



American Battlefield Trust Appeals Controversial 'Wilderness Crossing' Development

**National nonprofit joins local
preservation organizations and private
citizens in challenging controversial
approval of mega-development at
gateway to Wilderness Battlefield**

Mary Koik, Jim Campi, ABT

May 25, 2023

(Orange, Va.) — Together with local nonprofits and private citizens, the American Battlefield Trust has filed a legal challenge in Orange County, Va., against a mega-development that would blanket a historic landscape with more than 2,600 acres of residential, commercial and industrial development, including data centers and distribution warehouses. The filing, made in Orange County Circuit Court, identifies a host of substantive and procedural flaws with the development project and the County's approval, requiring its invalidation.

“In granting the Wilderness Crossing Application, the Board gave a blank check to undisclosed interests to intensely develop, over several decades, hundreds of acres of forested, undeveloped land adjacent to the Wilderness Battlefield for industrial, commercial and residential uses,” the legal challenge states. The rezoned area directly abuts battlefield land on which the May 1864 struggle raged and includes hundreds of acres within that battlefield's “study area,” an area representing the historic extent of the battle as it unfolded across the landscape, including where soldiers maneuvered and deployed, and historic and archaeological resources.

“To approve a project of this scale and magnitude without conducting analysis of the impacts to the hundreds of surrounding acres of protected historic landscape is unacceptable, as was the County's complete lack of response to repeated requests by the preservation community and the National Park Service to meet and discuss our concerns,” said American Battlefield Trust President David Duncan. “As we have before, the Trust and its members will take a stand on behalf of history at the Wilderness.”



The Wilderness, Spotsylvania and Orange Counties, Va. Buddy Secor

Approved despite overwhelming opposition expressed during the public comment hearing and voted on the same evening it first appeared on the Board's agenda, the project represents, by far, the largest rezoning in Orange County history. All told, it could result in up to 5,000 residential units, and more than 800 acres of commercial and industrial development, as much as 750 acres of which could be data centers and distribution warehouses.

The plan voted on by the Board of Supervisors differs significantly from what was discussed and advanced by the Planning Commission earlier this year. Major changes, including the lifting of a cap on the amount of square footage proffered for data



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center and warehouse distribution development — previously limited to 5 million square feet — were submitted during the hearing, which took place at the earliest possible time after the Planning Commission’s action. Moreover, Board members went so far as to enter into non-disclosure agreements with unidentified interests, the parties and terms of which have also been concealed. Freedom of information failings, including lack of proper notice of Board meetings and refusal to disclose materials bearing on the rezoning, even to the Planning Commission, are among the many legal flaws in the rezoning approval process.

“The Board of Supervisors failed over and over to conduct a good faith, transparent, and thorough process. They put the interests of a single developer over the express wishes of their constituents and, in their efforts to do so, violated County and State laws designed to ensure fair consideration of such proposals,” said Duncan. “We believe that the courts will see the same haphazard process and patterns of secrecy that we have experienced.”

The challenge further identifies failures to provide sufficient analysis on a host of issues, ranging from noise pollution to water quality degradation — a critical oversight, given the known mercury contamination caused by 19th-century mining practices on this site — to traffic impact. At full build-out, the project would add at least 60,000 vehicle trips per day to the already congested roadways in the Wilderness Gateway area. The plan also advances a long-envisioned realignment of the Route 3 and Route 20 interchange at the border with Spotsylvania County, which would have still

further detrimental impacts on the Wilderness Battlefield, including core lands owned by the American Battlefield Trust and other conservation organizations, as well as the adjacent Fredericksburg and Spotsylvania National Military Park.

In filing the challenge, the Trust is joined by the nonprofit Central Virginia Battlefields Trust, Inc. and Friends of Wilderness Battlefield, Inc., all three of which own or steward historic properties in immediate proximity to the rezoned land and stand to suffer significant adverse impacts from the proposal. Private citizens whose homes directly abut the site and face catastrophic consequences also joined as plaintiffs.

