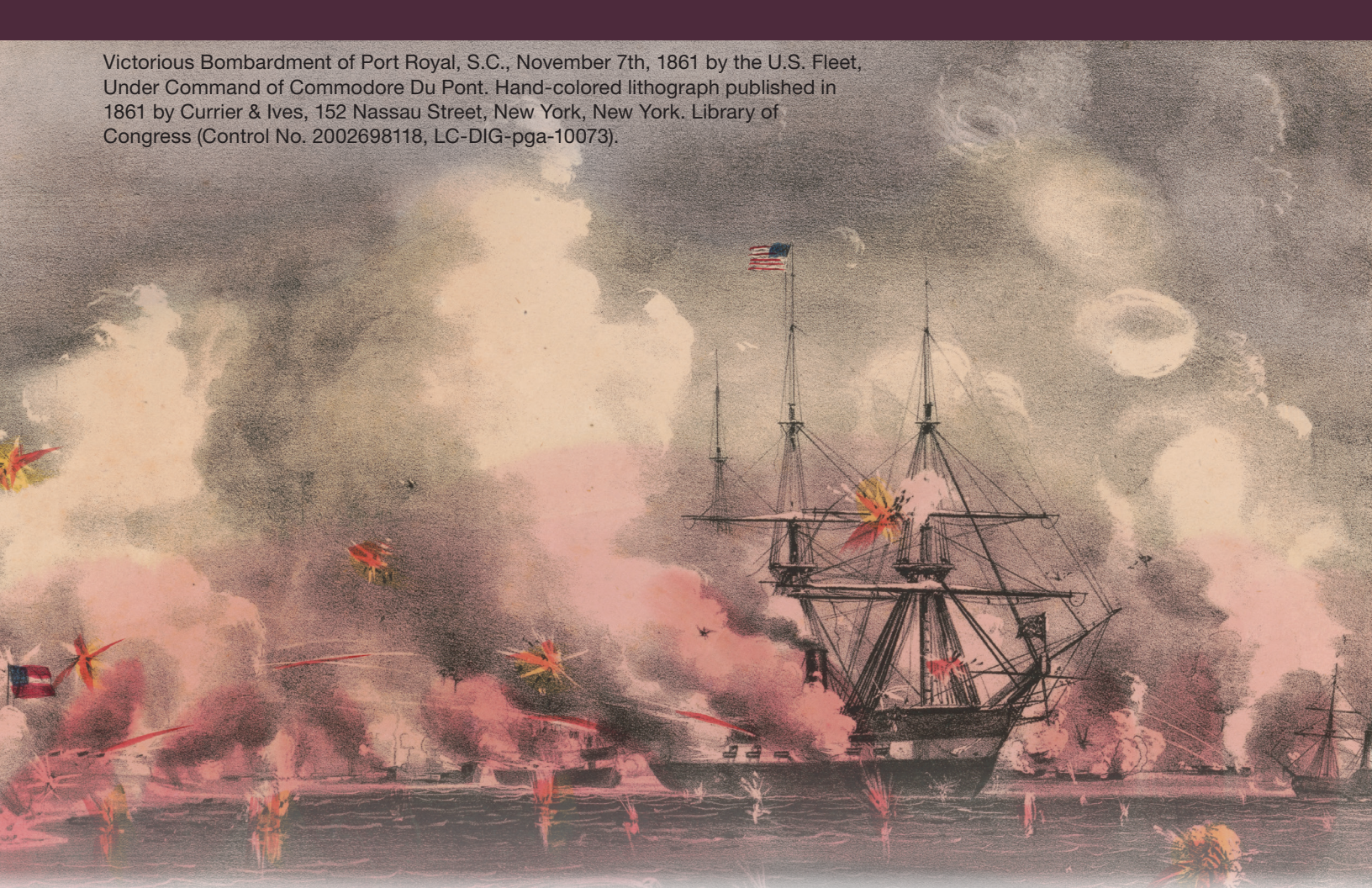


Victorious Bombardment of Port Royal, S.C., November 7th, 1861 by the U.S. Fleet, Under Command of Commodore Du Pont. Hand-colored lithograph published in 1861 by Currier & Ives, 152 Nassau Street, New York, New York. Library of Congress (Control No. 2002698118, LC-DIG-pga-10073).



