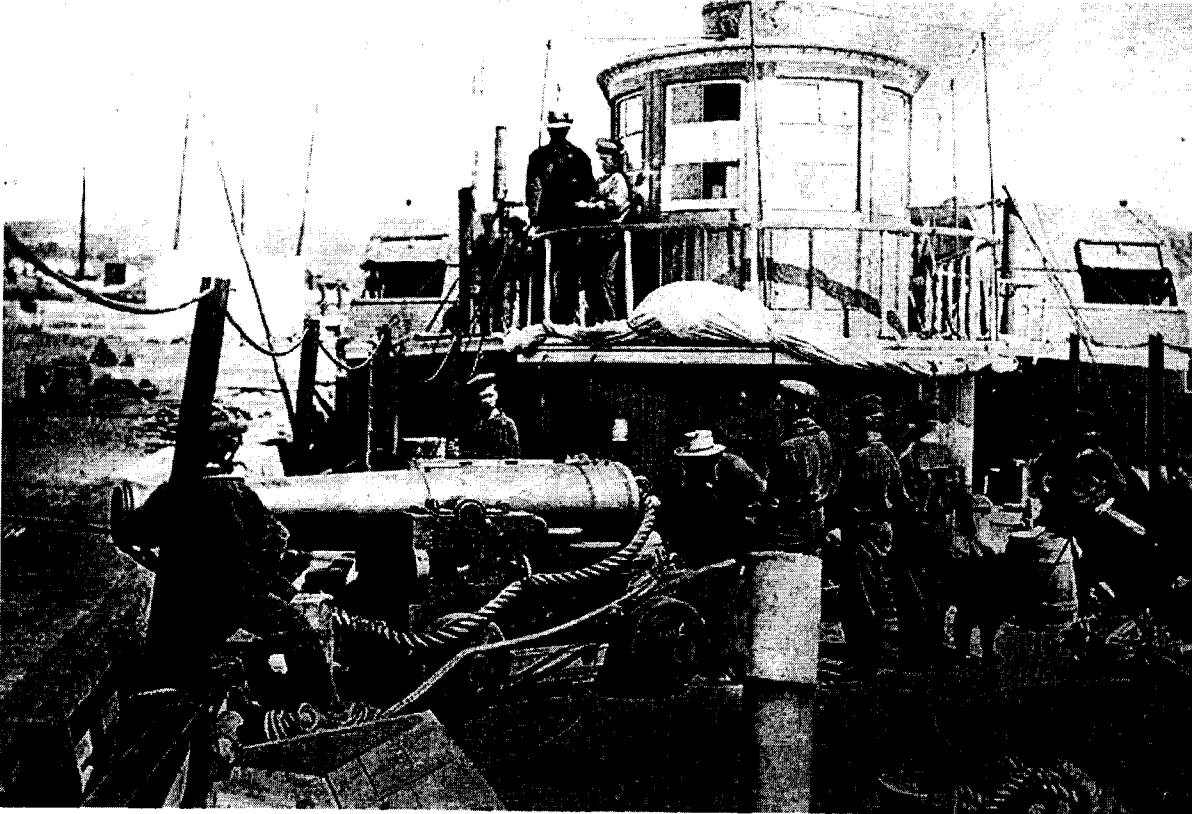


Figure 5: USS Thomas Freeborn gun deck²²

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 6 of 57

Photo # NH 45362 USS Pawnee during the Civil War

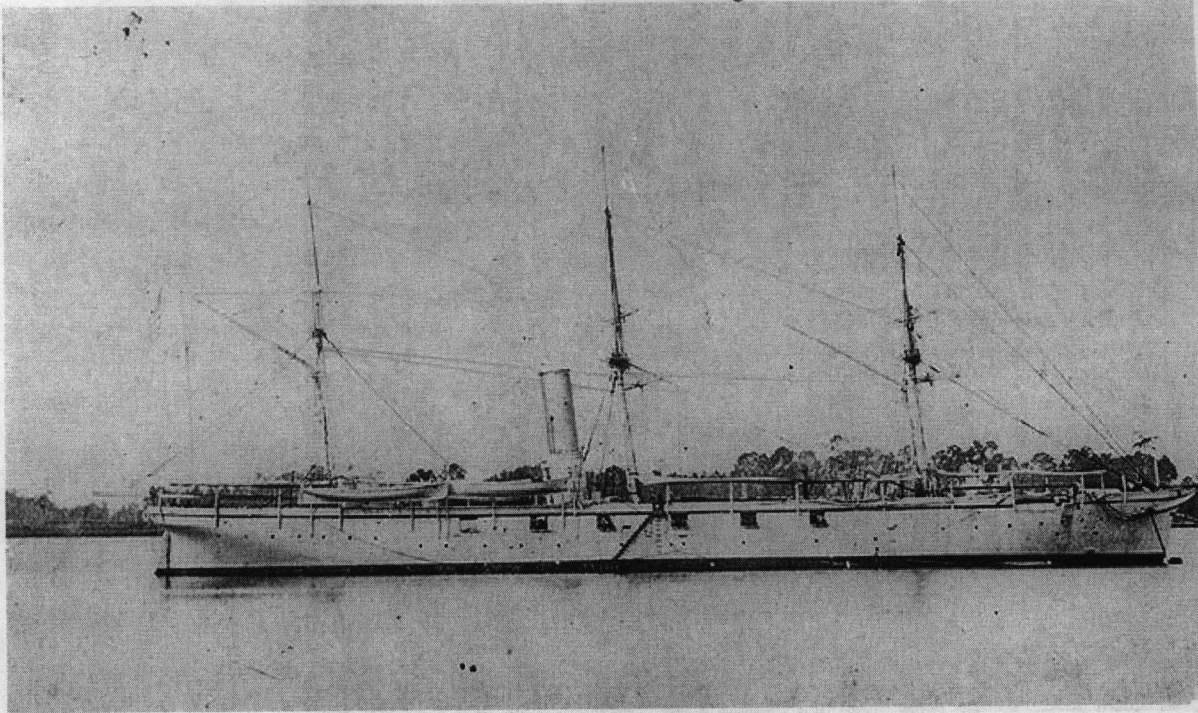


Figure 6: USS Pawnee²⁵

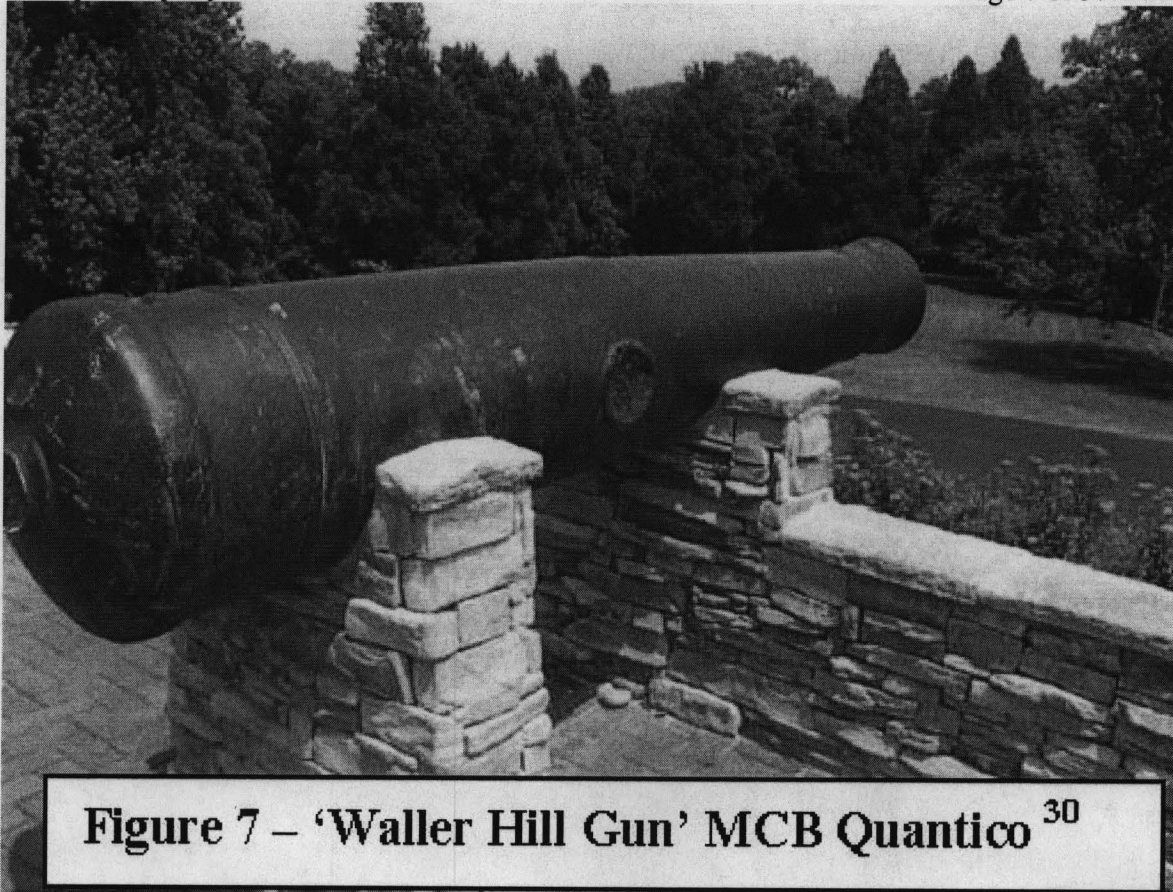
Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 7 of 57



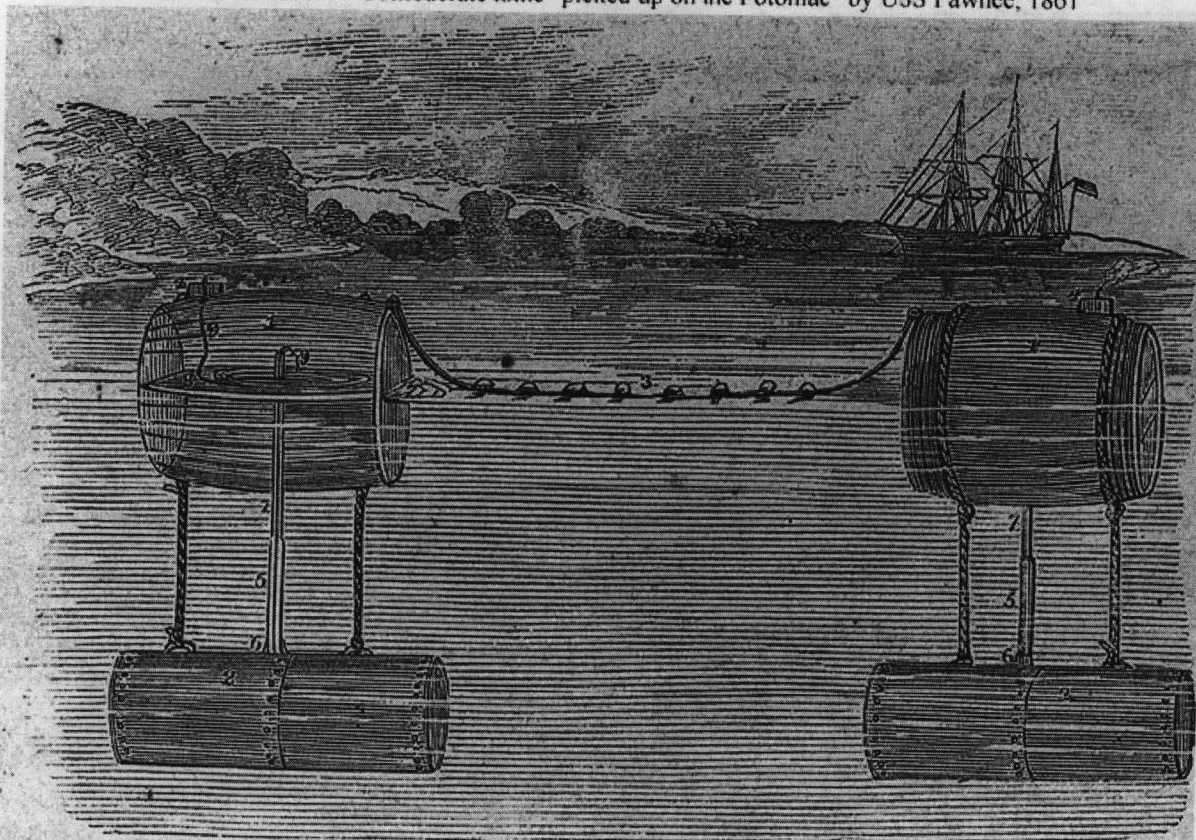
Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Photo # NH 59384 Confederate mine "picked up on the Potomac" by USS Pawnee, 1861

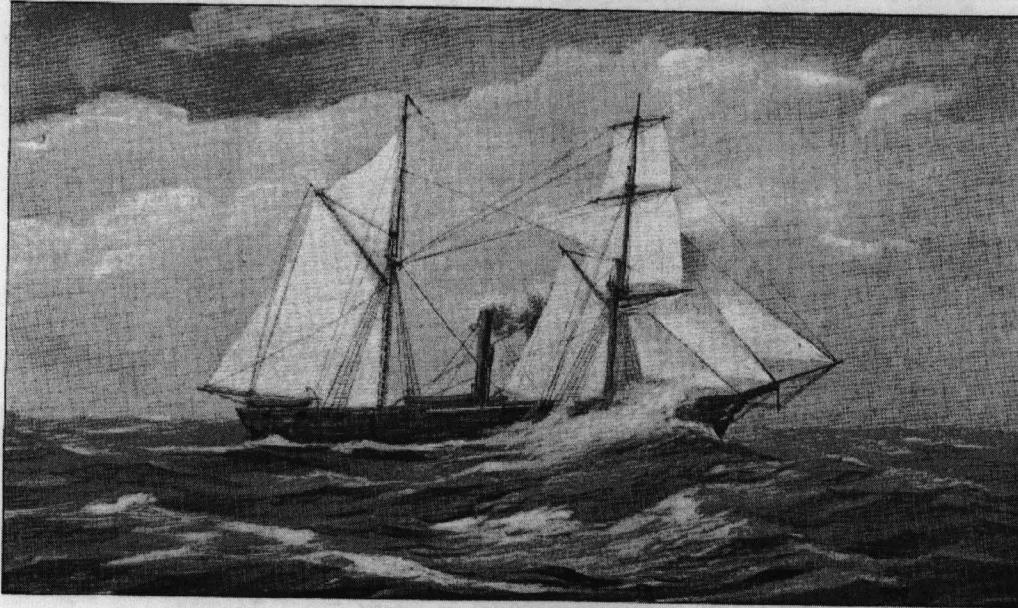
Page 8 of 57



REFERENCES.—No. 1. Large oil-casks, serving as buoys.—2. Iron boiler or bomb, 4 feet 6 inches long, 18 inches in diameter.—3. Rope 3 inches, with large pieces of cork at a distance of every 2 feet.—4. Box on top of cask, with fusee.—5. Gutta-percha tube fitting in to copper pipe.—6. Brass tap on bomb.—7. Copper tube running through cask.—8. Wooden platform in centre of casks, in which fusee was coiled and secured.—9. Fusee.