This is not the first high-profile conservation challenge associated with the Wilderness Battlefield. Beginning in 2009, preservationists opposed a development proposal that would have seen a Walmart Supercenter built at the intersection of Route 3 and 20 – next to the area threatened now. Ultimately, a win-win scenario resulted in the retailer donating the site for conservation and building its store further west on Route 3. Following the dispute, the Wilderness Battlefield Coalition produced the Wilderness Battlefield Gateway Study, a 2012 report envisioning a viable development path for the region. It was embraced by local residents, park advocates and county officials alike – and many of its recommendations were adopted by Orange County in its Germanna-Wilderness Area Plan. However, these mutually agreed upon principles have been abandoned in the Wilderness Crossing development proposal.

The American Battlefield Trust is dedicated to preserving America’s hallowed



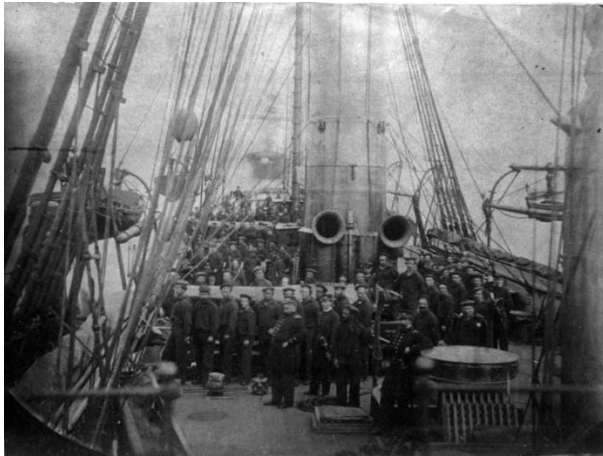
battlefields and educating the public about what happened at those sites and why it matters today. The nonprofit, nonpartisan organization has protected more than 56,000 acres associated with the Revolutionary War, War of 1812 and Civil War across 155 sites in 25 states. Learn more at www.battlefields.org.

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Was This Civil War Hero the First Medal of Honor Recipient Born in Africa?

Recent research suggests Joachim Pease, a sailor recognized for his role in sinking a Confederate raider, was from Cape Verde

James Hagengruber, Smithsonian Magazine, June 21, 2023



The crew of the USS Kearsarge, photographed shortly after their battle with the CSS Alabama Naval History and Heritage Command

Toward the end of the Civil War, Joachim Pease, a Black sailor whose skill with a deck cannon helped sink one of the Confederate Army's most notorious battleships, disappeared from the historical record. More than 150 years later, the Medal of Honor he earned for his bravery at the 1864 Battle of

Cherbourg sits unclaimed at a museum in Washington, D.C.

Much about Pease remains unknown. In recent years, however, amateur historians have made significant strides in uncovering his story. Now, they hope to convince the United States Navy to acknowledge Pease as the first African-born recipient of the nation's highest military honor.

Pease's life offers the Navy an opportunity to showcase the contributions of immigrants, especially those from minority groups, who have frequently been ignored or overlooked, says Ron Barboza, a retired teacher from New Bedford, Massachusetts, who has spent years researching Pease in collaboration with Gerson Monteiro, a teacher from Brockton, Massachusetts. Both men trace their ancestry to Cape Verde, an archipelago off the coast of West Africa also known as Cabo Verde.



The front of Joachim Pease's Medal of Honor Naval History and Heritage Command via Wikimedia Commons under CC BY 2.0

“So much of our history has not been recorded,” says Barboza. Cape Verdeans



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“have contributed a lot to the fabric of America and have never really gotten the credit.”

Donald Heflin, a former American ambassador to Cape Verde, echoes this sentiment, saying, “Cabo Verdean Americans are one of [the U.S.’s] oldest immigrant communities, going back to the colonial whaling days. We have the names of five Cabo Verdeans who fought in the American Revolution. And their proud military tradition grows from there, with the numbers of Cabo Verdean Americans in uniform getting larger with each of America’s wars.”

Who was Joachim Pease?

After discovering Pease’s story, Barboza, Monteiro and fellow amateur historian Ron Tarburton scoured enlistment records, ship logs and other archival sources in search of mentions of him. Though the sailor’s official Medal of Honor citation states he was born on Long Island, in New York, evidence compiled by researchers suggests he was actually from the Cape Verdean island of Fogo.

The handwriting on Pease’s enlistment record is difficult to make out, with his birthplace previously interpreted as either “Togo Island” or “Long Island.” But a recent analysis of the document by Navy historians points to “Fogo Island” as the most likely listed birthplace. Other known records of Pease’s life support this theory.



