



563048

NPS Form 10-900  
(Rev. 10-90)



United States Department of the Interior  
National Park Service

### NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "NIA" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

#### 1 Name of Property

historic name US-SOONARCSUS  
other names/site number ex Mary Cook. Leer Wreck. FMSF Number 081-1105369

#### 2 Location

street & number NIA - Lat. Long. 27° 37' 31" N • 82° 47' 59" W  not for publication  
city or town 2.75 miles NW of Egmont Key  vicinity  
state Florida code FL county Hillsborough code \_\_\_\_\_ zip code \_\_\_\_\_

#### 3 State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

[Signature] II-Po 9/5/18  
Signature of certifying official/Title Date

3.1.1@ot/t:5frr/c FJex/leJiCM jv5<1111 it Jfisltxicul /45011-rces, FL D,pt- of SbJe.  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. (See continuation sheet for additional comments.)

[Signature] DJJJ F/JO 9/5/18  
Signature of certifying official/Title Date

State or Federal agency and bureau

#### 4 National Park Service Certification

I hereby certify that the property is:  
 entered in the National Register  
     See continuation sheet  
 determined eligible for the National Register  
     See continuation sheet.  
 determined not eligible for the National Register  
     See continuation sheet.  
 removed from the National Register.  
 other. (explain) \_\_\_\_\_

Signature of the Keeper [Signature] Date of Action to 1, 11

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- buildings
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	3	objects
1	3	total

**Name of related multiple property listings**

(Enter "N/A" if property is not part of a multiple property listing.)

"N/A"

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

DEFENSE - US Navy tugboat

GOVERNMENT

TRANSPORTATION - water-related, shipwreck

**Current Functions**

(Enter categories from instructions)

RECREATION AND CULTURE - scuba diving tourism

RECREATION AND CULTURE - heritage tourism

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

OTHER - 19th c. steam tugboat

**Materials**

(Enter categories from instructions)

foundation N/A

walls N/A

N/A

roof N/A

other hull - wood; engine, propeller, shaft, boilers -

ferrous

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 36) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record

**Areas of Significance**

(Enter categories from instructions)

Maritime History \_\_\_\_\_

Military \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1863-1866 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Significant Dates**

1863-1865 \_\_\_\_\_

Battle of Mobile Bay 1864 \_\_\_\_\_

Anaconda Plan 1863-1865 \_\_\_\_\_

**Significant Person**

\_\_\_\_\_

**Cultural Affiliation**

United States \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

\_\_\_\_\_

\_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of Repository \_\_\_\_\_

\_\_\_\_\_

# \_\_\_\_\_

10. Geographical Data

Acreage of Property 1

UTM References

(Place additional references on a continuation sheet.)

1 1 7 3 2 2 4 1 2 3 0 5 7 0 0 3  
Zone Easting Northing  
2

3 Zone Easting Northing  
4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Melissa R. Price, Senior Archaeologist

organization Florida Division of Historical Resources date 01/04/2017

street & number 500 South Bronough St telephone 850-245-6419

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name US Navy, US Naval History and Heritage Command

street & number 805 Kidder Breese Street SE telephone 202-685-0897

city or town Washington Navy Yard state DC zip code 20374

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

USS <i>Narcissus</i>
----- Name of Property Hillsborough County, Florida
----- County and State n/a
----- Name of multiple listing (if applicable)

Section number 7 Page 1

**SUMMARY**

The USS *Narcissus* State Underwater Archaeological Preserve (8HI05369) is the wreck of a wooden-hulled steam tug lost in January, 1866, when she ran aground northwest of Egmont Key, Florida. A boiler explosion destroyed the vessel, killing the entire crew. The wreck site is in 15 ft. of water embedded on bottomlands belonging to the State of Florida, while the shipwreck itself is property of the US Navy under the Sunken Military Craft Act (H.R. 4200). The site includes the remains of the 82 ft. long tug and associated artifacts. Non-contributing resources consist of two moorings and a cement monument with inset bronze plaque that designates the shipwreck as an Underwater Archaeological Preserve and Florida Heritage Site.