INFERNAL MACHINE PICKED UP ON THE POTOMAC BY THE U. S. STEAMER "PAWNEE."

Figure 8: An 'Infernal Machine' of the Confederates³⁸



UNITED STATES STEAMER POCAHONTAS.

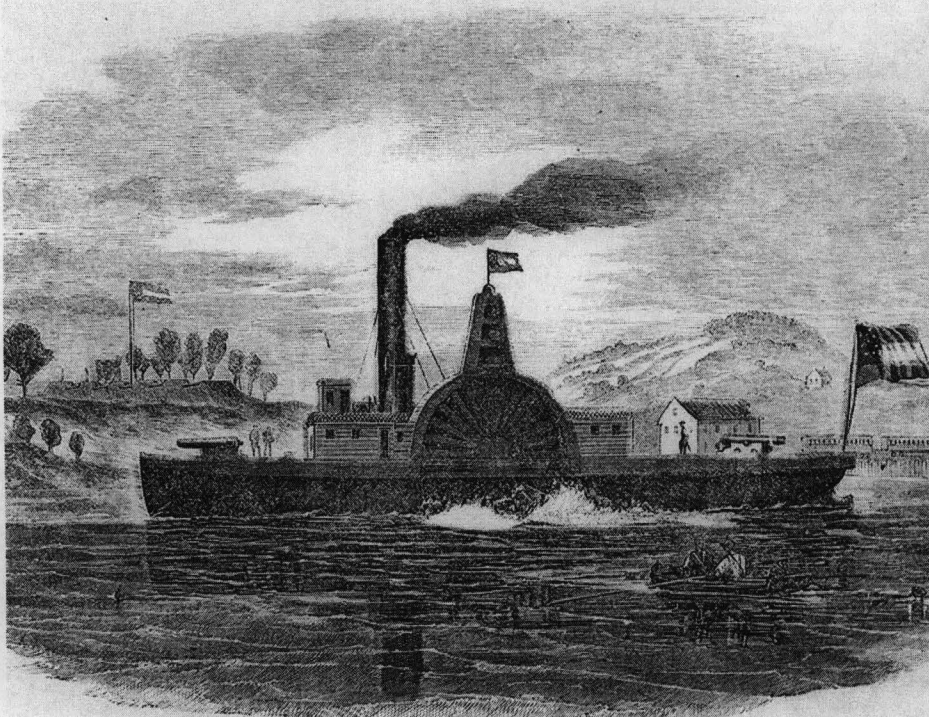
Figure 9 - USS Pocahontas ⁴⁰

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Photo # NH 59591 Confederate steamer George Page, 1861



THE REBEL STEAMER "PAGE," NOW LYING AT ACQUIA CREEK.—[SKETCHED BY LIEUTENANT OSBORN.]

Figure 10: The CSS George Page⁴⁸

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 11 of 57

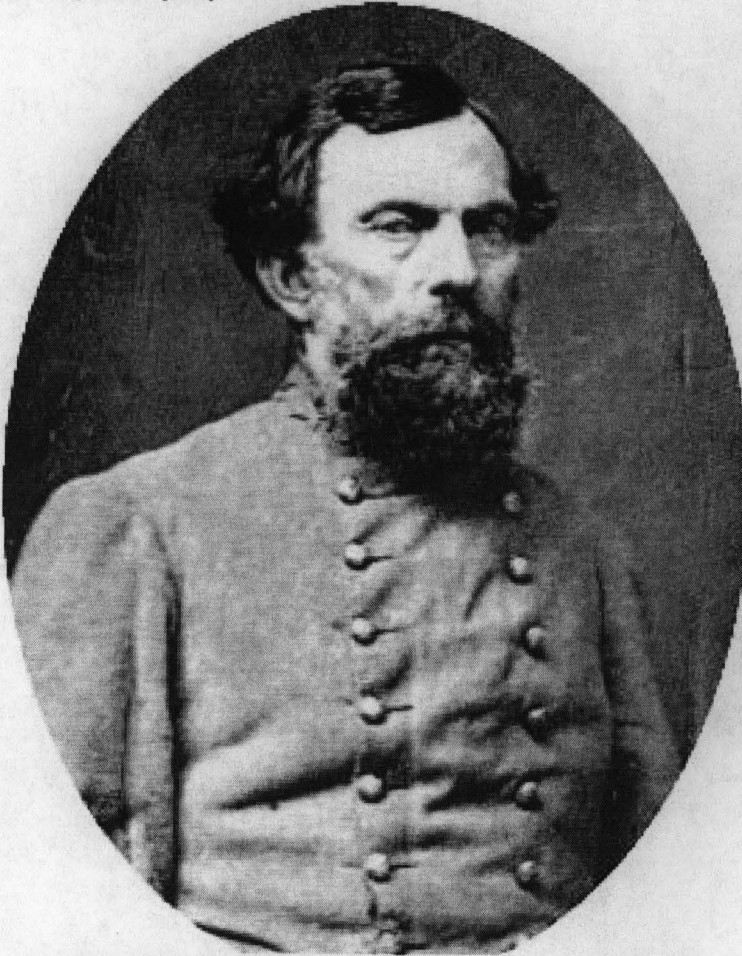


Figure 11 - Gen.

**Theodophilus
Holmes⁴¹**

salvag
tonic 1

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Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Photo # N11414 John Taylor Wood

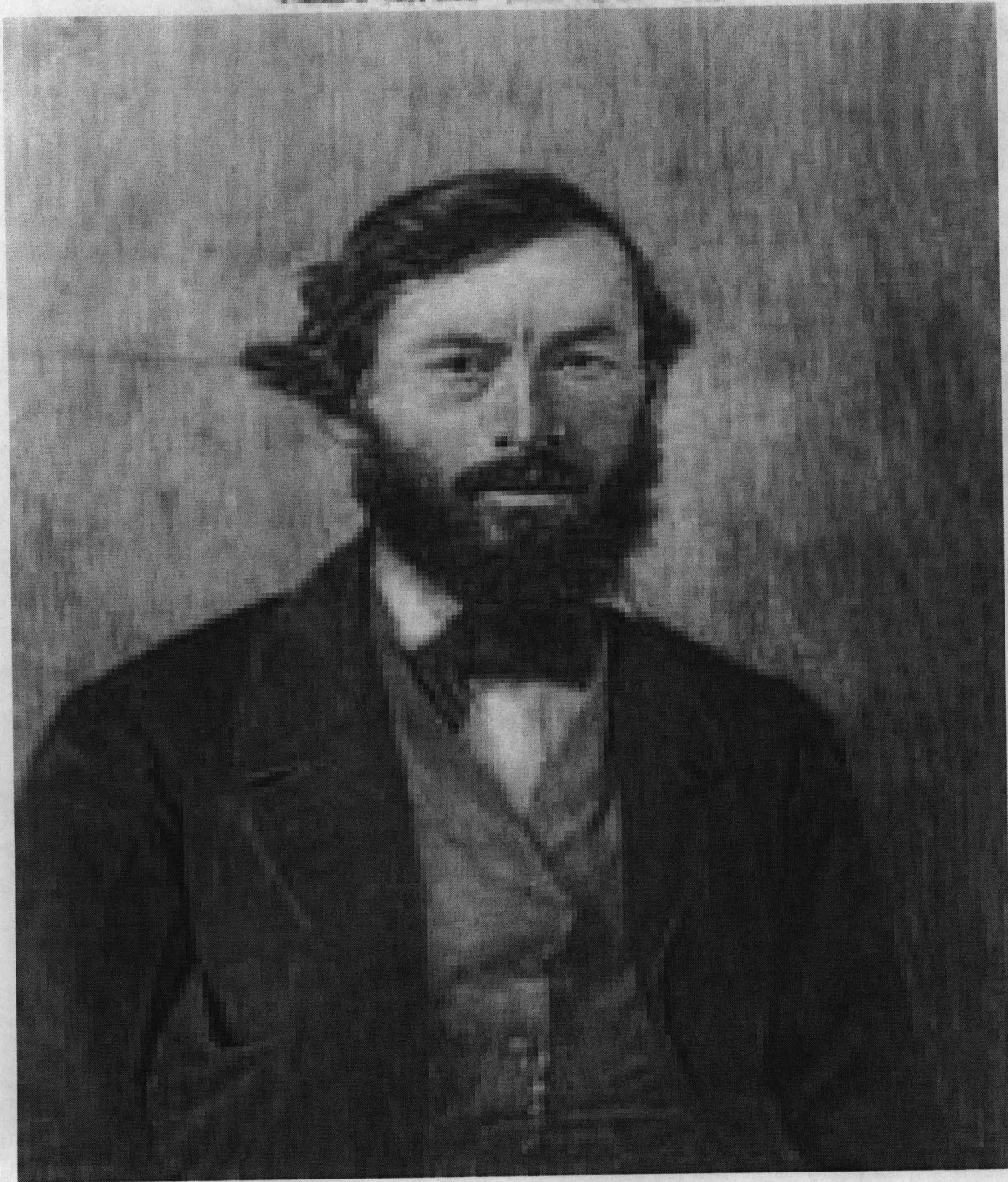


Figure 12: Confederate naval officer John Taylor Wood⁵³

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 13 of 57

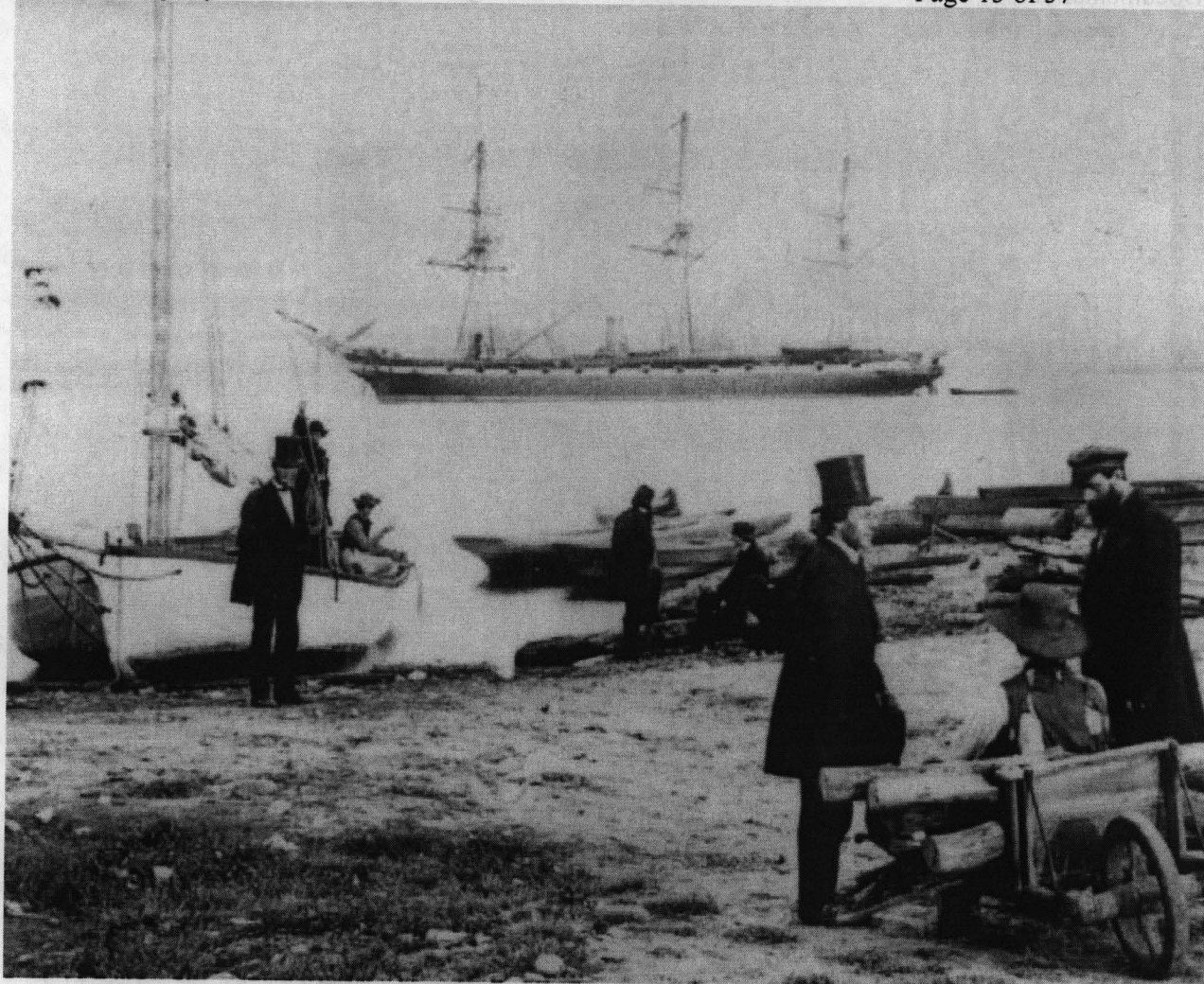


Figure 14 - USS Pensacola off Alexandria, Virginia 1861 ⁵⁵

Supplemental Materials for:
Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia
Multiple Property Documentation

Page 14 of 57



Figure 13: Lt. Charles Carroll Simms, CSN⁵⁴

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862:

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 15 of 57



Figure 15: Col. Louis Trezevant Wigfall⁶³

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 16 of 57

Photo # NH 90536 Scene on board USS Pawnee, looking aft

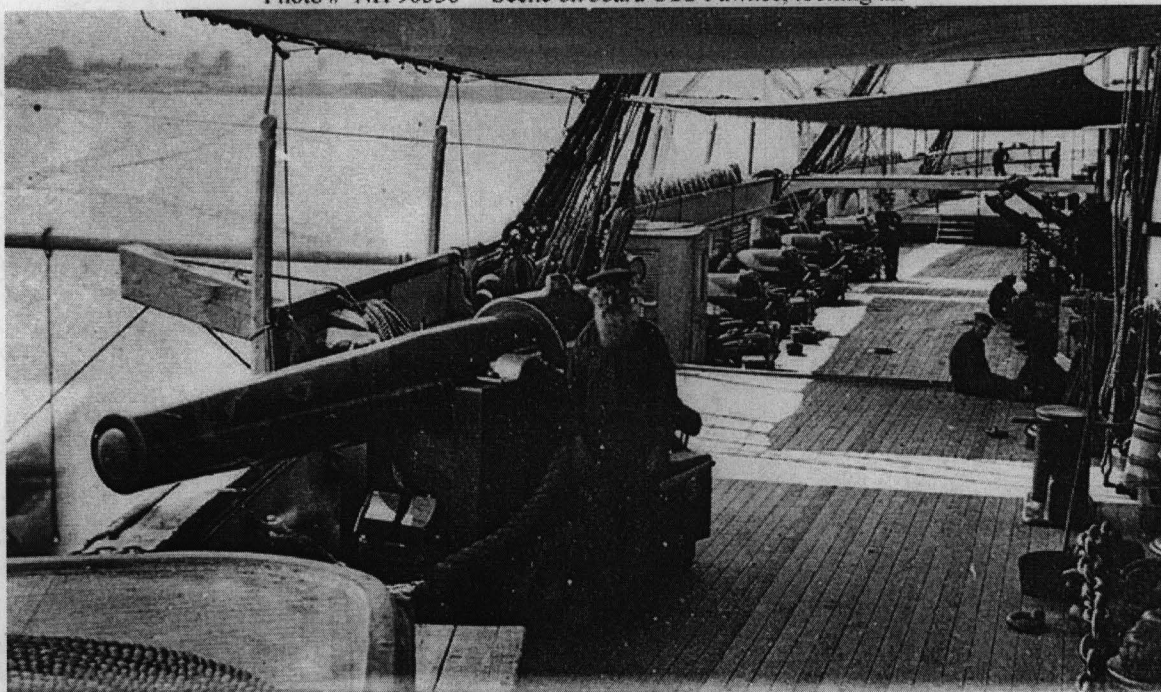


Figure 16 - Starboard battery of the USS Pawnee⁷⁴

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 17 of 57



Figure 17 – Confederate Naval Battery at Manassas Junction, similar in design to those on the Potomac