# “Hurrah for South Carolina”: Percival Drayton and The Battle of Port Royal

By Peter Barratt

AT FIRST LIGHT ON THE MORNING of November 7, 1861 from within the earthen ramparts of Fort Walker on Hilton Head, South Carolina, Confederate Brigadier General Thomas Fenwick Drayton gazed with awe at the spectacle of Flag Officer Samuel Francis Du Pont’s mighty fleet as it glided into Port Royal Sound, bearing down on the rebel bastion and her sister earthwork Fort Beauregard, sited some two and a half miles to the north on Bay Point on Phillips Island. Construction of the two forts guarding the entrance to the sound had begun in July 1861 but had still not been completed by the time of

Du Pont’s attack. Fort Walker mounted 22 guns; 13 covered the sound, while a further 10 were sited to repel attack from the land. Fort Beauregard (the smaller of the two forts) mounted 19 guns, 13 of which faced seaward, while six protected the landward approaches. However, only one of the pieces in the fort, a 6.4-inch Brooke Rifle, had the range to support her sister work. Altogether some three thousand troops manned the forts. The Confederate defenses were supported by a small flotilla of four gunboats, commanded by Captain Josiah Tatnall, but they would not materially affect the battle. Thomas



Drayton later wrote “At last the memorable 7th dawned upon us bright and serene. Not a ripple upon the broad expanse of water to disturb the accuracy of fire from the broad decks of that magnificent armada about advancing in battle array to vomit forth its iron hail with all the spiteful energy of long-suppressed rage and conscious strength.” Little did he realize that one of the enemy vessels (delayed by bad weather and not present when the battle commenced) was the gunboat USS *Pocahontas*, commanded by his younger brother Percival. The phrase ‘war between brothers’ has long been used to give a sentimental gloss to the struggle between North and South, but in Thomas and Percival Drayton’s case the axiom would shortly come to have a literal meaning.

## The Drayton Brothers

Born into a wealthy Charleston family their father, Colonel William Drayton, was an affluent and well-connected lawyer. Thomas was first into the world on August 24, 1809, while Percival’s birth followed three years later, almost to the day. After graduating from West Point in 1828 (Jefferson Davis was a friend and classmate), Thomas joined the Army but resigned in 1836 to pursue a career as a civil engineer in the railroad business. He also served in the South Carolina state legislature from 1853 until the outbreak of the Civil War, and as a captain in the South Carolina state militia. As one of the wealthy planter-elite, Thomas naturally adopted a proslavery, states’ rights view and on this November day he would literally be defending his home at nearby Fish Hall Plantation (which he used as his headquarters) from the Union forces.

Percival Drayton accepted an appointment as an acting midshipman in the U.S. Navy at the age of fifteen, and his career within the service would follow a steady, if predictable,

progression. Shortly after Percival’s appointment, his father became embroiled in the Nullification Crisis of 1828-1833. Because of his support for President Andrew Jackson and the central government, his business and personal life suffered, and he was obliged to leave Charleston with his family and relocate to Philadelphia. Thomas had elected to remain in South Carolina.

---

From that moment, the two brothers’ lives were on ever more divergent courses.

---



Brigadier General Thomas Fenwick Drayton, Confederates States Army. MOLLUS-Mass Civil War Photograph Collection, Volume 91, p 4694. U.S. Army Heritage and Education Center, Carlisle, Pennsylvania.

# Percival Drayton and The Battle of Port Royal

Percival adhered to his father's federalist principles, which placed the siblings at opposite ends of the political spectrum. Despite this, the brothers enjoyed a cordial relationship until the secession crisis arose to tear the country apart. Legend has it that the brothers met for the last time in St. Michael's Episcopal Church, on Broad Street, Charleston. There they prayed for guidance, shook hands, and parted, little dreaming that within a matter of months they would be facing each other in battle.



Captain Percival Drayton, USN, circa 1864. NH 64912 courtesy of Naval History and Heritage Command.