**SETTING**

USS *Narcissus* is located 2.75 miles northwest of Egmont Key, Florida, on state bottomlands north of Egmont Channel. Water clarity at the site is variable and the seafloor is sand. Because it is in a high energy shallow water environment, sediment cover fluctuates over the wreckage. Sand accretion and depletion may be affected by nearby dredging activities. The wreck has attracted substantial marine life including fish, crustaceans, and invertebrates. Grouper, grunts, flounder, and cubbyu inhabit the site along with stone crab, sea whips, and orange tunicate sponges, among other species.<sup>1</sup>

**DESCRIPTION**

The visible extent of USS *Narcissus* is approximately 65 ft. long by 28 ft. wide and rests on an axis of 60°/240° magnetic. The stern assembly is oriented with the propeller pointed to the southwest, and the bow facing northeast. Portions of the wreckage remain buried in sediment, much of it scattered to the south of the engine and stern assembly. A bronze plaque designating the shipwreck as an Underwater Archaeological Preserve is set into a cement monument placed on the seafloor roughly 20 ft. north of the engine. The non-contributing plaque is located away from the shipwreck itself on bottom cleared by hydro-probing and does not adversely affect the site's historical or archaeological integrity. The monument does not interfere with the wreck in any way.

The tug was severely damaged in a catastrophic explosion. Much of the remains are buried, but the site currently includes several exposed features (Fig. 1). The stern assembly to the western side of the site consists of a four-bladed iron propeller, propeller shaft, skeg, keel, keel rider, sternposts, and deadwood (Fig. 2). Near the stern assembly are hull planking, treenails, and metal sheathing. The pillow block, upon which the propeller shaft once rested, sits slightly to the east of the stern assembly. Northeast of the pillow block is a single cylinder inverted steam engine, standing proud off the seafloor and heeled to port (Fig. 3). The engine is largely intact, with valve chest, cylinder, piston, cross head, bell crank assembly, and other features. Remnants of the boiler, as well as other structure, are visible dependent upon the extent of sand cover and can be found roughly south of the engine. Two cables, one 3 inches and another 2 inches in diameter, crisscross the site. These may represent anchor lines deployed during the storm. Depending upon sand cover, structure from the outer hull is visible and includes planking, sheathing, wooden fasteners (treenails), and frame fragments.

**SITE INVESTIGATIONS**

USS *Narcissus* was rediscovered in the early 1980s by recreational diver Carl Leer. The site was looted of artifacts and sediment was disturbed by propeller wash deflectors.<sup>2</sup> World Treasure Finders, Inc., of Vancouver, British Columbia, arrested the shipwreck in Federal Admiralty court in 1987, but salvage work was cancelled because of financial discrepancies.<sup>3</sup> Three divers, Tower, Leer, and Young, applied for a salvage permit in 1988.

<sup>1</sup> Florida Bureau of Archaeological Research, "A Proposal to Establish the Shipwreck USS *Narcissus* as a State Underwater Archaeological Preserve," (Florida Division of Historical Resources, Department of State: Tallahassee, FL, 2011)

<sup>2</sup> M.N.T. Morris, "USS *Narcissus*: The Role of the Tugboat in the American Civil War" (masters thesis, University of West Florida, 2011), 57-58.

<sup>3</sup> Morris, 2011, 58-60.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

USS <i>Narcissus</i>
Name of Property
Hillsborough County, Florida
County and State
n/a
Name of multiple listing (if applicable)

Section number 7 Page 2

The permit was denied in 1989 on the grounds that the site was located in the Pinellas County Aquatic Preserve.<sup>4</sup> Archaeological remote sensing work at the site was first undertaken in 1988 by Espy, Huston, and Young, and in 1999 by the Institute for International Maritime Research (IIMR).<sup>5</sup> The 1999 survey relocated the site using Loran numbers from local diver Howard Tower and geo-spatial information from the 1988 survey. IIMR's work included a site visit and partial recordation of the steam machinery. In 2005, Panamerican Consultants Inc. visited USS *Narcissus* and determined that the shipwreck was eligible for consideration on the National Register of Historic Places.<sup>6</sup> A 500 ft. buffer zone around the wreck was created to protect the site from dredging activities.