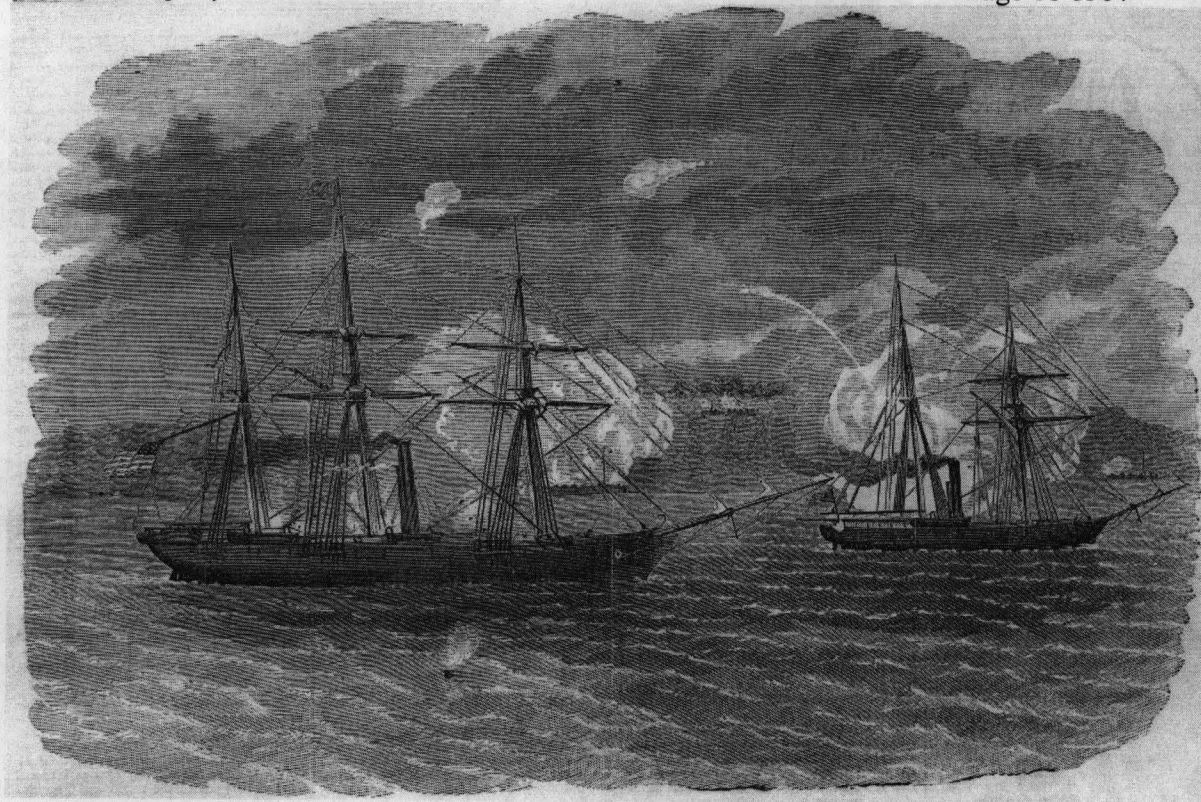


Figure 18: USS Pocahuntas and USS Seminole engagin the Shipping Point batteries⁷⁶

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 19 of 57

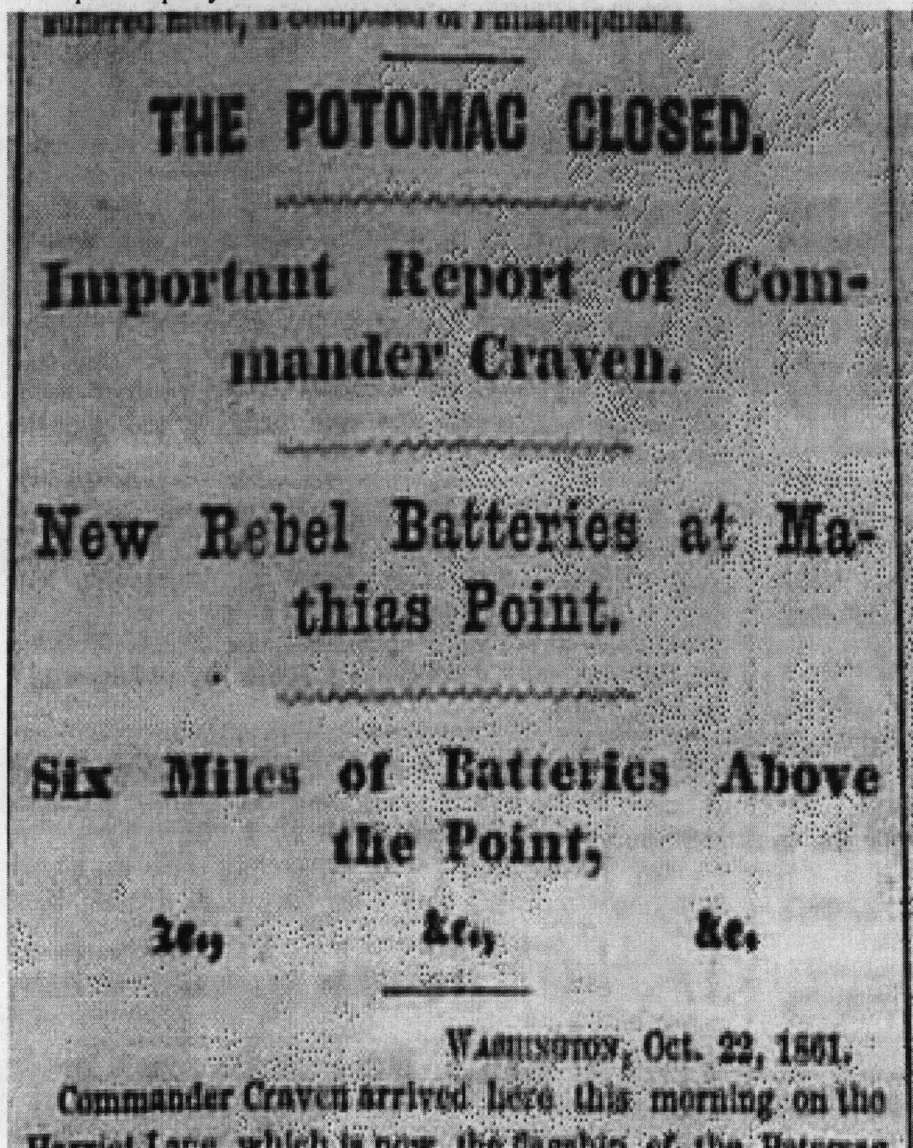


Figure 19: Headline from the New York Herald, 23 October 1861⁸⁵

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 20 of 57



Figure 20: Captiaion John A. Dahlgren⁹²

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 21 of 57

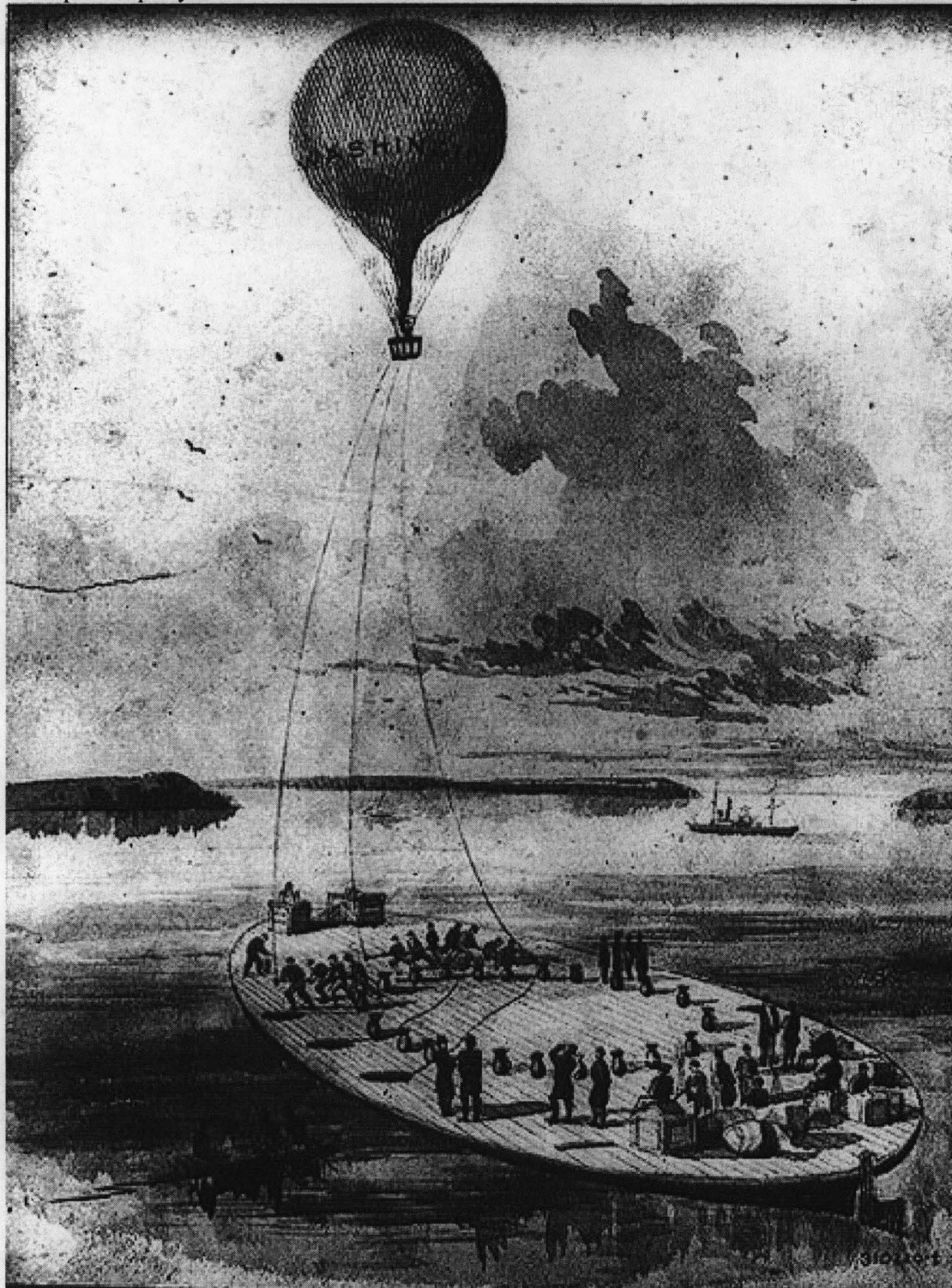


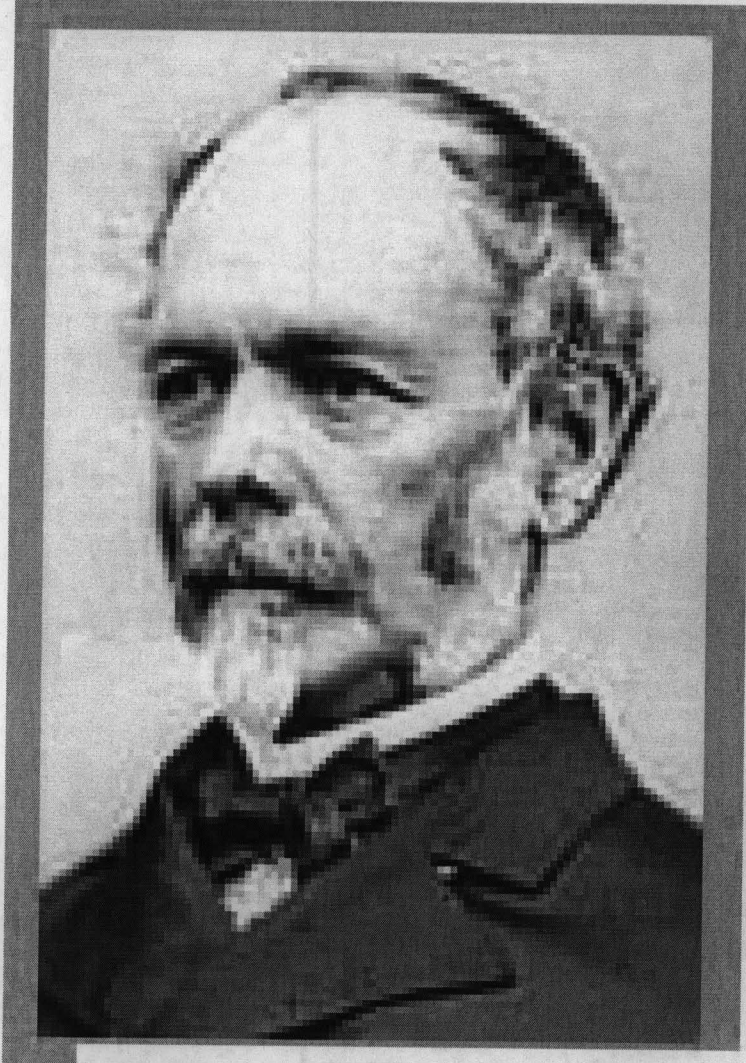
Figure 21 - Professor Lowe Develops the First 'Aircraft Carrier' ⁹⁸