A U.S. Navy poster depicting Pease Public domain via Wikimedia Commons

According to his enlistment record, Pease joined the Navy on January 13, 1862, in the whaling port of New Bedford. Though the U.S. Army was segregated at the time, the Navy was not. Pease was 20 years old, with a “Negro complexion,” and stood 5 feet, 6.5 inches tall. Based on his rank of ordinary seaman, with its corresponding monthly wage of \$14 (around \$420 today), he likely had at least two years of prior service at sea. Black sailors with no previous experience typically entered at the lowest rung, with the rank of “boy.”

That maritime service may have taken place on American whaling ships. On October 27, 1857, the New Bedford Merchants’ Transcript named a “Joakim Pease” as one of 29 sailors who’d left port on the whaling ship Kensington a week prior. Pease, a seaman whose place of residence was listed as “unknown,” was bound for the Indian Ocean under the command of Captain Charles P. Stetson.

Pease’s probable home of Fogo was a rich source of labor for the whaling ships that passed through New Bedford. During the first half of the 19th century, the

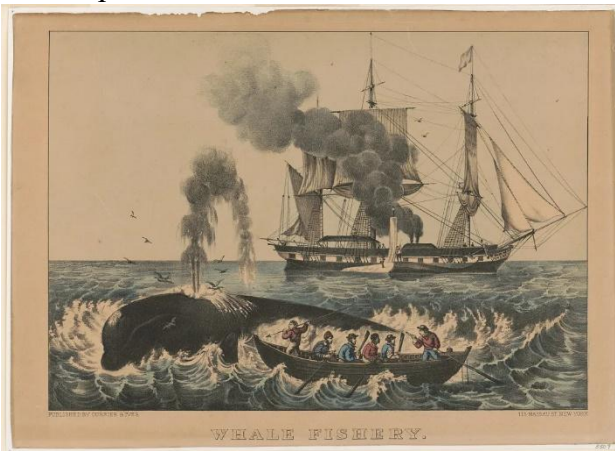


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Massachusetts town became the whaling center of the U.S., lighting homes across the country with its steady supply of whale oil.

Departing from New Bedford, whalers bound for the South Atlantic often stopped first in the Azores archipelago and then Cape Verde, both of which were then under Portuguese control. At these ports, ships took on salt, cured pork, fruit, fresh water, sugar cane liquor and local sailors. In the early 1800s, Cape Verdeans made up an estimated 40 percent of whaling crews operating out of Nantucket. Daggoo, a Black harpooner in Herman Melville's seminal 1851 novel, *Moby-Dick*, is likely modeled on a Cape Verdean.



A hand-colored lithograph depicting sailors attacking a right whale Library of Congress Prints and Photographs Division

Pease's reasons for joining the *Kensington's* crew are unknown. But for many Cape Verdeans, finding employment on a passing ship was one of the few options for escaping impoverishment on the archipelago. Cycles of drought, volcanic eruptions and famine, as well as what historian George E. Brooks describes as the "gulag"-like laws of the Portuguese colonial government, devastated Cape Verde throughout the 19th century,

killing tens of thousands of people and triggering waves of mass migrations.

By the time Pease began his whaling career, the industry was in decline. Overharvesting had taken its toll on whale populations; the 1859 discovery of petroleum in Titusville, Pennsylvania, also enabled Americans to light their lamps with kerosene rather than rendered whale blubber.

With the whaling industry in a nosedive in the early 1860s, the federal government purchased dozens of derelict whaling ships, loaded them with stones and sank them to the bottom of South Carolina's Charleston Harbor. This so-called Stone Fleet, sunk in an unsuccessful effort to blockade a key military and trading port for the South, included the *Kensington*, which had returned to New Bedford in 1861 with a large load of whale oil. Historians have yet to find any records of Pease between the *Kensington's* return to the U.S. and his enlistment at the Navy recruiting station in New Bedford in January 1862.

Pease's service in the Navy

Pease's experience at sea made the Navy an obvious choice to serve his newly adopted country. During the Civil War, an estimated 18,000 Black men served in the Navy, making up about 20 percent of the enlisted force—more than double the percentage of Black soldiers who served in the segregated Army. Most Union captains, their ships "beset by desertions and sailors leaving as their terms of service expired," welcomed Black sailors, writes historian Barbara Brooks Tomblin in *Bluejackets & Contrabands: African Americans and the Union Navy*. (Segregation later became the norm in the Navy, which suspended Black



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sailors from enlisting entirely between 1919 and 1932.)