## Percival Drayton's Naval Appointments

While Thomas settled his business affairs and prepared for service in the Confederate army, Percival, having by now risen to the rank of commander, was serving at the Philadelphia Navy Yard overseeing the arming and fitting out of vessels for active service. However, the weeks following the surrender of Fort Sumter proved a worrying and frustrating time for Percival. Newly appointed Secretary of the Navy Gideon Welles was displaying a merciless streak in dealing with disloyal and half-hearted officers and those born in the Deep South were under scrutiny. Percival wrote directly to Welles stating that, "although the government may be at a loss to know whom it can depend on," he assured him that he [Percival] would, "yield to no man in my attachment to the Union and to that flag under which I have so long served." Welles took this statement at face value and never had cause to regret it.

Determined to play a more active part in the war at sea, Percival requested a transfer to active service, but this was denied on the grounds that his duties at the navy yard were apparently "too important to permit of a change." While Percival was toiling at the navy yard, the Blockade Strategy Board, chaired by his future commanding officer Captain Samuel Francis Du Pont, submitted a bold plan to seize and secure a base near to Charleston from which to improve the blockade of that city and the surrounding areas. After due discussion, the objectives had been narrowed down to three: Bull's Bay north of Charleston, St. Helena Sound, or Port Royal Sound, to the south. In mid-September 1861, with the final target of attack yet to be confirmed, the secretary demonstrated his appreciation of Du Pont's plan by



appointing him flag officer of the newly designated South Atlantic Blockading Squadron, whose area of operations would stretch from South Carolina to the Florida Keys. Du Pont immediately set to work putting together the huge armada required for the forthcoming expedition. It was to be a combined operation, as troops would be needed to hold the base once it had been captured. Seventeen warships began assembling at New York, while 25 collier and supply ships and 33 troop ships—sufficient to carry 12,000 soldiers under the command of Brigadier General Thomas W. Sherman—rendezvoused at Annapolis, Maryland.

Eager to play a part in Du Pont's operation, on September 13, Percival once more wrote to Welles pointing out that pressure on the Ordnance Department at the navy yard had by now "measurably eased."

---

This time Welles approved his request for a transfer and assigned Percival to Du Pont to serve as ordnance officer of the squadron the flag officer was assembling.

---



Flag Officer Captain Samuel F. Du Pont, U.S.N.—Photographed by Brady. Line engraving published in *Harper's Weekly*, Volume V, No. 257, p 764, November 30, 1861.

Percival wasted no time in journeying to New York to report to Du Pont. He was now on the staff of the Navy's fastest rising star.

On September 24 (the same day that Thomas F. Drayton accepted a position as a brigadier general in the Provisional Army of the Confederate States), Du Pont wrote to Assistant Secretary of the Navy Gustavus Fox expressing his satisfaction with Drayton's performance to date: "With these new arms and rifle guns etc., I am satisfied that one of the best things you did was give me Drayton." Although the ordnance officer was now at the very center of the navy's most important operation to date, he was still not content. He longed for his own command and took the opportunity of reminding the department that he "had never," even at his present rank, "commanded a ship." Du Pont was sympathetic; he forwarded the application with the following endorsement: "Drayton not having seen his sea service in command, having when out before been similarly attached to a flag officer...thought he ought to put in for a ship—and I yielded—he is a very fine man and a very able officer."



Brigadier-General T.W. Sherman—From a Photograph. Line engraving published in *Harper's Weekly*, Volume V, No. 257, p 764, November 30, 1861.



# Percival Drayton and The Battle of Port Royal

---



USS *Pocahontas*, Hilton Head, South Carolina, 1862. MOLLUS-Mass Civil War Photograph Collection, Volume 15, p 722. U.S. Army Heritage and Education Center, Carlisle, Pennsylvania.