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 22 of 57



**Figure 22 - Gen.
Joseph E.
Johnston⁹⁹**

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 23 of 57



Figure 23: General Isaac Ridgeway Trimble ¹⁰²

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 24 of 57

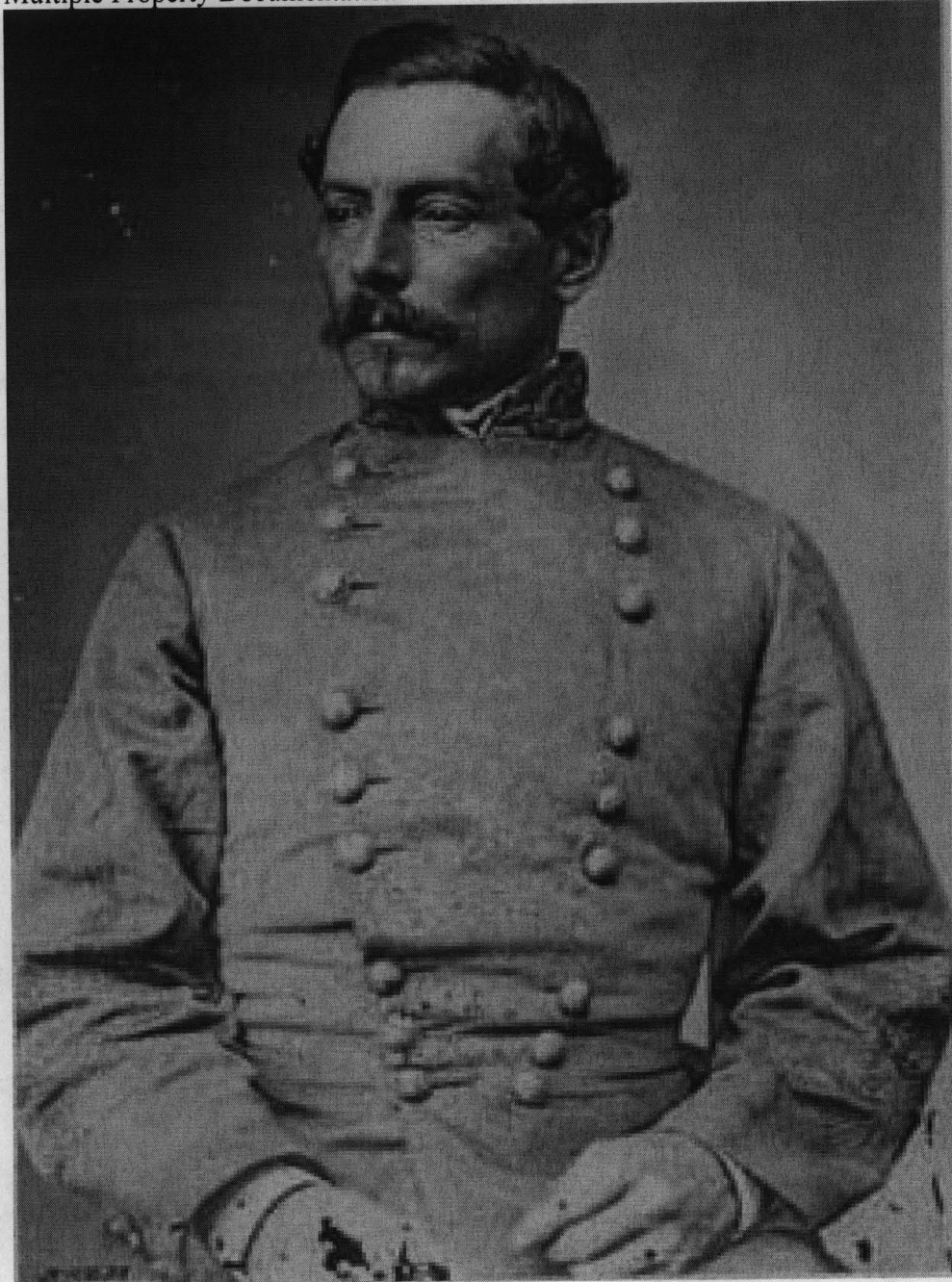


Figure 24: Gen. P.G.T. Beauregarde ¹⁰¹

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 25 of 57



Figure 25: Gen. Joseph Hooker ¹⁰⁵

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 26 of 57

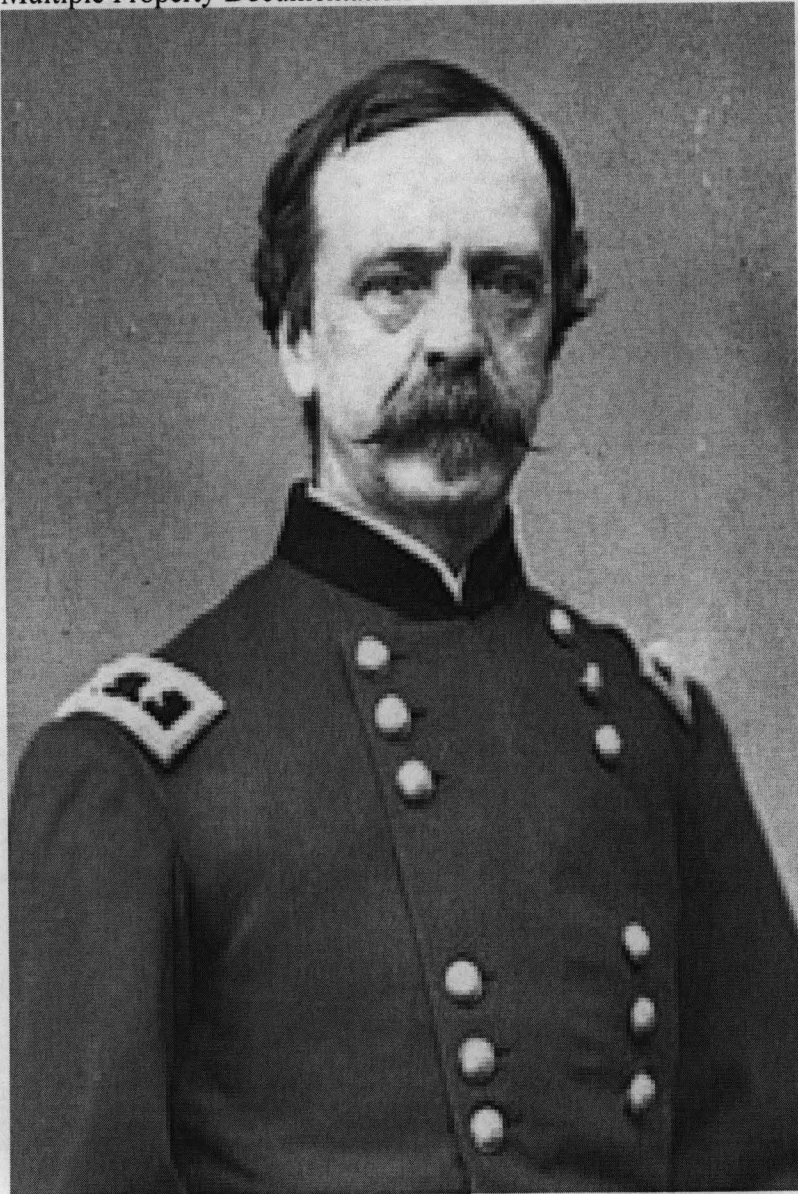


Figure 26: Gen. Daniel Sickles ¹⁰⁷

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 27 of 57

Photo # NH 73988 Confederate batteries near Quantico, Virginia, firing on U.S. Government supply vessels, 1861

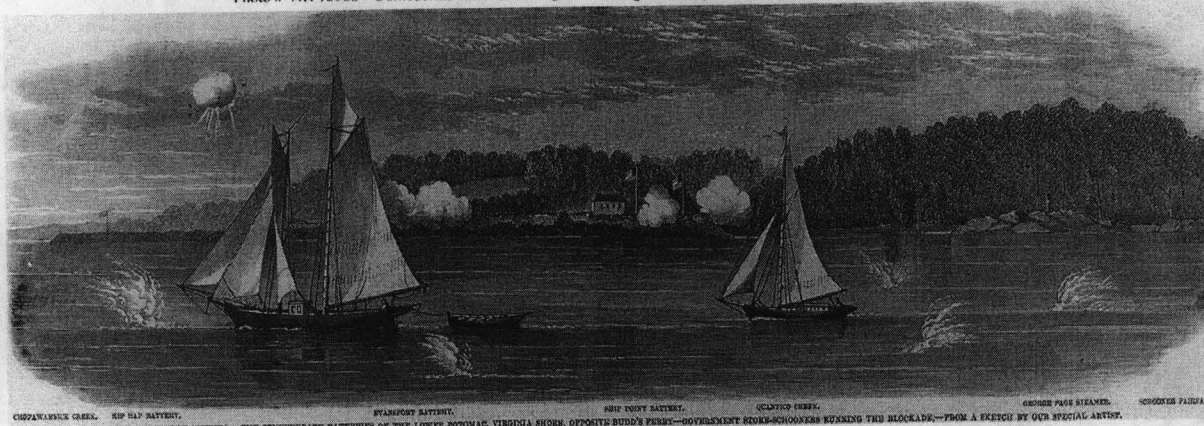


Figure 27: Evansport and Shipping Point batteries firing ¹²²

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862:
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

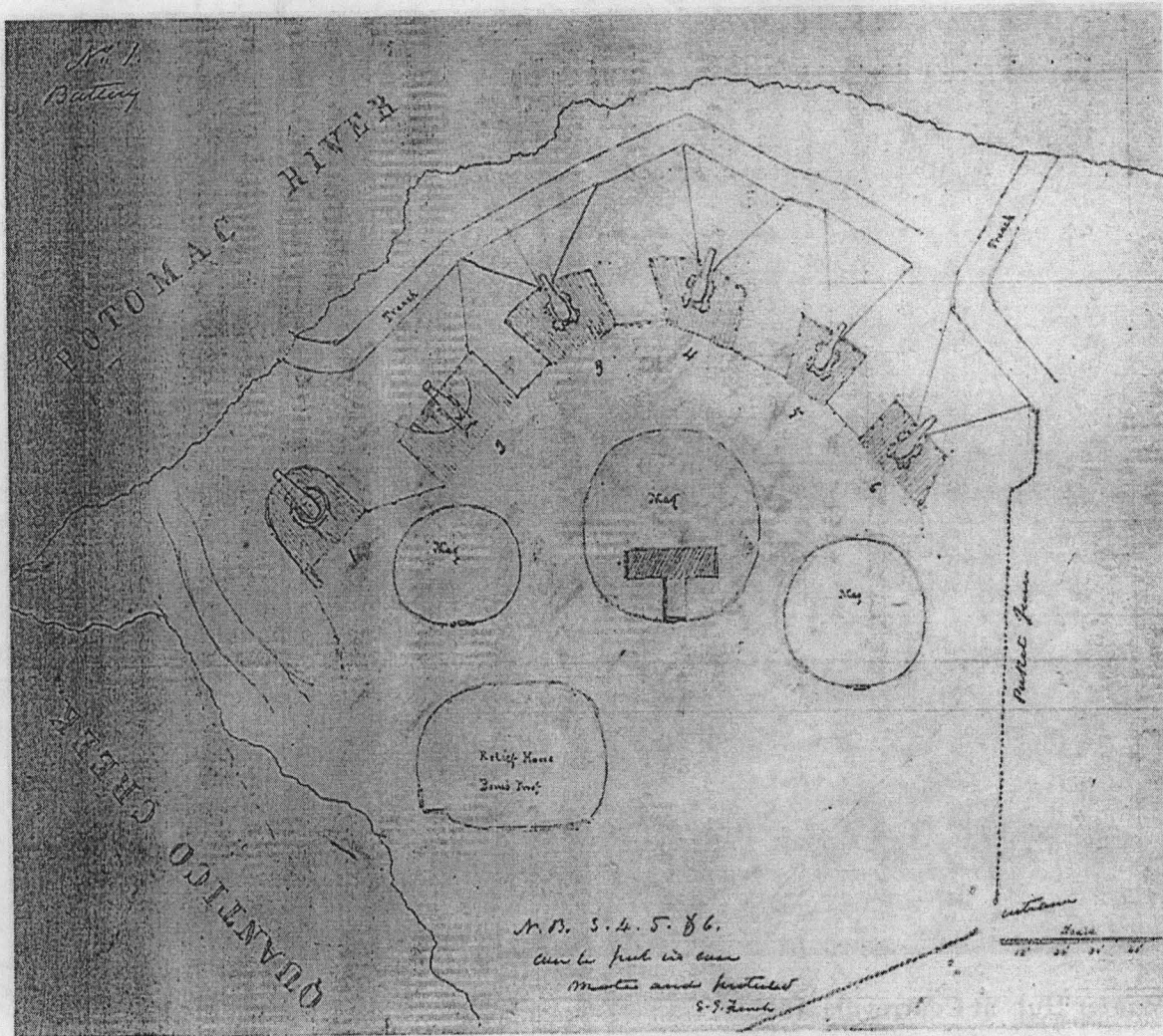


Figure 28: Plan of Shipping Point Battery #1, drawn by Gen. Samuel French¹²⁹

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 29 of 57



Figure 29 - Confederate Winter Huts at Centreville, 1862¹²⁵

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 30 of 57



Figure 31 - A bombproof magazine, as would have been installed at the Shipping Point batteries ¹²⁸