Beginning in 2006, the Florida Aquarium in Tampa conducted the Tampa Bay Historical Shipwreck Survey with archaeological consultation from South Eastern Archaeological Services and remote sensing work by Tidewater Atlantic Research, Inc. Funded in part by a grant from the Florida Division of Historical Resources, the survey continued for several years with additional grants in 2007 and 2009.<sup>7</sup> The Florida Aquarium mapped the remains of USS *Narcissus* and hydro-probed for the extent of buried material relating to the shipwreck, including hull material (Fig. 4). Archaeologists and volunteers produced a site plan and recorded USS *Narcissus* in photographs and video. In 2011, University of West Florida anthropology graduate student M. Nicole Morris completed a master's thesis about the shipwreck.<sup>8</sup>

The Florida Aquarium and South Eastern Archaeological Services jointly nominated the shipwreck in 2010 to become Florida's twelfth Underwater Archaeological Preserve. The Florida Bureau of Archaeological Research determined that the site met Preserve criteria, including safe diving conditions, recognizable structure, abundant marine life, and public accessibility.<sup>9</sup> Florida Bureau of Archaeological Research divers visited the site in 2012 and 2013.

USS *Narcissus* is unique among Florida's Underwater Archaeological Preserves in that, as mentioned above, the shipwreck itself remains property of the US Navy under the 2005 Sunken Military Craft Act (H.R. 4200). Its dedication as a Preserve was undertaken in cooperation with the US Naval History and Heritage Command. Web pages interpreting the shipwreck were added to the Florida Underwater Archaeological Preserves' website ([www.museumsinthesea.com](http://www.museumsinthesea.com)), complete with interpretive videos. A brochure was prepared that describes USS *Narcissus*' history and its role as an Underwater Archaeological Preserve (Fig. 5). Also, an underwater guide was designed to allow visitors to take a self-guided tour of the shipwreck. On January 20, 2015, USS *Narcissus* was dedicated as Florida's twelfth Underwater Archaeological Preserve and two moorings, a monument, and a bronze plaque were placed on site (Fig. 6-8). The site has been adopted by the "Friends of USS *Narcissus*," stakeholders from the local waterfront community. They will conduct periodic visits, clean the plaque, and monitor the site, as well as impart the importance of historic preservation and site stewardship.

<sup>4</sup> R. Danser, Letter to Howard Tower, 14 April (Florida Department of Natural Resources: Tallahassee, FL, 1989).

<sup>5</sup> G.P. Watts, Jr., A Remote Sensing Survey of the Proposed Egmont Channel Borrow Area, Pinellas County, Florida. Report to US Army Corps of Engineers, Jacksonville District. (Tidewater Atlantic Research, Inc.: Washington, NC, 2001).

<sup>6</sup> M. Krivor, "Diver Evaluations of 34 Targets in the Egmont Shoals Borrow Area Pinellas County, Florida." Report to US Army Corps of Engineers, Jacksonville District. (Panamerican Consultants, Inc.: Memphis, TN, 2005).

<sup>7</sup> J.W. Morris III, G.P. Watts, Jr., C. Coy, and M. Terrell, "Tampa Bay Historical Shipwreck Survey Final Report." Report to Bureau of Historic Preservation, Florida Division of Historical Resources, Florida Department of State, Tallahassee (The Florida Aquarium: Tampa, FL, 2007); J.W. Morris III, G.P. Watts, Jr., C. Coy, and M. Terrell, "Tampa Bay Historical Shipwreck Survey Final Report." Report to Bureau of Historic Preservation, Florida Division of Historical Resources, Florida Department of State, Tallahassee (The Florida Aquarium: Tampa, FL, 2008); J.W. Morris III, G.P. Watts, Jr., C. Coy, M. Terrell, and N. Tumbleson "Tampa Bay Historical Shipwreck Survey Final Report." Report to Bureau of Historic Preservation, Florida Division of Historical Resources, Florida Department of State, Tallahassee (The Florida Aquarium: Tampa, FL, 2010).