After enlisting, Pease joined the Union steamer *Kearsarge* as one of 14 Black crew members. Officers' logs contain few mentions of Pease; according to James Gindlesperger's *Fire on the Water: The USS *Kearsarge* and the CSS *Alabama**, he was "more introverted and rarely participated in the evening's entertainment. When he did, it was usually as a spectator. Because of his quiet nature, he was not as well known to the other crew members. ... But before the cruise was over, every crew member would know who Joachim Pease was and how well he could fight."



An unidentified Black Union soldier Public domain via Wikimedia Commons

On April 19, 1861—a week after the South Carolina militia bombarded Fort Sumter in the opening salvo of the Civil War—President Abraham Lincoln announced a naval blockade of the South. With 3,500 miles of coastline to cover and a Union Navy made up of fewer than 50 ships, the plan was audacious. "No navy in history had

ever attempted to assert such complete control over so vast a coastline," writes historian Craig L. Symonds in *The Civil War at Sea*.

The Confederacy responded with the naval version of guerrilla warfare: commerce raiding. The most notorious of these raiders was the CSS *Alabama*. Commanded by Raphael Semmes, the *Alabama* captured or burned 67 American merchant ships, including many whalers, between September 1862 and June 1864. In his memoirs, Semmes wrote, "We were doing the best we could, with our limited means, to harass and cripple the enemy's commerce, that important sinew of war."

The *Alabama's* raids left Northern merchants in a state of panic. Marine insurance rates rose, and the inability of federal ships to find and stop the *Alabama* prompted withering criticism of Secretary of the Navy Gideon Welles. The *New York Herald* editorialized about "the carelessness, the incompetency, the utter imbecility of the Navy Department." Other newspapers were more sympathetic, with the *Boston Post* likening the search for the *Alabama* to "ten cats looking for a weasel in a hundred-acre lot."

Pease and the *Kearsarge* left port on February 5, 1862, spending the next two years in pursuit of the *Alabama* and other less-notorious raiders. The sailors' opportunity to attack arrived on a clear, sunny morning off the coast of France on June 19, 1864.



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Édouard Manet, The Battle of the Kearsarge and the Alabama, 1864 Public domain via Wikimedia Commons

The sinking of the Alabama

A few days earlier, on June 11, the Alabama had entered the French port of Cherbourg in dire need of repairs. Copper sheeting on its hull was peeling away, replaced with a carpet of barnacles and seaweed. The ship's boilers were corroded with salt and unable to reach full power. Its decks were leaking. Desertion had reduced the crew's ranks. Semmes wrote that the Alabama was in no shape for a fight, comparing the ship to a "weary foxhound, limping back after a long chase, footsore and longing for quiet and repose." Tipped off by a telegram from the American minister in Paris, the Kearsarge steamed from its repair dock in the Netherlands and anchored in front of Cherbourg's breakwater on June 14.

When the Alabama prepared to face the Kearsarge five days later, the French shoreline was packed with spectators. Thanks to media coverage of the impending sea duel, local hotels had been filled for days. The French battleship Napoleon gave

three cheers, and its band played "Dixie" as the Alabama passed the mouth of the harbor.

Armed with seven guns, the Kearsarge also boasted a hull covered in anchor chains, which protected the ship's boilers from shells and essentially transformed it into an ironclad, or iron-plated gunboat. The Alabama, on the other hand, was fully loaded with 350 tons of coal—cargo that Semmes hoped would lower the ship in the water and make it a smaller target. But this load also reduced Alabama's speed.



One of the guns used against the CSS Alabama Public domain via Wikimedia Commons

The Alabama followed the Kearsarge out to the open sea and opened fire with two initial salvos, missing both times. When the ships were about half a mile apart, the Kearsarge's captain, John Winslow, ordered Pease and the other gunners in his crew to return fire.

During the 65-minute battle, the Alabama fired some 370 rounds of ammunition. Several penetrated the Kearsarge but didn't explode. The Kearsarge, meanwhile, fired 173 projectiles to "terrific" effect, with one shot alone killing and wounding 18 men on



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the Alabama and taking out a gun, as Winslow later reported.