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 31 of 57



Figure 30: A 7.5-inch Blakely gun at the Washington Navy Yard¹²⁰

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 32 of 57

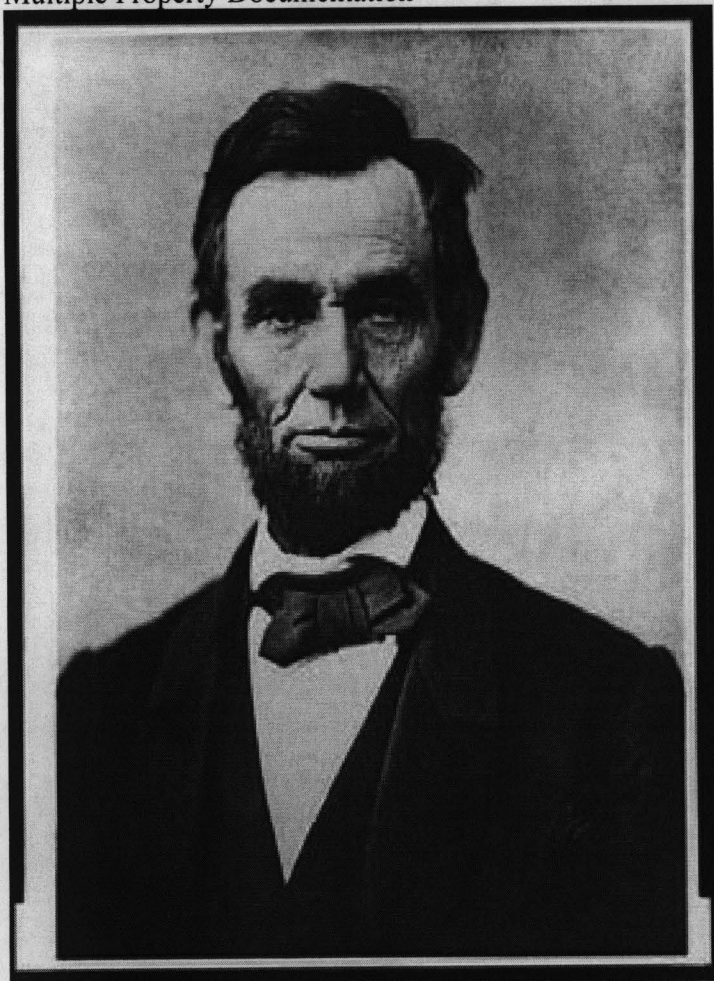


Figure 32: President Abraham Lincoln ¹⁴¹

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 33 of 57

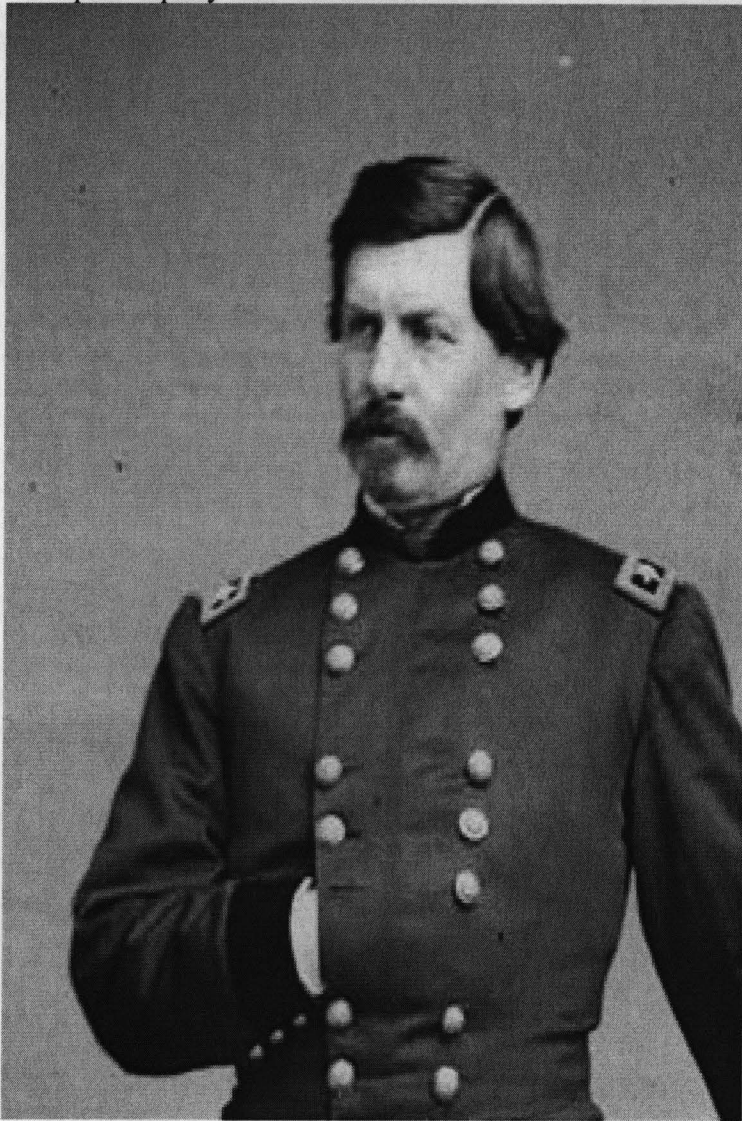


Figure 33: Gen. George MacClellan ¹⁴³

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 34 of 57

Photo # NH 57514 USS Harriet Lane. Reproduction of an artwork by Clary Ray

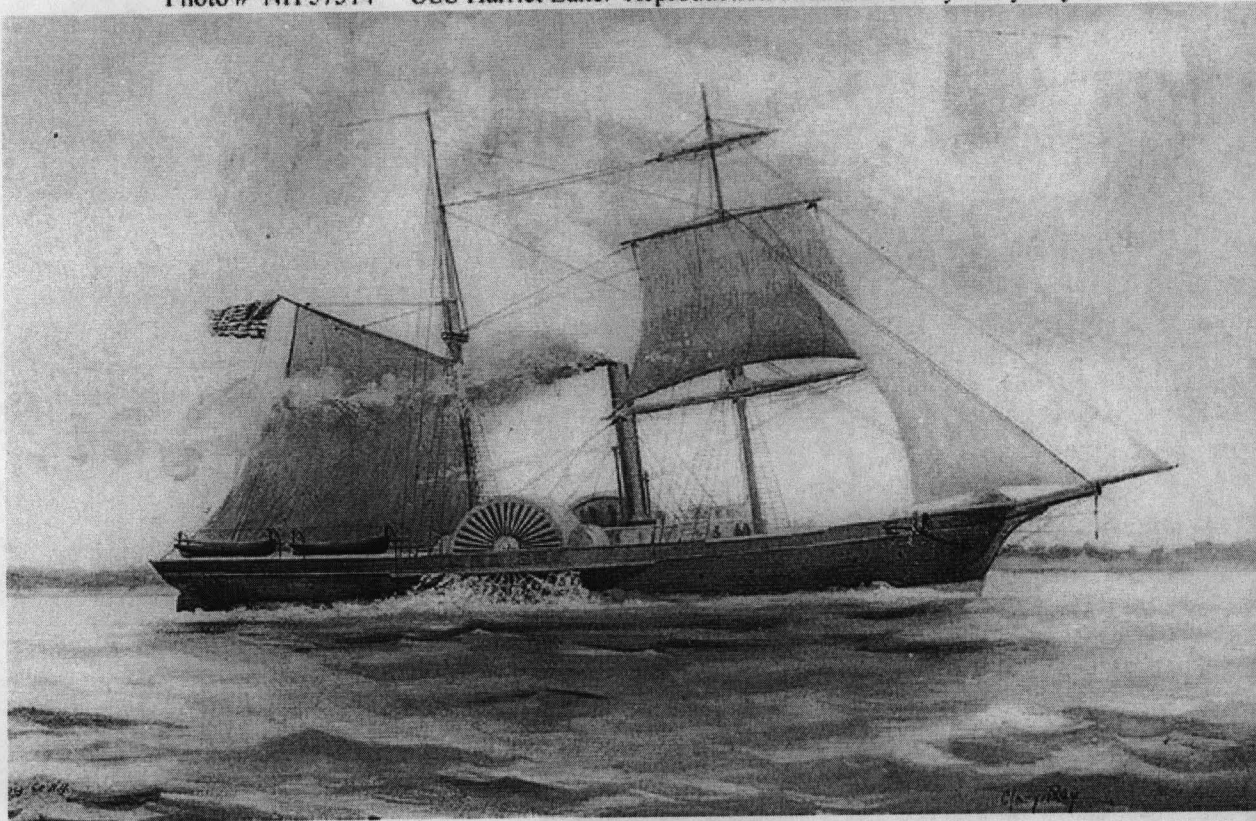


Figure 34: USS Harriet Lane ¹⁴⁵

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 35 of 57

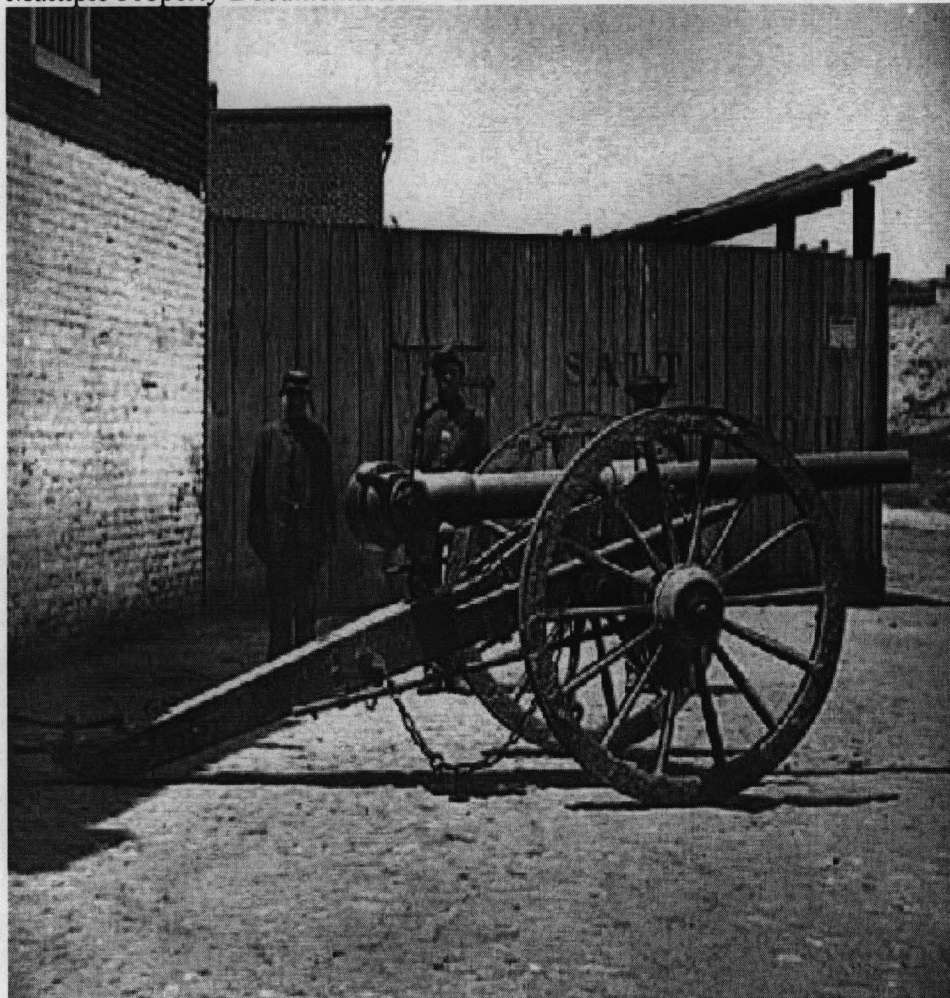


Figure 35: A large caliber Whitworth gun¹⁵⁶

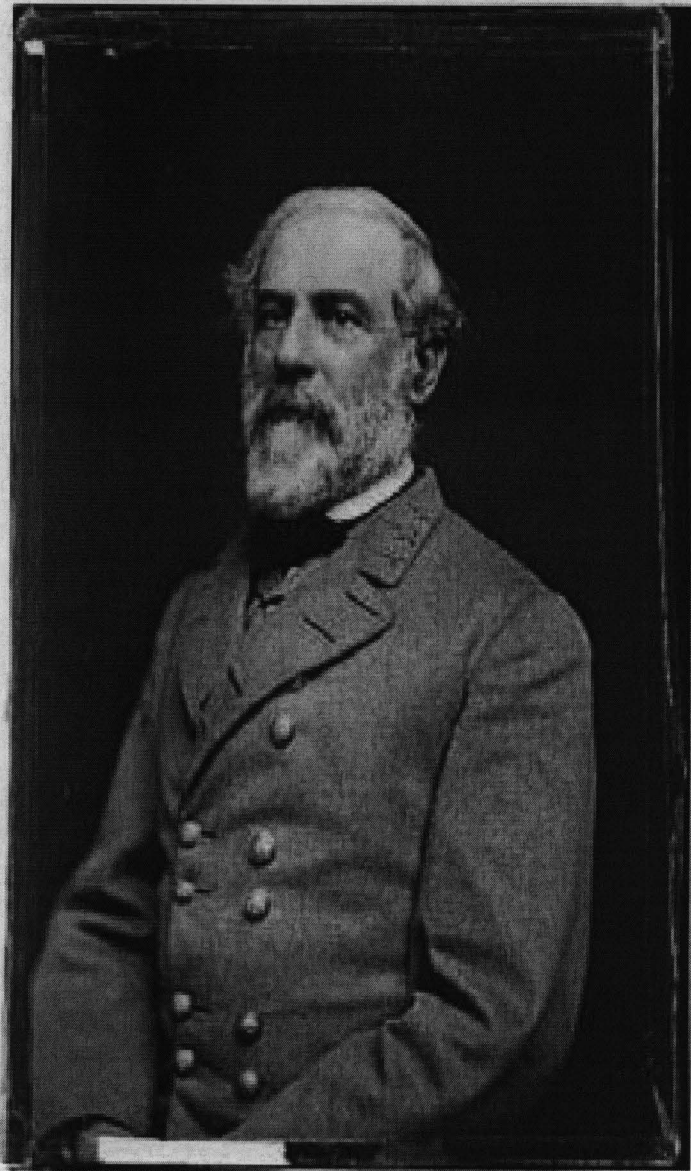


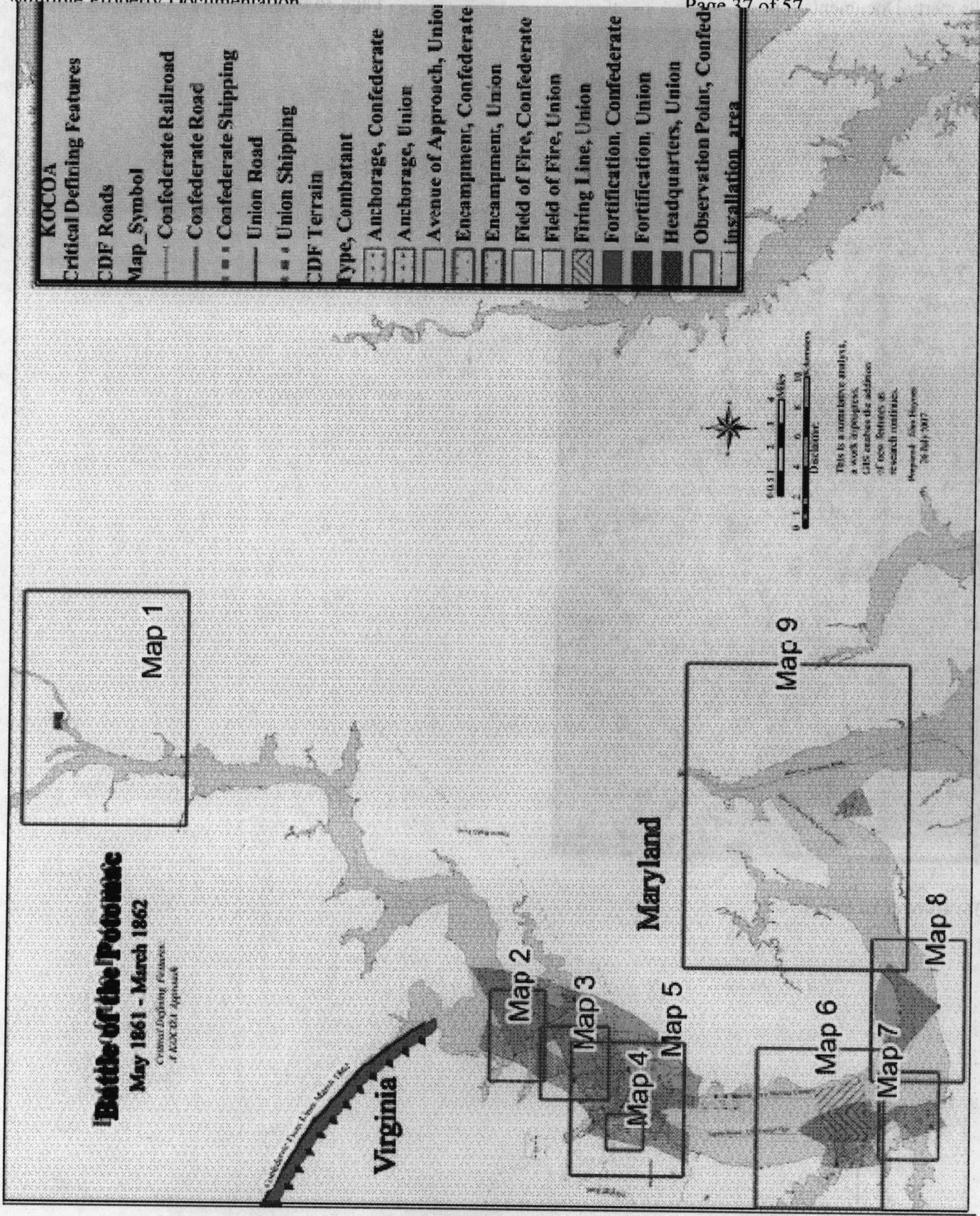
Figure 36: Robert E. Lee ¹⁶⁰

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862:

Virginia, Maryland, and the District of Columbia

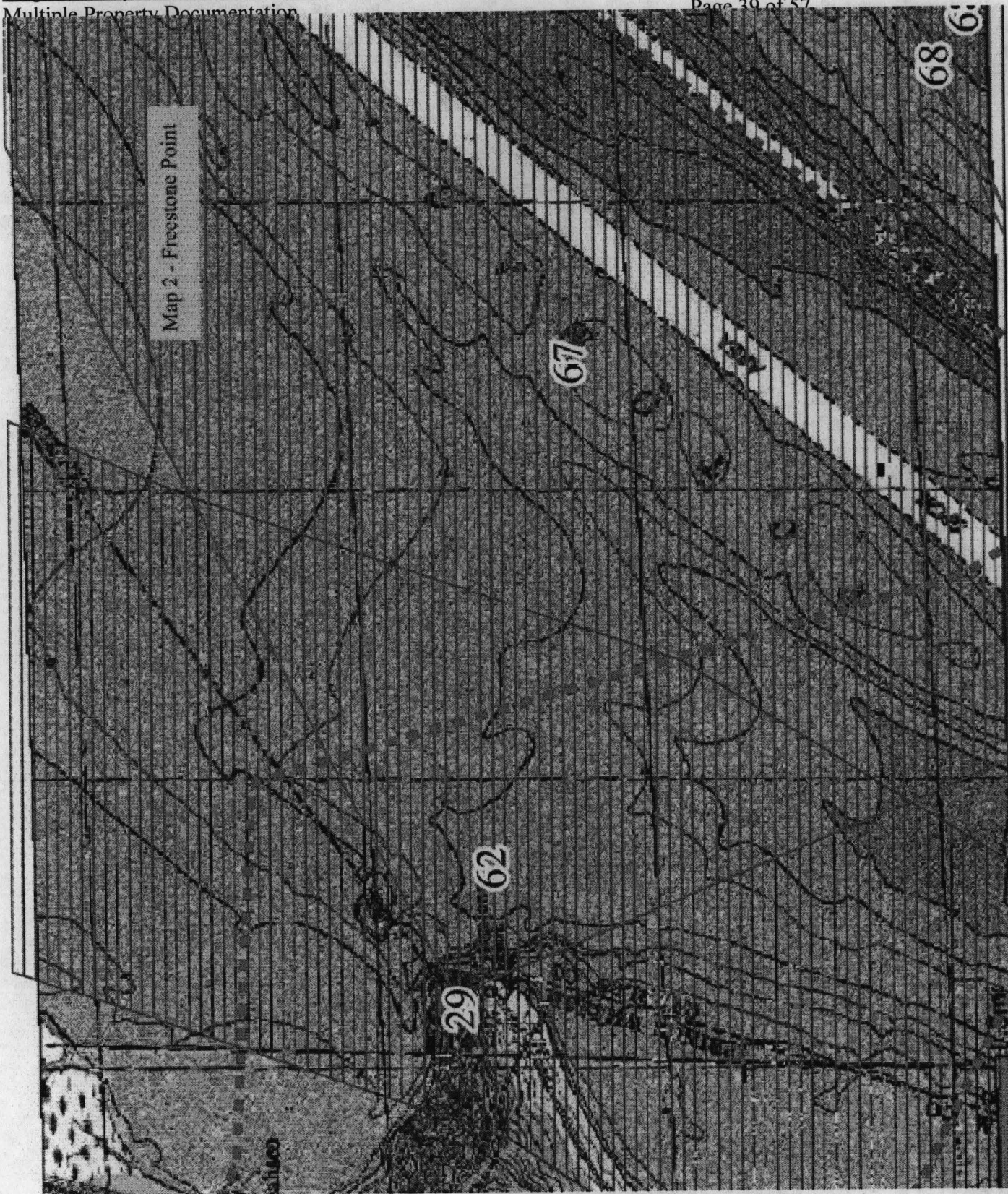
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Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation



Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 40 of 57



Supplemental Materials for:

**Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia**

Multiple Property Documentation

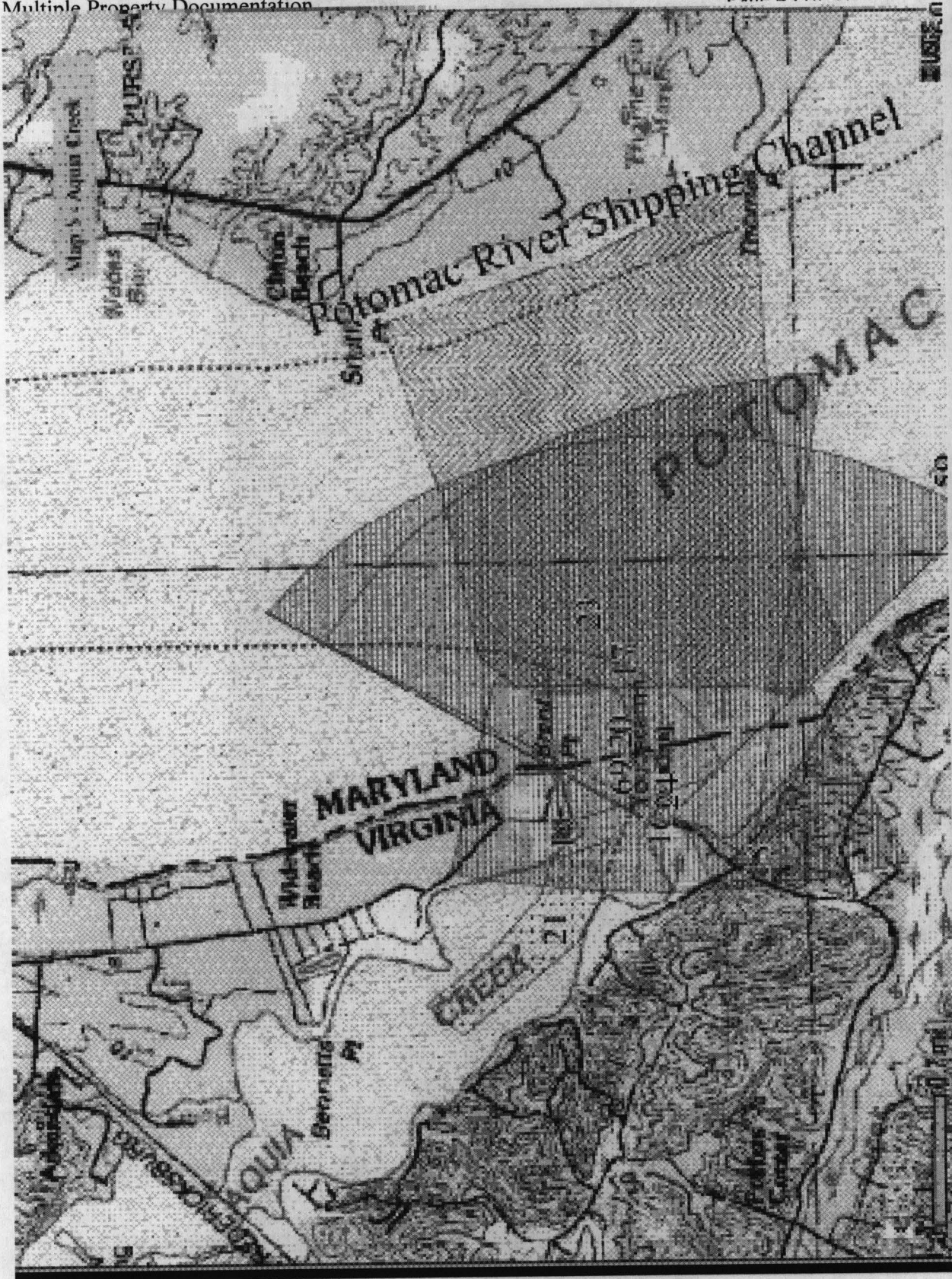
Page 42 of 57



Supplemental Materials for:

**Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;
Virginia, Maryland, and the District of Columbia**

Multiple Property Documentation

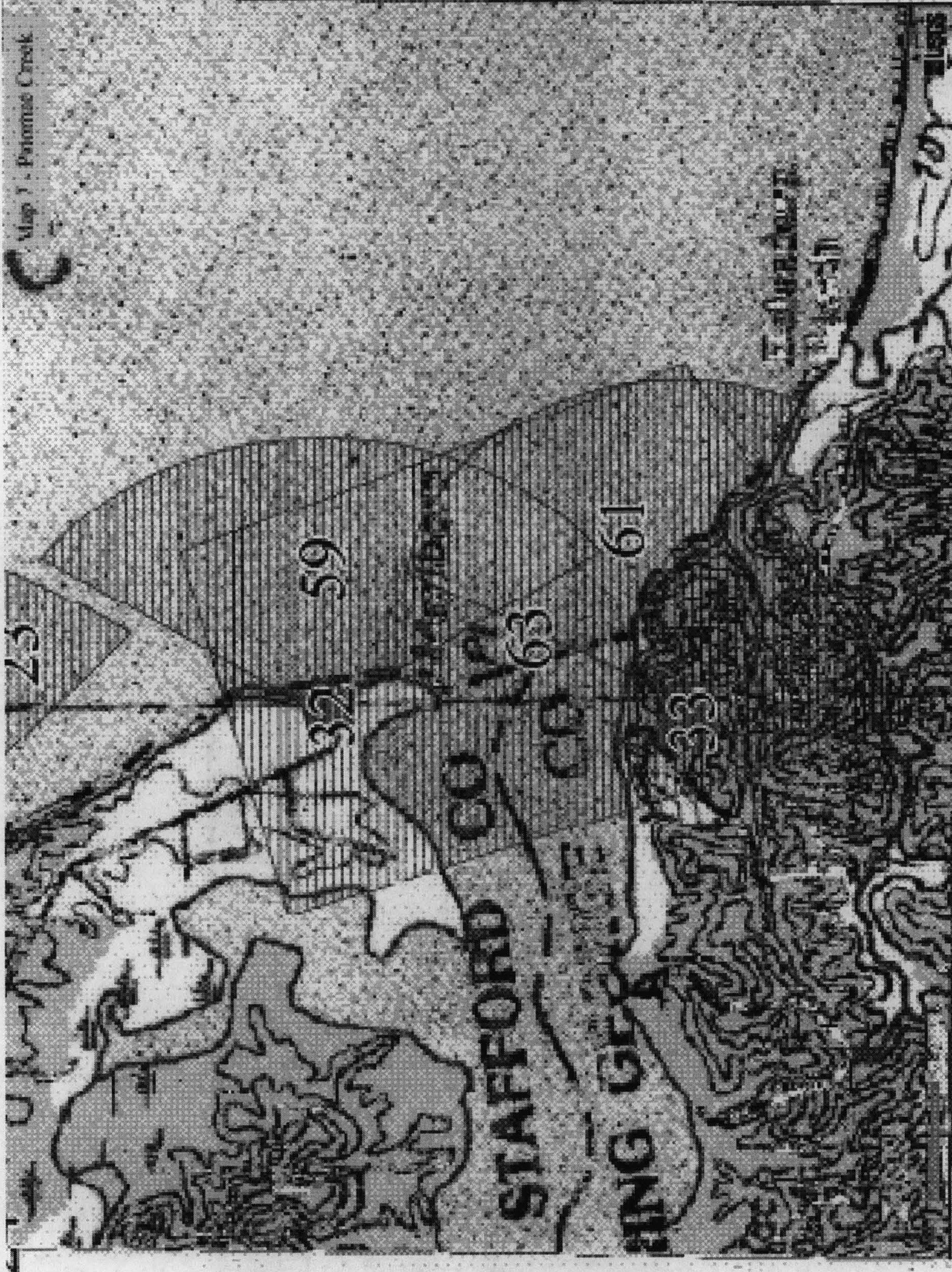


Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation



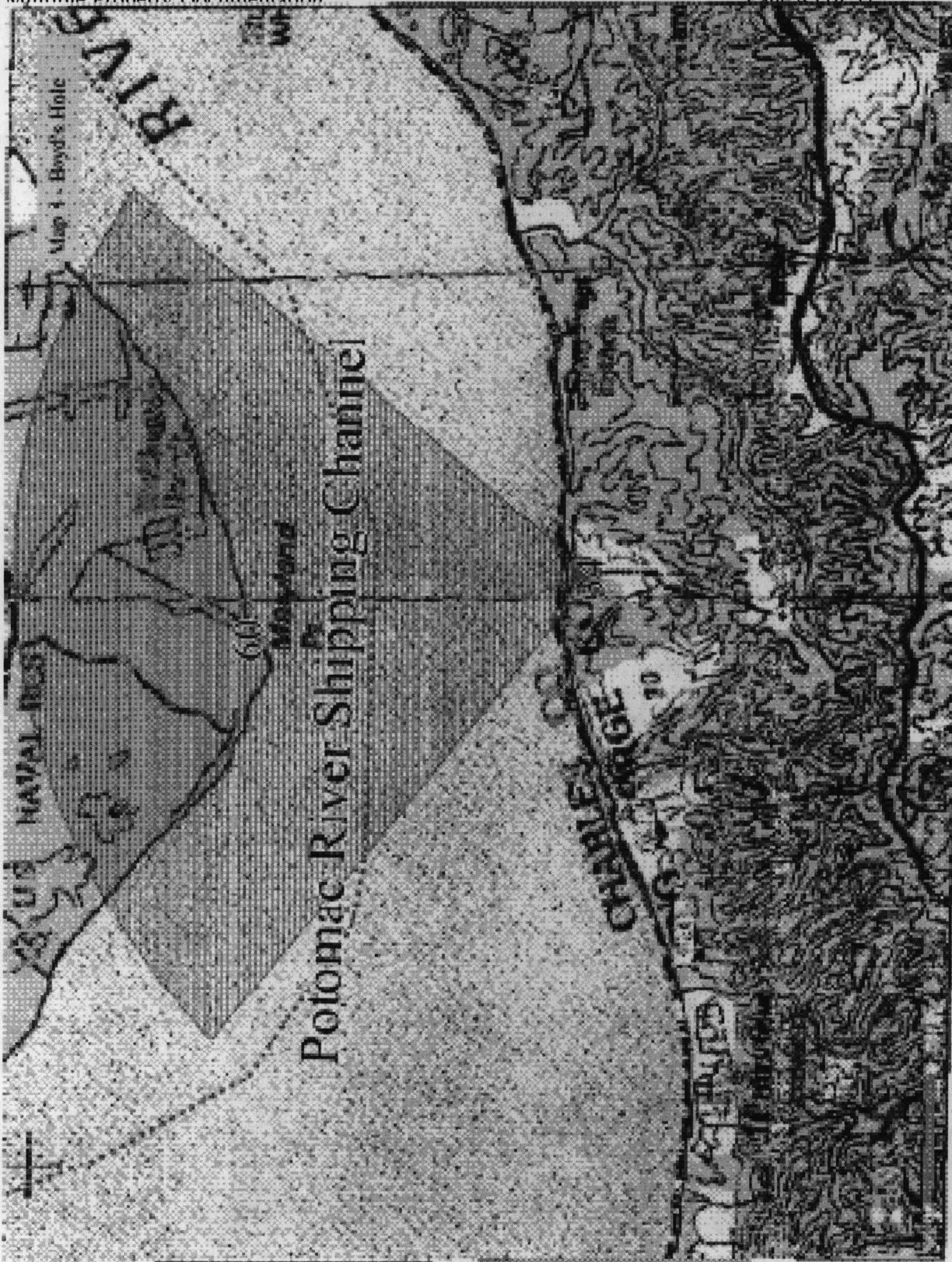
Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Page 45 of 57

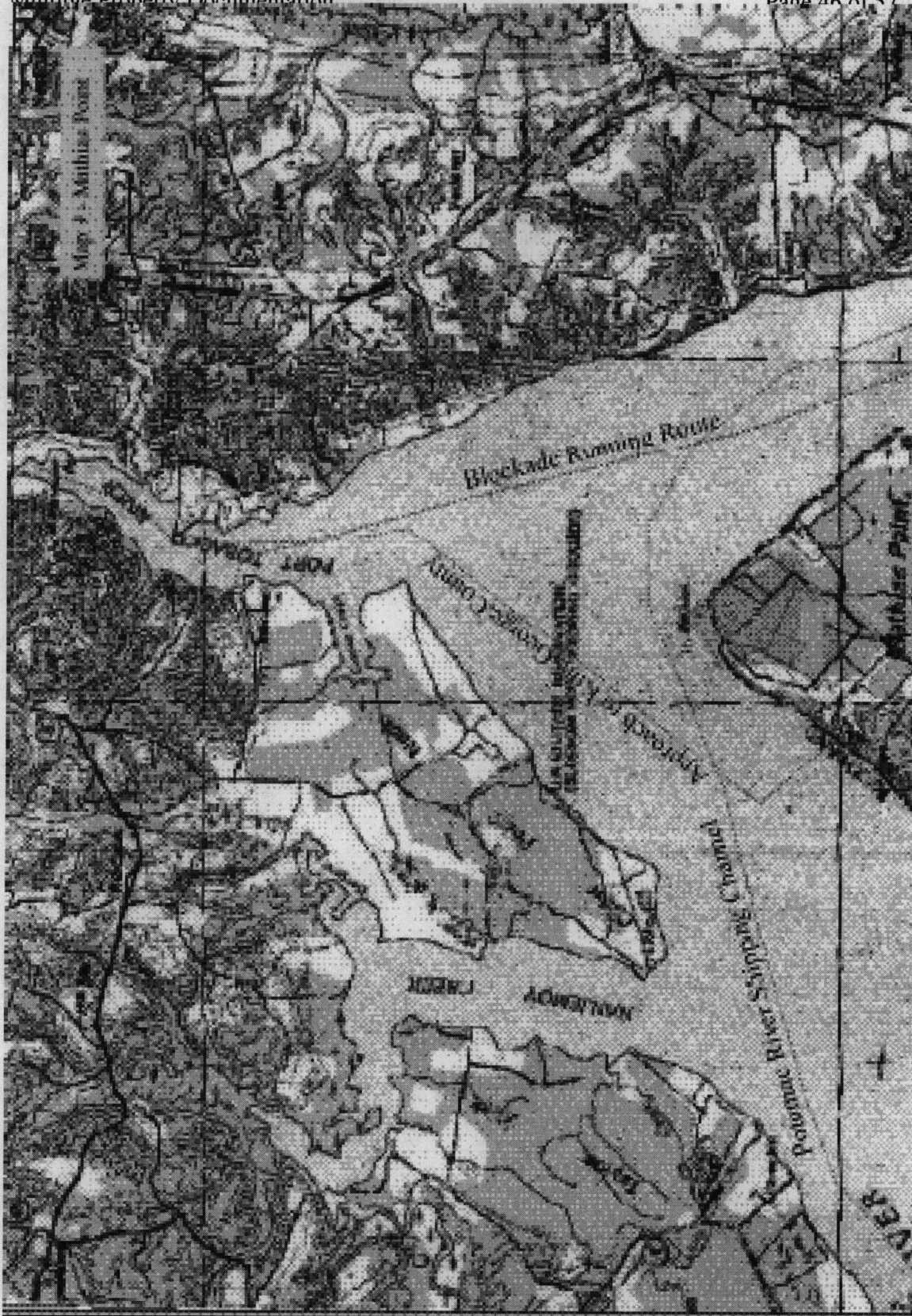


Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862;

Virginia, Maryland, and the District of Columbia

Multiple Property Documentation



Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

Polygons/Key Terrain

Id	Name	Relevance	Field Comment	KOCSA	Integrity	SHPO No	Type	Combatant
1	Shipping Point Battery No. 1	Primary Confederate offensive Naval Battery during the campaign	No above ground features, leveled prior to construction of housing ca. 1941; little shoreline erosion due to concrete bulkhead	Confederate: Concealment, field of fire, observation point; Union, obstacle	No above ground trace of the earthworks; landform intact; subsurface remains likely, but unevaluated	N/A	Fortification	Confederate
2	Shipping Point Battery No. 2	Supporting Offensive Battery, Confederate	Earthworks destroyed, location possibly corresponds with extant knoll	Confederate: Concealment, field of fire; Union, obstacle	No above ground evidence of earthworks, landform intact; subsurface remains likely, but unevaluated	N/A	Fortification	Confederate
3	Evansport Battery	Defensive Battery, Confederate, supporting offensive battery	Earthworks destroyed, archaeological investigation (backhoe trenching and shovel testing) failed to find any associated remains; destroyed by 20th Century construction	Confederate: Concealment, field of fire; Union: obstacle	Destroyed, no remains	N/A	Fortification	Confederate
4	Rising Hill Battery (Waller Hill Battery)	Defensive Battery, Confederate, supporting offensive battery	Earthworks destroyed, archaeological investigation failed to locate subsurface remains, some chance of deeply buried subsurface remains recommended	Confederate: Concealment, field of fire, observation point; Union: obstacle	No above ground evidence; possible subsurface remains; Landscape, heavily altered - residential area	N/A	Fortification	Confederate
5	Chopawamsic Battery No. 1	Defensive Battery, Confederate	Earthworks and landform completely destroyed by the construction of the Turner Airfield (MCAF) land fill; no subsurface remains in-situ	Confederate: Concealment, field of fire; Union: obstacle	Destroyed, no remains; Landscape drastically altered	N/A	Fortification	Confederate
6	Chopawamsic Battery No. 2	Defensive Battery, Confederate, secondary offensive battery	Earthworks and landform completely destroyed by the construction of the Turner Airfield (MCAF) land fill; no subsurface remains likely	Confederate: Concealment, field of fire; Union: obstacle	Destroyed, no remains; Landscape drastically altered	N/A	Fortification	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

7	Evansport Cantonment, Camp French	Winter camp for troops manning and defending the batteries at Shipping Point and Evansport	Primarily intact, high integrity, surface and subsurface features; winter hut dugout depressions, road trace, possible magazine	Confederate: encampment	Archaeological and Landscape integrity; minor alterations: golf course fairways over 25% of camp area, modern road and utilities	44PW0917	Encampment	Confederate
8	Rising Hill Camp	Winter camp for troops manning an adjacent battery at Rising Hill, and defensive infantry positions	Intact, landscape unaltered, minor impacts from underground utilities and some past relic hunting	Confederate: encampment	Archaeological and Landscape integrity	44PW1412	Encampment	Confederate
9	2nd Tennessee Volunteers Camp	Winter camp for troops positioned to defend against possible Union advances against Potomac Batteries;	Intact, landscape unaltered, possible past relic hunting, but very minor	Confederate: encampment	Archaeological and Landscape integrity	44ST0302	Encampment	Confederate
10	Camp Chopawamsic	Cavalry camp for the Stafford Rangers and Caroline Light Dragoons (also known as Waller's and Swans' troops of cavalry); first Confederate troops positioned in this area, last to leave	Uninvestigated, inferred from discussion in official records, 19th century plats of Chopawamsic Farm and Civil War era maps showing fields (camp location not shown)	Confederate: encampment	Probable integrity, little development in this area if the camp is located on MCB Quantico, ordnance impacts in some areas	N/A	Encampment	Confederate
11	Budd's Ferry Battery	Union counter-battery against the Confederate Shipping Point Batteries	Uninvestigated	Union: Concealment, field of fire	Unknown	N/A	Fortification	Union
12	Stump Neck	Union field artillery positioned here against Cockpit point batteries	Uninvestigated	Union: Concealment, field of fire	Unknown	N/A	Fortification	Union
13	Camp Hooker	Winter camp of Hooker's Division, November 1861 - March 1862; Specific sites referenced included Camp Hooker, Camp Baker, and Excelsior Brigade camp (Sickles)	This polygon does not represent a specific location, just a likely zone for camps to have been made; the camps may have been spread over a wider area	Union: encampment	Unknown, archival and field research needed to determine the existence and condition of camps; informants report some survive	N/A	Encampment	Union

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

14	Matt woman Creek, mouth of	Anchorage for vessels of the Potomac Flotilla, blockaded vessels, and scene of first barge-based balloon launch	Uninvestigated	Union: observation point, anchorage	Unknown; potential for underwater archaeological resources low	N/A	Anchorage	Union
15	Cockpit Point Batteries	Confederate offensive batteries	Site retains integrity; archaeological evaluations completed, site nominated to the NRHP; site 44PW556, hut pits within NRHP boundary	Confederate: Concealment, field of fire, observation point; Union: obstacle	Intact earthworks, subsurface archaeological components	76-302	Fortification	Confederate
16	Aquia Creek Naval Battery	Confederate battery under Navy command, defending entrance to Aquia Creek, railroad, and wharf	Earthworks destroyed, no archaeological survey on record	Confederate: Concealment, field of fire, observation point; Union: obstacle	No above ground features, probable archaeological remains especially ordnance; are is currently a county park	089-5015	Fortification	Confederate
17	Aquia Creek Battlefield: Flotilla Firing Line	Union Navy Potomac Flotilla vessels USS Thomas Freeborn, Pawnee, Anacosta, and Resolute fired at Confederate batteries from the Potomac River	No known magnetometer surveys, probable shells and shell fragments in the river	Union: observation point, firing line; Confederate: field of fire	Channels are not dredged in this area	089-5015	Firing Line	Union
18	Walker Battery	Rifled field pieces were mounted on the bluff above the landing at the Battle of Aquia Creek, later replaced by Columbiads	The 1862 Topographic Engineers Map shows three batteries on the bluffs, but the two others probably date later after the 2nd and 3rd NC Infantry was positioned in August	Confederate: concealment and field of fire; Union: obstacle	Fieldwork by Mary Washington U. in 1994 found an earthwork partially intact	44ST261	Fortification	Confederate
19	Simms Point Battery	Confederate forces deployed artillery and infantry to Simms Point after the second day of battle at Aquia Creek, Union withdrew	Earthworks were identified by a Section 106 compliance survey	Confederate: concealment, field of fire, observation point	Partially intact at the time of the survey	44ST0354	Fortification	Confederate
20	Firing Fan: Walker Battery	Rifled field artillery was mounted at this location on the bluff during the Battle of Aquia, range shown corresponds to a 3-inch Ordnance Rifle (4180 yards)	Three batteries are shown on an 1862 Topographic Engineers map (Union); Earthworks were noted at 44ST261 in 1994; only one location active in battle	Observation point and Field of Fire, Confederate	A 40 x 40 ft. area remained as of October 1994, but an unknown portion had been destroyed	089-5015	Field of Fire	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

21	Anchorage and moorings of CSS George Page	The CSS George Page, seized by Confederates upon secession, was either anchored in Aquia Creek or moored at the train depot until October 1861	Current charts show depths of only 4-5 feet in the western half of the anchorage area shown; the Page, designed as an Army transport may have been shallow draft	Confederate: anchorage, concealment	Aquia Creek is not noted as having been dredged; CSS Page was shelled from across Brent Point by the USS Pocahontas in July 1861; ordnance in creek may remain	089-5015	Anchorage	Confederate
22	Liverpool Point Anchorage	Union vessels anchored here throughout the campaign, but additional use of the location came after the Shipping Pt. batteries opened in October 1861	Temporary Shore facilities in fish houses or other buildings may have been utilized	Concealment and anchorage: Union, this area was outside of the range of all Confederate batteries, and was used by civilian craft after October 1861	This area is within the modern ship channel of the Potomac, and has been dredged; however, few artifacts would have been likely	N/A	Anchorage	Union
23	Firing Fan: Aquia Naval Battery	The area is based on the maximum range given for an 8-inch Columbiad firing a shell (3873 yards), width of the fan assumes four guns in embrasure		Observation and field of fire, Confederate	This area of the Potomac is not noted as having been dredged	089-5015	Field of Fire	Confederate
24	Firing Fan: Potomac Flotilla at Aquia Creek	Hypothetical maximum inshore station of the Flotilla along the edge of shoal water, extending to the maximum range for Naval 9-inch Dahlgren guns firing heavy shells (1710 yards)	No fieldwork	Observation and Field of fire, Union	No dredge areas are shown on the NOAA chart	089-5015	Field of Fire	Union
25	Budd's Ferry Battery	Union counter-battery established to reduce the effectiveness of the Shipping Point batteries and shell Confederate camps	Location based on map projection, 1862 Topographic Engineers map (Union)	Union: Observation point, Concealment, field of fire	Unknown	N/A	Fortification	Union
26	Camp Clifton	Encampment of 47th Virginia Infantry, local muster, June 1861- March (?) 1862; all or part of this unit may have moved to Evansport, (site 44PW1412) in January 1862	Unevaluated	Confederate: Encampment	Unknown	N/A	Encampment	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