<sup>8</sup> Morris, 2011.

<sup>9</sup> Florida Bureau of Archaeological Research, 2011.

**United States Department of the Interior**  
National Park Service

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**Continuation Sheet**

USS *Narcissus*

Name of Property

Hillsborough County, Florida

County and State

n/a

Name of multiple listing (if applicable)

Section number 8 Page 1

**SUMMARY**

USS *Narcissus* is significant at the state and local level under Criteria A and D in the Categories of Archaeology (Historic-Non-Aboriginal), Maritime History, and Military. The site is significant under Criterion A because of its association with two Civil War events, the Anaconda Plan and the Battle of Mobile Bay. The site is significant under Criterion D because it has stabilized in the marine environment and can, through future archaeological investigation, provide additional information about 19<sup>th</sup> century tugs, specifically 19<sup>th</sup> century steam tugboats used in the US Navy during the Civil War. No known plans exist for USS *Narcissus*. This shipwreck is a rare example of a wooden-hulled steam tug used in blockading operations during the middle of the 19<sup>th</sup> century, where they played a significant role in Union strategy.

**ANACONDA PLAN**

Union general Winfield Scott's strategy to blockade southern ports, known as the Anaconda Plan, was designed to strangle the southern states economically and bring an end to the Civil War.<sup>1</sup> Blockading the south was a key component of Union military strategy throughout the war. At the time, under international convention a nation engaged in blockade was required to be able to maintain it adequately, otherwise it was deemed unlawful. If the blockade was improperly executed, foreign powers could more easily recognize the Confederacy as a legitimate government, and if they were to intervene on its behalf, the war may have been lengthened or even lost. European nations, especially the British, observed the "blockade, to see that it was lawfully maintained."<sup>2</sup> With the specter of foreign intervention looming over the enterprise, the US Navy needed to assemble hundreds of vessels to conduct an effective blockade. Among these vessels was USS *Narcissus*, and like other steam tugs, it vital to the effort because of its ability to traverse shallow sand bars whether on patrol or in pursuit of blockade runners.<sup>3</sup>

**BATTLE OF MOBILE BAY**

After the fall of New Orleans, which strengthened the Union's strategic position, Mobile, Alabama, was the Confederacy's most important Gulf port. Keeping the supply line open was of the utmost importance to the Confederacy. Blockade runners brought supplies and war materiel into Mobile, and from there it was distributed by rail to the southern states.<sup>4</sup> Taking control of Mobile Bay was not an easy proposition. Confederate obstructions and mines (then referred to as torpedoes) funneled any ships entering the bay into a concentrated field of fire in front of forts Gaines and Morgan. In addition to the forts, the US Navy had to contend with gunboats and the 235-foot long iron-clad ram, *Tennessee*. After the arrival of naval reinforcements, Admiral Farragut attacked on August 5, 1864. His 14 wooden vessels and 4 ironclads passed the fortifications, entered the bay, and engaged *Tennessee*, capturing her after a little over an hour of fighting. While entering the narrows USS *Tecumseh* hit a mine and sank immediately, with the loss of 120 men. USS *Brooklyn* stopped, becoming a stationary target for the forts, and Farragut was advised to stop as well to avoid the nest of submerged mines, to which he replied, "Damn the torpedoes!" and ordered the rest of the Union line to follow him and the flagship USS *Hartford*.<sup>5</sup> Within several weeks Union forces captured Confederate forts, including Fort Morgan, and held the entrance to Mobile Bay, cutting off an important port of entry for Confederate war material.<sup>6</sup> This left the south with few viable seaports.