Firing wildly, the Alabama's shells were unable to penetrate the hull of the Kearsarge, which returned fire "controlled by a most admirable discipline," according to a 1901 biography of Winslow. In the captain's own words, "The effect of the training of our men was evident. Nearly every shot from our guns was telling fearfully on the Alabama."



Naval officers on board the Kearsarge, including Captain John A. Winslow (foreground, third from the left), shortly after the sinking of CSS Alabama Public domain via Wikimedia Commons

At 12:24 p.m., the Alabama's stern went under. The Deerhound, a private British yacht that had observed the battle alongside several French naval vessels, rescued Semmes and other Confederate officers, who made their escape to England while the Kearsarge picked up the rest of the Alabama's surviving sailors. By the Battle of Cherbourg's end, three of the Kearsarge's crew had sustained injuries, with one of the sailors later dying of his wounds. Estimates of the Alabama's casualties vary; one source

suggests 21 died in the battle, 21 were wounded and 70 were taken prisoner.

Less than a week after the Confederate defeat, Winslow sent a list of names recommended for commendation to Navy Secretary Welles. Pease was among them. David H. Sumner, acting commander of Pease's division on the Kearsarge, wrote that the sailor's conduct "in battle fully sustained his reputation as one of the best men in the ship." As the loader on a forward-starboard 32-pound gun, Pease was exposed to tremendous amounts of heat and smoke from cannon fire—and was a prime target for the enemy ship. According to his Medal of Honor citation, he "exhibited marked coolness and good conduct and was highly recommended by the divisional officer for gallantry under fire."

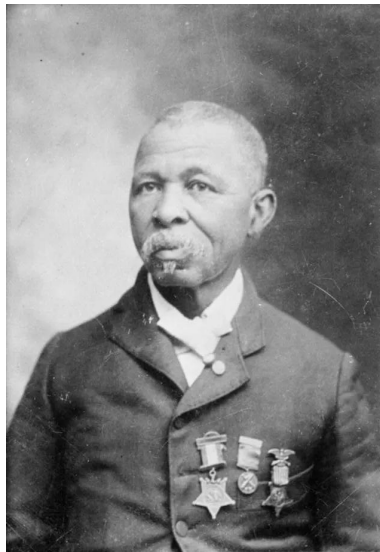
Pease's Medal of Honor

The Kearsarge steamed into Boston Harbor after nightfall on November 7, 1864, the eve of the presidential election. Crowds gathered at the waterfront to "gaze in awe and exultation upon the battle-scared victor from across the sea," according to Winslow's biography. Winslow and his crew were celebrated as heroes, honored with a parade, a grand reception and a series of banquets. The New York Chamber of Commerce even presented Winslow with a \$25,000 prize.

On December 30, Welles signed an order awarding the Medal of Honor to Pease and 146 other soldiers and sailors who'd fought in the Civil War. (At the time, the Medal of Honor was the Navy's sole award for heroism, meaning it was awarded more frequently than it is today.) He was one of just five people of color recognized by the order.



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John Lawson, a Navy sailor who received the Medal of Honor for his actions during the Civil War Public domain via Wikimedia Commons

Pease's enlistment record notes the end of his term of service as January 13, 1865. After that date, he vanishes from the historical record; it's unclear whether he was ever informed of his Medal of Honor. The Navy made several attempts to find Pease after the war, including sending a notice to ships decades later, on August 7, 1898, according to research conducted by Gordon Calhoun, a historian at the National Museum of the United States Navy in Washington. "The Navy couldn't find him," Calhoun says. "We don't know what happened to Pease after the Civil War."

More than 150 years have passed since Pease's trail disappeared at sea. But amateur historians, including Barboza and Monteiro, continue to press his case. Barboza says the Navy was initially reluctant to reopen Pease's file. This changed, however, when Heflin, then the U.S. ambassador to Cape Verde, raised the issue with American military leaders who visited the archipelago.

In a 2016 letter to then-Secretary of the Navy Ray Mabus, General David M. Rodriguez, then-commander of U.S. Africa Command, called on the Navy "to investigate this matter and update the historical record if necessary," pointing out that Pease "would have been the first (and only) African-born, African American Medal of Honor recipient in U.S. history."