---

On October 5, Percival's wish for active service was fulfilled with his appointment as captain of *Pocahontas*,

---

a recently refitted 694-ton screw steamer then lying at the Washington Navy Yard. He came aboard four days later. Standing a little under six feet with a sandy complexion, grey eyes, an aquiline nose, and dark brown hair, Percival was recalled by a fellow officer later as being "of a most healthy and hardy constitution" and possessing "an active, untiring and rather acute intellect, and there were few subjects upon which he did not talk well." Drayton admitted his ship was "not a very large one," but noted her light draft and newly installed battery would make her a formidable opponent. The armament referred to consisted of four 32-pounders, one X-inch smoothbore gun, and a pivot 12-pounder rifle.

## Sailing to Port Royal

*Pocahontas* was due to sail within days in company with another steam sloop, *Seminole*. They were to pass down the Potomac through the Chesapeake Bay and rendezvous with Du Pont's fleet at Hampton Roads, Virginia. (Du Pont would be leaving New York on the flagship USS *Wabash* for Hampton Roads at the same time.) On the morning of October 15, the two vessels departed and after a skirmish with Rebel batteries positioned on the south bank of the Potomac, they continued to Hampton Roads to await Du Pont's grand task force. Sherman's troop ships from Annapolis arrived late, and this turned out to be a blessing, as a severe gale passed over in the meantime. Giving way to unaccustomed nervousness, Drayton reflected that the risks of combined operations were "so great...that it is not astonishing they sometimes fail." Casting his eye over the huge assemblage of vessels, he noted it consisted of everything from powerful steam frigates down to a "ferry boat." Speculation as to the fleet's objective was still rife as the ships prepared to get underway, but after reviewing the choices and following a final consultation with his senior officers, the decision was made.



---

The destination for Du Pont's armada would be Port Royal.

---

It represented the finest harbor south of Chesapeake Bay, had three approach channels drawing at least 17 feet of water, and could accommodate the entire Navy at anchor.

The coaling and ammunition ships left on October 28 heading south, deep into enemy waters. The remaining vessels departed the next day, sailing in an inverted 'V' formation. Around midday on November 1, while still some 300 miles from its destination, the fleet ran into a storm and by late afternoon, the ships were battling a severe gale. Du Pont was obliged to instruct his captains to disregard the order of sailing, effectively committing each ship to look to its own salvation. The squadron was soon dispersed to all points of the compass. Three ships carrying food and supplies and one with three hundred marines on board foundered, though loss of life was small. The sailing transport *Ocean Express*, loaded with most of the Army's small arms ammunition and all its field artillery, was unable to rejoin the fleet until after the conclusion of the operation.

---

Of the gale's impact on the fleet of warships, *Pocahontas* suffered the worst.

---

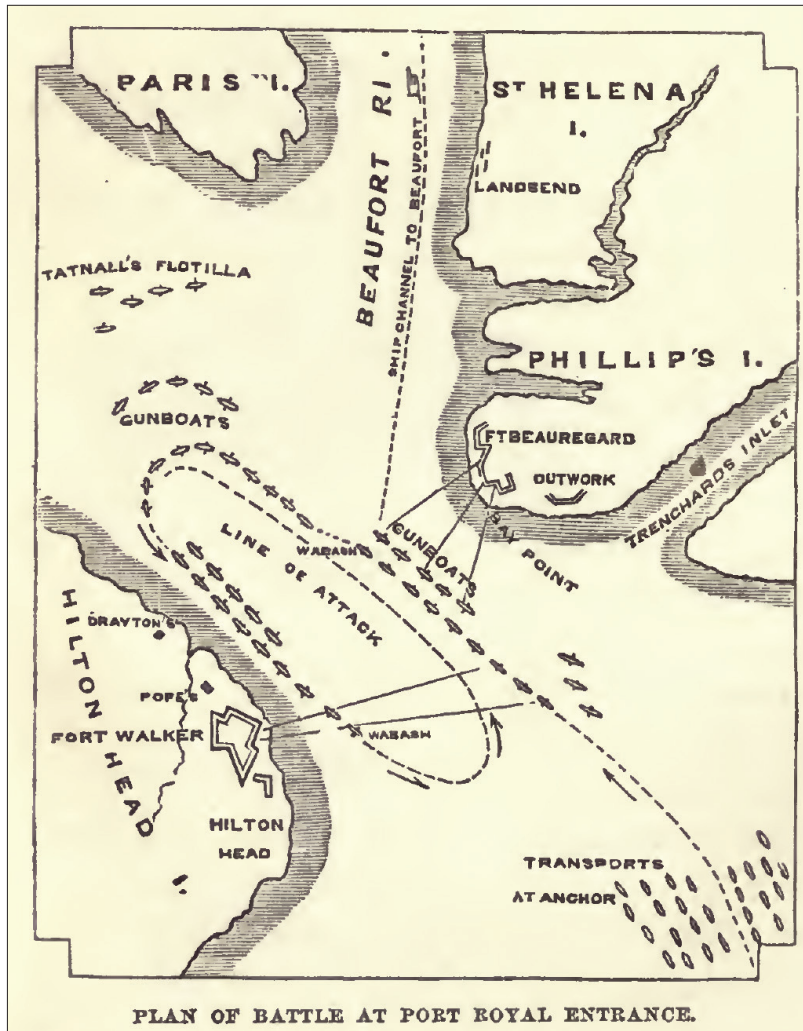
She was caught in the storm for four days and blown so far out into the Atlantic that she found herself in the Gulf Stream, being swept off to the northeast. Escape required burning through most of her coal, and it was not until early on the morning of November 7 that Drayton was able to get his bearings when he spotted Tybee lighthouse, at the northeast end of Tybee Island near the entrance to the Savannah River. Thereupon, he immediately set course for