<sup>1</sup> D.D. Porter, *The Naval History of the Civil War* (New York: Sherman Publishing Company, 1886), 17.

<sup>2</sup> Porter, 1886, 635

<sup>3</sup> Morris, 2011, 82; David G. Farragut, Order of Rear-Admiral Farragut, US Navy, to Commodore Palmer, US Navy, regarding the purchase of a tug, 18 July 1864, *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, Vol. 21, (Washington DC: Government Printing Office, 1906), 377.

<sup>4</sup> Porter, 1886, 565.

<sup>5</sup> Porter, 1886, 565-600.

<sup>6</sup> Porter, 1886, 592.



**United States Department of the Interior**  
National Park Service

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**Continuation Sheet**

USS *Narcissus*

Name of Property

Hillsborough County, Florida

County and State

n/a

Name of multiple listing (if applicable)

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## VESSEL HISTORY

USS *Narcissus* was a wooden-hulled steam tug built in 1863 in East Albany (now Rensselaer) New York and launched under the name *Mary Cook*.<sup>7</sup> Commissioned by the US Navy in February 1864, she was renamed USS *Narcissus* and armed.<sup>8</sup> The steam tug took part in the Anaconda Plan, the naval blockade of southern ports during the Civil War. USS *Narcissus* was assigned to the West Gulf Blockading squadron, reporting for duty at New Orleans in March, 1864.<sup>9</sup> She was the focus of a Confederate scheme to parley with her crew under a flag of truce, share liquor with them to get them intoxicated, and capture the vessel.<sup>10</sup> The plan did not work. USS *Narcissus* supported the Union Navy in the Battle of Mobile Bay. In December of that year, the vessel was sunk at anchor when it hit a torpedo.<sup>11</sup> After extensive repairs at the Pensacola Naval Yard, the steamer made its way to the northeast for decommissioning.<sup>12</sup> There is little documentation about her crew, but a photograph of officers from the tug was discovered a few years ago by Al and Nina LePage of Edmonton, Alberta, Canada. They bought a framed Victorian-era drawing and found the photo behind it. It is the only known image of the officers of USS *Narcissus*, dated Pensacola December 10, 1865, less than a month before she was lost off Egmont Key (Fig. 9). It is signed by J.M. Young, who was not on the official list of lost sailors as furnished by contemporary newspapers or the US Navy. The officer seated at center appears to be commanding officer Acting Ensign Isaac S. Bradbury.

After the war USS *Narcissus* was sent to the east coast to be sold. In consort with the tug USS *Althea*, USS *Narcissus* ran into foul weather on June 6, 1866, and attempted to head into Tampa Bay for shelter. After conferring, the commanding officers decided to weather the storm by anchoring outside the bay.<sup>13</sup> In rough seas, USS *Narcissus* ran aground off Egmont Key. While attempting to free herself from the sand bar the boiler exploded, and all aboard were lost.<sup>14</sup> The next day, USS *Althea* found part of *Narcissus*' hull floating upside down, still attached to the anchors. This might account for the cables visible on site today. USS *Althea* cruised the waters and shorelines in the vicinity, searching for survivors of the tragedy. They discovered the body of one of the firemen and papers from the vessel, but little else.<sup>15</sup>

## ARCHAEOLOGICAL AND HISTORICAL SIGNIFICANCE

Although the tug sank in a catastrophic boiler explosion, the shipwreck retains integrity of location, materials, workmanship, feeling, and association.<sup>16</sup> Significant components, including the engine, stern assembly, boiler fragments, and hull sections, remain.

USS *Narcissus* is significant under Criterion A because of its association with events that have made a significant contribution to the broad patterns of our history. USS *Narcissus* was linked to two such events, the

<sup>7</sup> Morris, 2011, 29; United States Naval Records Office, "USS *Narcissus*," *Official Records of the Union and Confederate Navies in the War of the Rebellion, Series II, Volume 1*, (Washington, DC: United States Naval War Records Office, 1921), 155.