Official Navy records continue to list Long Island or Newfoundland as Pease's place of birth. (The Canadian province is also home to a Fogo Island, but a search of its extensive genealogical index yielded no records matching or close to Pease's name.) Still, the Naval History and Heritage Command, a military body tasked with preserving and analyzing Navy history, has publicly acknowledged mounting evidence of Pease's African origins.



The back of Pease's Medal of Honor Naval History and Heritage Command via Wikimedia Commons under CC BY 2.0

Pease is "definitely ... from Fogo, not from Long Island," Calhoun says. The historian adds that his story "enlightens us with possibilities of something rare in the U.S. Navy during the Civil War—an African



receiving the highest U.S. military award as a man of color.”

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What bureaucratic steps the Navy could take to fully correct the record on Pease’s Medal of Honor remains to be seen. The U.S. Embassy in Cape Verde searched baptismal records from Fogo, as well as the neighboring island of Brava, without success. Neither the embassy nor amateur historians have identified descendants of Pease, who would be eligible to receive the medal in his place. As Danny Stevens and Jennie Ashton wrote in a 2020 blog post for the Naval History and Heritage Command, “While it is possible he returned to Cape Verde, it is equally possible that he continued as a sailor living his life at sea.”

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**Congress of Civil War Roundtables
2023 SUSTAINABILITY
CONFERENCE AUGUST 25-26-27**

GETTYSBURG, PENNSYLVANIA

The theme for the 2023 Sustainability Conference is MEMBERSHIP EXPANSION & RETENTION. It is widely known that Civil War Round Tables have been experiencing a member contraction during the past decade. As round table members age out, there is seemingly few younger members to take their place. Moreover, that phenomenon is also felt at the leadership level.

This year, the CWRT Congress will focus on younger members, while retaining current, active members. More information on these topics will be forthcoming as planning unfolds. For more information: <https://www.cwrtcongress.org/2023.html>

**Frederick Douglass Home to reopen
July 4**

NPS June 22, 2023

WASHINGTON— Join us at the reopening of Frederick Douglass National Historic Site on July 4! The celebration will start at 11 a.m. with a special ceremony featuring a ribbon-cutting, music, and a dramatic portrayal of Douglass’s famous speech “What to the Slave is the Fourth of July?” Following the ceremony, visitors will be able to walk through the first floor of the historic home from 12:30 – 3 p.m. Ranger-lead tours of the entire house will be available from 3 – 5 p.m., with timed tickets available at the event.

Initially closed in March 2020 as a response to the COVID-19 pandemic, the historic home remained closed so a new HVAC system could be installed.

“We look forward to welcoming visitors back to the Frederick Douglass National Historic Site following this important project,” Tara D. Morrison, park superintendent, said. “The new HVAC system provides a consistent temperature and humidity level, which is essential to preserving the home and the 3,000 items that belonged to Douglass—one of the largest collections of Frederic Douglass’s items.” Changing humidity levels cause damage to historic oil paintings and the finish on furniture.

The new HVAC system comes with extra protections and benefits, including a backup generator, reduced energy use and a sensor in each room that can be adjusted remotely.



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The HVAC system replacement was made possible in part by a grant from the National Park Foundation.

Starting July 5, the home will be open for timed-entry tours Tuesdays, Wednesdays and Saturdays from 9 a.m. – 5 p.m. Advance tickets are strongly encouraged and can be made on Recreation.gov.

Frederick Douglass purchased the home in 1877 and it welcomed about 65,000 visitors each year, prior to 2020. In his later years, Douglass was deemed the “Sage of Anacostia,” an accolade that celebrated his indomitable intellectual spirit. At his home on Cedar Hill, every object tells a story. The collection includes the pen he wrote his memoirs with, the writing desk where he wrote speeches, his extensive library and his walking sticks.