The Bombardment of Forts Walker and Beauregard, Port Royal Inlet, South Carolina, November 7, 1861.—Sketched By Our Special Artist (William T. Crane) on Board the "Mercury." Line engraving published in *Harper's Weekly*, Volume V, No. 257, p 760-761, November 30, 1861.



# Percival Drayton and The Battle of Port Royal



Plan of Battle at Port Royal Entrance. From: Benson J. Lossing. *The Pictorial History of the Civil War in the United States of America*, Volume II, p 120 (Hartford, CT: T. Belknap, Publisher, 1868).

Port Royal. Soon after, he sighted a schooner and closed with her thinking she might be a blockade runner, but it transpired she was one of the squadron's colliers. With only one day's fuel remaining, Drayton took the opportunity to replenish his bunkers. This laborious exercise was still going on at 10:00 a.m. when the ominous sound of heavy gunfire was heard coming from over the horizon ahead. Concluding Du Pont had not only succeeded in getting his ships together but was in the process of attacking the enemy's defenses, Drayton turned the collier loose and pressed on at his best speed. Nearly two hours later, *Pocahontas* approached the entrance to the sound, where she gingerly picked her way through the shallows, avoiding the jam of supply ships and troop transports anchored there. At the same time, she cleared for action; her guns were loaded, rigging stoppered, decks sanded down, fires put out, and pumps made ready. At midday, she entered the sound itself and joined the action.

## Bombarding the Forts at Port Royal

Du Pont was more or less ignoring Fort Beauregard and concentrating his main effort against the larger Fort Walker. Several light draft warships enfiladed its northern flank, while *Wabash* and two others, steaming in an elliptical pattern, took turns to engage its front.

Although Percival had not received the flag officer's attack order, he could see at a glance how the battle was being conducted. He quickly spotted that Fort Walker's southern flank was just as exposed as its northern one and maneuvered to enfilade it, little realizing that his brother Thomas held command within its walls. Soon they would be shooting at one another. As she moved into position, *Pocahontas* passed close to the *Bienville*. Like *Pocahontas*, she was commanded by a South Carolinian, Charles Steedman, who, like Percy, had stayed loyal to the Federal government. As the two ships neared each other, Steedman called out to Drayton, "Three cheers for South Carolina!" Waving his cap in the air, the *Pocahontas's* commander replied enthusiastically, "Three cheers for South Carolina and the American flag!"

Interpreting Drayton's intention, the enemy directed one of their 32-pounders (from which a well-directed fire "was making it decidedly uncomfortable" for those on board the Union flagship) on to *Pocahontas*, and she answered in kind. In the initial exchanges, both sides fired straight but too high. The Confederates put a round through *Pocahontas's* mainmast, without bringing it down, and several pieces of rigging were later shot away. *Pocahontas* did no better. Her first few shots arched over the fort and landed in a camp behind it. Then she put a X-inch round through the garrison's flag before shooting away the flagpole itself.