<sup>8</sup> USS *Narcissus* Service Record, Service Log, Data Sheet, and Correspondence for USS *Narcissus*. United State Navy Library, US Naval History and Heritage Command, ZC (Ship) Files, File: USS *Narcissus*, Washington Navy Yard, Washington, DC, 1864-1866.; P.H. Silverstone, *Warships of the Civil War Navies*, (Annapolis: Naval Institute Press, 1989), 119.

<sup>9</sup> David G. Farragut, "Letter to Gustavus Vasa Fox, Astor House, 30 November," in *Confidential Correspondence of Gustavus Vasa Fox Assistant Secretary of the Navy 1861-1865, Vol. I*, eds. R.M. Thompson and R. Wainwright, (New York: DeVinne Press, 1920), 338-339.

<sup>10</sup> David G. Farragut, Order of Rear-Admiral Farragut, US Navy, to Lieutenant Commander Fitzhugh, US Navy, 11 June 1864, *Official Records of the Union and Confederate Navies in the War of the Rebellion, Series I, Vol. 21*, (Washington DC: Government Printing Office, 1906), 330-331.

<sup>11</sup> USS *Narcissus* Service Record.

<sup>12</sup> Morris, 2011, 50; H.A. Thatcher, "Report of Rear-Admiral Thatcher, US Navy, Giving List of Vessels Comprising the Gulf Squadron under his Command," in *Official Records of the Union and Confederate Navies in the War of the Rebellion, Series I, Volume 22* (Washington, DC: United States Naval War Records Office, 1908), 262.

<sup>13</sup> USS *Althea* Deck Log, Jan. 1 through Jan. 7 1866. Microfilm reproduction from US National Archives and Records Administration, Textual Archives Services Division. RG41, Stack 18W4 (Copies at KM Desk), (College Park, MD: National Archives and Records Administration).

<sup>14</sup> "Shipwrecks, Loss of the United States Steamer *Narcissus* with all on Board," *New York Herald*, 2 February 1866; "The United States Steamer *Narcissus*," *New York Times*, 4 February 1866.

<sup>15</sup> W.F. Kilgore, "Letter to Commander US Steamer *Sagamore*, re the Loss of the USS *Narcissus* near Tampa Bay, January 4, 1866, Tampa Bay, Florida, 8 January 1866." US National Archives and Records Administration, Naval Records Collection of the Office of Naval Records and Library (ONRL), RG45, Microfilm records: Subject File, US Navy, 1775-1910, Misc. Records, HG-Groundings, Strandings, Foundering, & Sinkings, Misc. & A-L {Box No. 179}, US and CS (Confederate States) Ships, 1860-1870. Folder: US Steamer *Althea* (Washington, DC: National Archives and Records Administration, 1866).

<sup>16</sup> J.P. Delgado, "Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places," *National Register Bulletin 20* (Washington, DC: US Department of the Interior, 1992), 13.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

USS *Narcissus*

Name of Property

Hillsborough County, Florida

County and State

n/a

Name of multiple listing (if applicable)

Section number 8 Page 3

Anaconda Plan and the Battle of Mobile Bay. As part of the West Blockading Squadron, shallow drafted tugs like USS *Narcissus* were vital and versatile components of the Anaconda Plan. They could conduct traditional towing duties, dispatch messages between members of the fleet, but were also armed and able to intercept Confederate blockade runners in shallow waters that the larger blockading vessels could not navigate.<sup>17</sup> Their utility was prized by US Naval officers.<sup>18</sup>

USS *Narcissus* also served as a support vessel in the Battle of Mobile Bay in 1864. While the Union fleet passed through a mine field, battled Confederate forts Morgan and Gaines, and entered Mobile Bay, USS *Narcissus* joined four other US Navy vessels in bombarding Fort Powell with artillery fire. After the Union fleet entered the bay, the Confederates abandoned and destroyed the fort.<sup>19</sup> In December, four months after the battle, USS *Narcissus* struck a torpedo while paying out her anchor line in foul weather and sank, but was afterwards raised and repaired.<sup>20</sup>