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Play a Game of Civil War Base Ball at Appomattox Court House NHP



Safe at home NPS

Brian Miller, NPS June 20, 2023

Appomattox, Va— Join Appomattox Court House National Historical Park for a day of ‘base ball’ (spelled with two words in the 1860s) at your local National Park on Saturday, July 1st. All visitors are welcome

to physically join in playing a game of ‘base ball’ following Civil War era rules. Games will be held, weather permitting, at 10:00 AM and 1:00 PM respectively and are held for 1-1.5 hours. Historic rules include that the batter is out if a hit ball is caught on one bounce and also by ‘soaking’ (hitting the runner with the ball between bases). The ball is much softer than it is today. There is no need to bring a mitt, as they were not used, but the Park will provide period correct bats and balls. Both Federal and Confederate soldiers enjoyed escaping from the tedium of war by playing what would become America’s favorite pastime.—NPS— ***About Appomattox Court House National Historical Park:*** *On April 9, 1865, the surrender of the Army of Northern Virginia in the McLean House in the village of Appomattox Court House, Virginia signaled the end of the nation's largest war. The stories of Appomattox Court House go far beyond the final significant battles of this nation's Civil War. Learn more at www.nps.gov/apco. About the National Park Service: More than 20,000 National Park Service employees care for America's more than 420 national park units and work with communities across the nation to help preserve local history and create close-to-home recreational opportunities.*

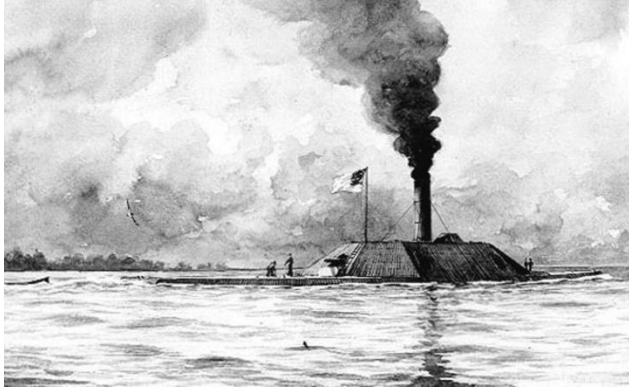
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Benjamin Gray and the CSS Albemarle

Norman Dasinger, Jr., Blue & Gray Dispatch May 29, 2023,



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The CSS Albemarle | U.S. Naval Historical Center

The CSS Albemarle was a steam-powered casemate ironclad ram of the Confederate States Navy. She was equipped with two 6.4-inch Brooke double-banded rifled cannon, each weighing more than 12,000 pounds. Both were positioned along the ironclad's centerline, one forward, the other aft. Their field of fire was 180 degrees, therefore, allowing the delivery of a two-cannon broadside. Through the summer of 1864, she successfully dominated North Carolina's Roanoke River and the approaches to the city of Plymouth by engaging and capturing several Federal steamers and side-wheelers.

As a participant in these naval actions, 14-year-old Benjamin H. Gray served as a "powder boy" aboard the Albemarle, carrying bags of explosive gunpowder from the lower magazine to the Brooke guns located in the armored casemate.

Gray was a free Black from Bertie County, North Carolina, who first served in the Wilmington (N.C.) Squadron. In a 1996 article for the North Carolina Historical Review, Edwin Combs wrote about the squadron, remarking: "This shipbuilding program implemented at Wilmington ...

focused on ironclad construction for harbor defense, torpedo and submarine warfare and commerce raiding on the high seas."

Gray was detached from the squadron in the spring of 1864, to assist in the construction of the Albemarle at Edwards Ferry near Scotland Neck in Halifax County, North Carolina. Gray and the entire crew were under the command of John W Cooke. A North Carolina native, Cooke joined the U.S. Navy in 1828, rising to the rank of lieutenant until his resignation in 1861.

As a combat veteran, Gray was eligible to receive a Confederate veteran's pension from the state of North Carolina. A 2012 article in Fair Winds News reported: "In June of 1917, while a resident of Bertie County, NC, Gray applied for a Confederate pension. ... It was approved the following month. After his death in 1924, his widow Margaret was granted a pension based on his service."

Even after his death, Gray continued to be remembered. In a 1924 article in the Roanoke-Chowan Times, Judge Francis Winston "praised Gray and his service to the Confederate States Navy." Robert G. Elliott, in his book *Ironclad on the Roanoke*, wrote: "Gray became a minister following the war and preached for many years in Bertie County."

Benjamin Gray is buried in Cedar Landing Missionary Baptist Church Cemetery, in Windsor, North Carolina.



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One of the two Brooke cannon from the Albemarle is on display at the Headquarters of the Commander of U.S. Fleet Forces Command at the Norfolk, Virginia, naval base.

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