The Great Naval Expedition—View of the Interior of Fort Walker, Port Royal Harbor, S.C., During the Bombardment by the Vessels of the National Fleet, November 7.—From a Sketch by Our Special Artist (William T. Crane). Line engraving published in *Frank Leslie's Illustrated Newspaper*, Volume XIII, No. 314, p 25, November 30, 1861.



The Great Naval Expedition—Landing of U.S. Troops at Fort Walker, Port Royal Harbor, S. C., After Its Evacuation by the Rebel Forces on the Afternoon of November 7.—From a Sketch by Our Special Artist on the Spot (William T. Crane). Line engraving published in *Frank Leslie's Illustrated Newspaper*, Volume XIII, No. 314, p 24, November 30, 1861.



# Percival Drayton and The Battle of Port Royal

---

Once Drayton had gotten his ship into a good position from which to enfilade the fort, he anchored and turned his attention to directing its fire. A crewmember described him as “quiet and active.” A reporter from the *New York Herald*, from a position aloft in the foresail of *Wabash*, later wrote how the exchange of fire between *Pocahontas* and the fort “was quick and hot, and it looked for a time as if the Secession brother ashore was getting the best of it.” However, in short order, the fort’s 32-pounder was dismantled and its crew driven from the parapet.

---

The journalist described the shooting from *Pocahontas* as a “brilliant display of marksmanship” and he “whooped and cheered for Percival Drayton!”

---

For two hours more, the Rebels fought on under a deluge of shells, earning the grudging respect of their opponents, but eventually they ran out of ammunition and abandoned the fort in a somewhat disorderly manner. While Du Pont was in the process of redirecting his forces against Fort Beauregard, it too was evacuated, leaving him in full possession of the sound. He had won a dramatic victory. As the guns fell silent, *Pocahontas* ranged up alongside *Wabash*, and a triumphant Du Pont called over, “Captain Drayton, I knew you would be here...You have had a hard time of it, I suppose?” Drayton replied laconically, “Yes, sir; pretty hard.” In his official report, Du Pont remarked that from her exposed position, *Pocahontas* had engaged in the best shooting he had ever seen. In his account of the engagement, Thomas Drayton corroborated Du Pont’s comments, making specific reference to the gunboat anchored at the edge of the shoals to the south of Fort Walker, stating its enfilading fire “annoyed and damaged us excessively,” especially after his 32-pounder had been put out of action. His bitterness would have been even more intense had he realized he was paying tribute to the prowess of his own brother.

## Postscript

Considering the terrific shelling, losses on both sides had been surprisingly light. The Federals had suffered eight killed and 23 wounded, and their opponents, 11 killed and 47 wounded. *Pocahontas* had expended some 70 rounds during the battle, suffering little harm in return. Brigadier General Sherman now landed his 12,000 troops on Hilton Head Island and turned it into a large army base. Thomas Drayton’s plantation house at Fish Hall became a Union headquarters. As the Federal squadron proceeded to drop anchor, *Pocahontas* unfortunately collided with her old friend *Seminole*. Embarrassing though this was, no one appeared to have been injured, and the damage to the ships was not such as to prevent Drayton from attending a victory celebration held on board *Wabash* later that evening. Upon his return, his executive officer, Lieutenant Alfred Thayer Mahan asked him if he had discovered who had commanded the Rebel troops. Drayton replied with a half-smile that indeed he had—it was his brother.

Du Pont had every reason to be elated by his success. Once he had transformed Port Royal into an enormous supply and maintenance facility, he would be able to provision and repair his ships within a day’s sailing of the ports they were blockading. The logistical implications of this were enormous.

---

Port Royal was about to become a thorn in the side of the Confederacy—one that could not be removed.