27	Quantico Creek	Quantico Creek was used as an anchorage for the CSS George Page, captured vessels, and other vessels in service of the Confederates; A party of Union sailors burned a schooner here	Informants claim to have identified the wreck of the CSS George Page, not the same as the wreck shown on NOAA chart;	Confederate: Concealment, anchorage, avenue of approach, field of fire ; Union: avenue of approach, field of fire	The scuttled CSS George Page was partially salvaged in 1862, however, portions of this and other shipwrecks exist in the creek	N/A	Anchorage	Confederate
28	Cockpit Point Camp	Confederate encampment for troops manning Cockpit Point Batteries	Phase II conducted, considered contributing to Cockpit Point NRHP property	Confederate: Encampment	Intact features, surface and subsurface	44PW0556	Encampment	Confederate
29	Freestone Point Battery	Freestone Point Battery was the first established north of Aquia Creek, Union vessels engaged it on 25 September 1861	Site is on the National Register, within park	Confederate: Observation point, concealment; Union: obstacle	Earth and stone fortifications intact	76-0264	Fortification	Confederate
30	Washington Navy Yard	Base of operations, supply, and repair for the Potomac Flotilla	The site is a National Historic Landmark	Union: Key Terrain - Headquarters	Many buildings and facilities in use during the Civil War have been preserved		Headquarters	Union
31	Whitehouse Point	Confederate patrols were often observed here, Union commanders were concerned that a battery would be established as in the War of 1812, but none ever was	The site is relatively unaltered	Confederate: Observation point	Good, landscape		Observation Point	Confederate
32	Marlborough Point Battery	Field battery established in July 1861, attacked by Union vessels in August 1861	Surface remains have not been reported; substantial Native American and early Colonial sites in the area	Confederate: Observation point, field of fire; Union: obstacle	Earthworks, if they were present, probably destroyed (not reported in archaeological site forms), other remains, uncertain	N/A	Fortification	Confederate
33	Potomac Creek, South Battery	Field battery established in July 1861, attacked by Union vessels in August 1861	Unknown, no surveys or site reports	Confederate: Observation point, field of fire; Union: obstacle	Unknown	N/A	Fortification	Confederate
34	Boyd's Hole	Confederates positioned field artillery at locations near "Boyd's Hole" on the Potomac firing on shipping; exact locations unknown, but	Unknown, no surveys or site reports	Confederate, Observation point, field of fire; Union: obstacle	Unknown	N/A	Fortification	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

		opposite Maryland Point						
35	Mathias Point	Key Terrain in the bend of the Potomac, channel near land, good location for battery against shipping; scene of several skirmishes and actions	Unknown, no survey or site reports	Confederate, Observation point, key terrain; Union: obstacle	Unknown	N/A	Observation Point	Confederate
36	Mathias Point: Union Firing Line	Location of USS Thomas Freeborn and Resolute during 27 June 1861 assault on Mathias Pt.	Unknown, no survey or site reports	Union: Avenue of Approach; Observation point, field of fire	Unknown, the area may have been dredged	N/A	Avenue of Approach	Union
37	Camp Fenton	Union camp, November 1861; Reconnaissance in force against Mathias Point mounted from here	Unknown, no survey or site reports; location hypothetical, based on communiques in Official Records, e.g. "near Port Tobacco"				Encampment	Union
38	Mathias Point: Union Beachhead	Expedient field entrenchments erected by Union sailors in 27 June 1861 assault on Mathias Point	Unknown, no survey or site reports; remains of minor entrenchments on beach unlikely; ordnance only, musket balls and shell fragments	Union: Avenue of Approach; Confederate: field of fire	Unknown	N/A	Avenue of Approach	Union
39	Shipping Pt. #1, Gun # 1	Firing fan for 7.5 Blakely rifle - estimated at 5000 yards; the gun was on full barbette, but a radius of 240 degrees is used as a practical field of fire		Confederate: Field of Fire			Field of Fire	Confederate
40	Shipping Point Battery 1, Gun # 2	32 lb seacoast gun, on barbette; range 1922 yards;		Confederate: Field of Fire			Field of Fire	Confederate
41	Field of Fire: Shipping Point Battery #1, Gun #3	9 inch Columbiad in embrasure; range: 5000 yards		Confederate: Field of Fire			Field of Fire	Confederate
42	Field of Fire: Shipping Pt. Battery #1, Gun #4	9 inch Columbiad on embrasure; range: 5000 yards		Confederate: Field of Fire			Field of Fire	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

43	Field of fire: Shipping Pt. Battery #1, Gun #5	9 inch Columbiad on embrasure; range: 5000 yards		Confederate: Field of Fire		Field of Fire	Confederate
44	Field of fire: Shipping Pt. Battery #1, Gun #6	9 inch Columbiad on embrasure; range: 5000 yards		Confederate: Field of Fire		Field of Fire	Confederate
46	Field of fire: Shipping Pt. Battery #2, Gun #1	32 pounder seacoast gun in embrasure, range 1922 yards		Confederate: Field of Fire		Field of Fire	Confederate
47	Field of fire: Shipping Pt. Battery #2, Gun #2	8 inch howitzer, in embrasure, range 1800 yards		Confederate: Field of Fire		Field of Fire	Confederate
48	Field of fire: Shipping Pt. Battery #2, Gun #3	32 pounder seacoast gun in embrasure, range 1922 yards		Confederate: Field of Fire		Field of Fire	Confederate
49	Field of fire: Shipping Pt. Battery #2, Gun #4	8 inch howitzer, in embrasure, range 1800 yards		Confederate: Field of Fire		Field of Fire	Confederate
50	Field of Fire: Rising Hill	32 pounder seacoast gun, in embrasure, range 1922 yards	Could be the same gun that is now at that location on MCB Quantico	Confederate: Field of Fire		Field of Fire	Confederate
51	Field of Fire: Evansport Battery	Field of fire projected based on 32 pounder seacoast gun in embrasure, range 1922 yards		Confederate: Field of Fire		Field of Fire	Confederate
52	Field of Fire: Evansport Battery	Field of fire projected based on 32 pounder seacoast gun in embrasure, range 1922 yards		Confederate: Field of Fire		Field of Fire	Confederate
53	Field of Fire: Moss Point Batteries	Union battery, projected as maximum range of 70 pounder Whitworth rifle, 5000 yards		Union: Field of Fire	N/A	Field of Fire	Union

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

54	Field of Fire, Budd's Ferry Battery	Union field of fire, projected as 20 pounder Parrot rifles, maximum range 4500 yards	Union: Field of Fire		Field of Fire	Union
55	Field of Fire: Lower Chopawamsic Battery	Projected as maximum range of 24 pounder howitzer, 1322 yards; Col. Ruggles CSA requested this type of ordnance in June 1861 (OR vol 4)	Confederate: Field of Fire		Field of Fire	Confederate
56	Field of Fire: Upper Chopawamsic Battery	Field of fire based on maximum range of 32 pounder seacoast gun, 1922 yards; actual ordnance at this battery is unknown	Confederate: Field of Fire		Field of Fire	Confederate
57	Possum Nose Battery	Battery of 4 field guns, identified as 12 pounders by Union observers	Confederate: fortification, key terrain; Union: obstacle		Fortification	Confederate
58	Field of Fire: Possum Nose Battery	Range 1918 yards, based on the maximum range of 12 pounder Armstrong rifle; four field guns mounted here in Union Naval report, Union Army gives number as two 12 pounders	Confederate: Field of Fire	N/A	Field of Fire	Confederate
59	Field of Fire: Marlborough Point Battery	The field of fire is projected for 6 pounder field guns, maximum range 1513 yards.	Confederate: Field of Fire		Field of Fire	Confederate
60	Field of Fire: Boyd's Hole field battery	Field pieces were mounted in at least one location between Potomac Cr. and Mathias Pt. near "Boyd's Hole" ; field of fire projected for the max. range of a 20 pounder Parrot gun, 4500 yards	Confederate: Field of Fire		Field of Fire	Confederate
61	Field of Fire: Lower Potomac Creek battery	Firing fan is projected at the maximum range of a 6 pounder field piece, 1513 yards	Confederate: Field of Fire		Field of Fire	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

62	Field of Fire: Potomac Flotilla	A field of fire with a 2000 yard range is projected in shore toward Virginia from navigable waters	Union: Field of Fire			Field of Fire	Union
63	Field of Fire: Union Flotilla at Potomac Creek	Firing fan is projected from navigable waters for a distance of 2000 yards, an average range for ship-mounted guns of the Potomac Flotilla	Union: Field of Fire			Field of Fire	Union
64	Field of Fire: CSS George Page	The CSS George Page was armed with two guns, which have not been identified; maximum range is projected as 2000 yards from navigable waters	The CSS George Page was known to have made at least one foray, shelling Union encampments in the vicinity of Budd's Ferry in late October 1861	Confederate: Field of Fire		Field of Fire	Confederate
65	Confederate Camps at Dumfries	Whiting's Division camped at Dumfries, along Telegraph road and near Cockpit Point	Encampment	Unknown, probably destroyed	N/A	Encampment	Confederate
66	Field of Fire: Union Potomac Flotilla	The area is projected 2000 yards inshore on the Virginia side of the river from the approximate navigable channel	Union: Field of Fire, Avenue of Approach	Most of this area is undredged	N/A	Field of Fire	Union
67	Field of Fire: Freestone Point Battery	Field of fire is projected as a 30 pounder Parrot rifle, range 6700 yards	Confederate: Field of fire			Field of Fire	Confederate
68	Field of Fire, Cockpit Point Battery	Field of fire is projected as a 30 pounder Parrot rifle, range 6700 yards	Confederate: Field of Fire			Field of Fire	Confederate
69	Field of Fire: Simms Point Batteries	Field artillery was sent along with infantry after the second day of the Battle of Aquia Creek; 6 pounder rifled pieces, max. range 1513 yards, are mentioned by Confederates (OR vol. 4)	Confederate: Field of Fire			Field of Fire	Confederate

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

70	Field of Fire: Union Flotilla at Mathias Pt.	A field of fire with a range of 2000 yards (an average of naval guns in the flotilla) is projected inshore toward Virginia from navigable waters	Union: Field of Fire		Field of Fire	Union
71	Landing Zone, Union Reconnaissance In Force	Inferred area of Union landings	Union: Avenue of Approach, Key Terrain		Avenue of Approach	Union
72	Union Camps	Troops supporting Stump Neck Battery, guarding roads	No archaeological sites identified as Union Camps in Charles County MD, hut pits reported	Concealment, encampment	unknown - mapped position inferred from Sneden map	Encampment Union

Linear Features (polylines)/ Avenues of Approach

Id	Name	Relevance	Field Comment	KOCSA	Integrity	Type	Map Symbol
1	Telegraph Road	Primary overland route for Confederate supply, communication, and withdrawal	The route at the time of the Civil War can be discerned from road traces and map projections	Confederate: avenue of approach, avenue of retreat	Although much of the route is now used by modern roads, especially US Route 1, some traces of the 19th century road lie in woods, as at the National Museum of the Marine Corps	Avenue of Approach	Confederate Road
2	Fredericksburg & Potomac Railroad	Important line of supply for Confederate forces, used to deliver heavy guns	Traces of the old railroad grade near Youbedamned Landing remain, sections closer to Fredericksburg are used by the modern Southern Railroad line	Confederate: avenue of approach, avenue of retreat	Some traces of route remain visible	Avenue of Approach	Confederate Railroad
3	Potomac River Shipping Channel	Important line of supply for Washington, and for transport of warships and troops from the Washington Navy Yard to other theaters and campaigns	The lower Potomac River is an estuary formed from a drowned Pleistocene river valley, deeper areas are not consistently in the center of the estuary	Union: key terrain, avenue of approach; Confederate: field of fire	The contemporary shipping channel is dredged in some places;	Key Terrain	Union Shipping
4	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain	Confederate Shipping
5	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain	Confederate Shipping
6	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain	Confederate Shipping
7	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain	Confederate Shipping

Supplemental Materials for:

Properties Associated with Campaigns for the Control of Navigation on the Lower Potomac River, 1861-1862; Virginia, Maryland, and the District of Columbia

Multiple Property Documentation

8	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain		Confederate Shipping
9	Road to Evansport	Line of supply and communication to Evansport batteries and cantonment		Confederate: Avenue of Approach		Avenue of Approach		Confederate Road
10	Road to Evansport	Line of supply and communication to Evansport batteries and cantonment		Confederate: Avenue of Approach		Avenue of Approach		Confederate Road
11	Road to Manassas	Secondary overland supply route for Confederate forces along the Potomac; troops and supplies from railhead at Manassas Junction		Confederate: Avenue of Approach		Avenue of Approach		Confederate Road
12	Road to Budd's Ferry	Line of supply and communication to Budd's Ferry battery and cantonments		Union: Avenue of Approach		Avenue of Approach		Union Road
13	Approach to Mathias Point	This was the general route taken by Union Troops during the reconnaissance in force of Mathias Pt., November 1861		Union: Avenue of Approach		Avenue of Approach		Union Road
14	Approach to King George County	Water route between the hypothetical location of Camp Baker, and the hypothetical landing zone for Union reconnaissance in force November 1861		Union: Avenue of Approach		Avenue of Approach		Union Shipping
15	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain		Confederate Shipping
16	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain		Confederate Shipping
17	Blockade Running Route	Confederates smuggling troops and material from Maryland		Confederate: Key Terrain		Key Terrain		Confederate Shipping
18	Supply Route: CSS George Page	Ordnance and supplies ferried via the CSS George Page to Quantico and Chopawamsic Creeks from railroad depot at Aquia Landing	CSS George Page scuttled in Quantico Creek, wreckage located as probably that of this vessel	Confederate: Key Terrain, Avenue of Approach		Key Terrain		Confederate Shipping
19	Budd's Ferry, Ferry Route	Regular commercial ferry route prior to hostilities	Confederates burned the wharf in June 1862, presumably regular operations of the ferry had ceased well before that time	Confederate: Key Terrain		Key Terrain		Confederate Shipping
20	Supply Route: CSS George Page	Union forces reported that the CSS George Page was in Chopawamsic Creek in December 1861; it is unclear if this was a defensive move or supplies were unloaded	Turner Airfield (MCAF) is a landfill, the original channel of Chopawamsic Creek ran through the middle of it - it was deep enough for some shipping (Page was shallow draft)	Avenues of Approach (supply) Cover and Concealment	N/A	Avenue of Approach		Confederate Shipping