---

For Percival Drayton, Port Royal was just the beginning. He would assist Du Pont in operations along the South Carolina coast before trialling John Ericsson’s new monitor *Passaic*, and he would command the ironclad in the Battle of Charleston in April 1863. Following shore-based duties at the Washington Navy Yard, Percival rekindled a prewar relationship with Rear-Admiral David Farragut and accompanied him as fleet captain on *Hartford*, standing by his side at the victorious battle in Mobile Bay—arguably his and the admiral’s finest hour.



## The Naval Victory at Port Royal— The Stars and Stripes in South Carolina.

The Editors. *The New-York Times* (New York, NY), Volume XI, No. 3166, November 14, 1861, p 4, col 3,4.

We print a brilliant chapter of history this morning. In other columns will be found the official dispatches of Commodore DUPONT and Gen. SHERMAN, with proclamations, general orders, and the exhaustive rehearsal of our special correspondent, who gives a complete view of the entire affair. The detailed official account of Commodore DUPONT is not yet issued indeed; but the ample materials we publish leave little to be desired.

The dead under the smoking ruins of the forts that flank Port Royal, the troops of rebel planters flying in dismay before the avenging oriflamme of the Union, and the swarms of slaves flocking to our ships and our lines for deliverance and protection, are the flaming initials with which the Book of Retribution—just retribution, if ever such were!—opens in South Carolina. Twenty millions of loyal freemen are shut up in measureless content at the tidings. Now, indeed, Sumter begins to be avenged!

Few naval expeditions of a large scale—none of the proportions of this—have been successful. We trembled for its safety; we exult at its success. If not a victory which takes its lustre from accomplishment of an end by disproportioned means, it is a success, the result of a plan admirably conceived and carried out with skill, with energy and with pluck. “I think my plan was clever,” remarks Flag-Officer DUPONT, in an unofficial letter to Assistant Secretary of the Navy. The whole country will answer YES, in capital letters. Neither will the country forget the gallant marines and seamen who so finely sustained the glorious traditions handed down by American sailors of an earlier age.

The general outlines of the bombardment have already been anticipated. The leading plan of the manoeuvre was as masterly as it was novel, and was

executed with splendid success. The seventeen men-of-war, forming in double line of battle, performed three magnificent intersecting circles, delivering raking broadsides from their starboard and port sides successively, and bringing the forts on either sides in range by turns. Five gunboats formed a flanking division, and did excellent service. “In truth,” says Commodore DUPONT, “I never conceived such a fire as that on the second turn.” This triple circle, pouring its showers of shot and shell on the forts, occupied three hours. When preparing for the fourth round of “damnable iteration,” the fortifications surrendered! It was a hotly contested fight. The South Carolina journals, in declaiming on the imbecility of the artillerists that manned the batteries, have done them great injustice. All our accounts concur in testifying that the rebels fought bravely and well. But our broadsides were overwhelming. The masterly manoeuvre of Commodore DUPONT, in causing the fleet to describe a series of intersecting circles, had at once the effect to destroy the range of the rebel guns, and to greatly diminish the exposure of our ships to the rebel fire, and when the action was over, nothing had befallen our fleet that could have prevented its paying its respects to Charleston or Savannah the next morning.

At 2 o'clock in the afternoon, amid tears and shouts of joy, the “Stars and Stripes” were raised over the forts, which surprised by the grandness of their proportions, the excellence of their construction and the completeness of their armament. The enemy had fled in utter rout and dismay. The trenches were found choked with dead; other bodies had been dragged some distances, and were found in the woods. It is believed that their loss could not have been less than a hundred in killed. The Union loss is



# Percival Drayton and The Battle of Port Royal

eight killed and some twenty wounded.

Such is the brilliant chapter of History made on that beautiful Autumnal morning, under the splendid Southern sky. The drama was not without spectators. Numerous steamers, with excursion parties on board from Charleston, Savannah, and other neighboring towns, stood off, at safe distances, to view the combat. The denouement was not exactly that of Fort Sumter, witnessed by a like assemblage! It is stated that on board some of these craft were the consular agents of France and England: they probably found suggestive materials for dispatches!

It is possible to over-estimate the importance of this successful lodgment of Union forces on the soil of South Carolina. Securely intrenched on Hilton Head Island, the whole entourage of which is commanded by our fleet, there is a point of d'appui for indefinite future operations. Henceforth the rebels cannot but know that any point upon their extended coast is equally untenable in the presence of overwhelming naval power of the loyal States. The inland water-way which the rebels have hitherto so effectually used, is now wholly cut off and in our possession. There are also some illusions dispelled. There is an end to some old assumptions of South Carolina courage. The nonsense of the readiness of the slaves to fight for their masters is also for ever ended. Some were dragged away by force, others, refusing, were shot down like dogs, while a black tide poured towards the Union forces for protection...

We cannot see but that this success is the prologue to the swelling act of the imperial theme of Union triumph and rebel discomfiture; and the national salute booming from the Navy-yards of the States at noon to-day will awaken such echoes of high hopes as nothing in the war has yet inspired.

## Sources

Percival Drayton. *Naval Letters From Captain Percival Drayton, 1861–1865*. Printed from the Original Manuscripts Presented to the New York Public Library by Miss Gertrude L. Hoyt (New York, NY: The New York Public Library, 1906).

Samuel F. Du Pont. *Official Dispatches and Letters of Rear Admiral Du Pont, U.S. Navy 1846–48, 1861–63* (Wilmington, DE: Press of Ferris Brothers, Printers, 1883).

Samuel Francis du Pont Papers. Letters of Samuel Francis du Pont: 1842–1848 and 1859–1865. Manuscripts and Archives Department, Hagley Museum and Library, Wilmington, Delaware.

Robert Means Thompson and Richard Wainwright, Editors. *Confidential Correspondence of Gustavus Vasa Fox –Assistant Secretary of the Navy 1861–1865* (New York, NY: The De Vinne Press, 1918).

John D. Hayes, Editor. *Samuel Francis Du Pont: A Selection from his Civil War Letters*, Three Volumes (Ithaca, NY: Cornell University Press, 1969).

Alfred Thayer Mahan. *From Sail to Steam* (New York & London: Harpers & Brothers, 1907).

*Official Records of the Union and Confederate Navies in the War of the Rebellion*, 30 Volumes (Washington, DC: Government Printing Office, 1894–1921).

Frank Moore, Editor. *The Rebellion Record: A Diary of American Events, With Narratives, Illustrative Incidences, Poetry Etc.*, 12 Volumes (New York, NY: G.P. Putnam, 1862), Reprint Edition (New York, NY: Arno Press, 1977).

Albert Bigelow Paine. *A Sailor of Fortune: Personal Memoirs of Captain B.S. Osbon* (New York, NY: McClure, Phillips & Co., 1906).

Drayton Family Papers, Collection 1584. Series 3, a. Percival Drayton, Correspondence, 1835–1865. The Historical Society of Pennsylvania. Philadelphia, Pennsylvania.

Howard K. Beale, Editor. *Diary of Gideon Welles: Secretary of the Navy under Lincoln and Johnson*, 3 Volumes (New York, NY: W.W. Norton & Company Inc., 1960).

Robert M. Browning, Jr. *Success Is All That Was Expected: The South Atlantic Blockading Squadron During the Civil War* (Dulles, VA: Potomac Books, 2005).

Madeleine Vinton Dahlgren. *Memoir of John A. Dahlgren, Rear-Admiral United States Navy* (New York, NY: Charles L. Webster, 1891).

Richard S. West, Jr. *Mr. Lincoln's Navy* (New York, NY: Longmans, Green and Company, 1958).

Captain Drayton's Request to the Naval Academy. Letter from Admiral Porter. *Army and Navy Journal*, Volume III, No. 16 (Whole Number 120), 1865-'66, December 16, 1865, p 263, col 2,3.



Peter Barratt has authored two books on the naval history of the Civil War: *Farragut's Captain: Percival Drayton 1861-1865* (Lulu Press Services, 2018) and *Circle of Fire—The Story of the USS Susquehanna in the War of the Rebellion* (Lulu Press Services, 2007). He is a member of the American Civil War Round Table (UK) and the Union League of Philadelphia. Mr. Barratt resides in the county of Kent in the UK.