USS *Narcissus* is significant under Criterion D because of the high potential for information that the shipwreck can yield. Although the wreckage is scattered from site formation processes including the initial explosion, more than 150 years of storms, and cultural disturbance by salvors, the site retains archaeological value. Machinery and large portions of the hull (although buried) are still extant and offer the opportunity of examining construction techniques for wooden-hulled tugboats from the mid-19<sup>th</sup> century. USS *Narcissus* was an example of improvisational tactics in difficult circumstances. The tug was repaired on three occasions before hitting a mine in December 1864, and repaired in the following months.<sup>21</sup> Her hull should bear evidence of these repairs.

USS *Narcissus* represents the once numerous tugs used by the US Navy as auxiliaries to enforce the Anaconda Plan. These tugs were important in their traditional use in towing, as well as for intercepting Confederate blockade runners. The tugs' shallow drafts allowed them to patrol waters impossible to reach by other means. Tugs like USS *Narcissus* were vital to the blockading effort, and both logistically and economically important as low-cost shallow-draft alternatives to larger vessels.<sup>22</sup>

An additional consideration is that USS *Narcissus* is a Florida Underwater Archaeological Preserve, one of a family of shipwreck sites that have been determined archaeologically significant by the state of Florida. Florida's Preserves not only enhance the message of historic preservation, but they boost heritage, ecological, and recreational tourism. USS *Narcissus* was designated a State Underwater Archaeological Preserve based on a variety of criteria including its integrity and its potential for public education.

<sup>17</sup> Morris, 2011, 21.

<sup>18</sup> S.F. DuPont, "Letter to Gustavus Vasa Fox, USS *Wabash*, off Port Royal, South Carolina, 21 August." Naval Historical Society Collection, Gustavus Fox Papers (New York: New York Historical Society, 1862).

<sup>19</sup> J.C.P. DeKrafft, "Report to Rear-Admiral David G. Farragut," 6 August 1864, *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, Vol. 21, (Washington DC: Government Printing Office, 1906), 502-503.

<sup>20</sup> William G. Jones, "Report to Captain Thornton A. Jenkins," 10 December 1864, *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, Vol. 21, (Washington DC: Government Printing Office, 1906), 752-753; "Melancholy Disaster in Mobile Bay," *New York Times*, 16 December 1864.

<sup>21</sup> Morris, 2011, 32; D.G. Farragut, "Stations of Vessels Composing the West Gulf Blockading Squadron, July 15, 1864," in *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, Volume 21 (Washington, DC: United States Naval War Records Office, 1906), 376; D.G. Farragut, "Order of Rear-Admiral Farragut, US Navy, to the Commandant Navy Yard, Pensacola, Urging Forward the Repairs to Vessels, July 19, 1864," in *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, Volume 21 (Washington, DC: United States Naval War Records Office, 1906), 380; D.G. Farragut, "Stations of Vessels Composing the West Gulf Blockading Squadron, November 30, 1864," in *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, Volume 21 (Washington, DC: United States Naval War Records Office, 1906), 744.

<sup>22</sup> Morris, 2011, 32-33.

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**United States Department of the Interior**  
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1866 USS *Althea* Deck Log, Jan. 1 through Jan. 7 1866. Microfilm reproduction from US National Archives and Records Administration, Textual Archives Services Division. RG41, Stack 18W4 (Copies at KM Desk), National Archives and Records Administration, College Park, MD.

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VERBAL BOUNDARY DESCRIPTION AND BOUNDARY JUSTIFICATION

The Florida Master Site File bounds the USS *Narcissus* archaeological site to within a 500 ft. radius from the center of the site. This site boundary is to prevent sand borrow projects from negatively impacting the shipwreck.

ADDITIONAL DOCUMENTATION

The site is on Florida sovereignty submerged bottomlands administered by the Tampa Port Authority, but the resource, the shipwreck USS *Narcissus*, is the property of the US Navy under the 2005 Sunken Military Craft Act.

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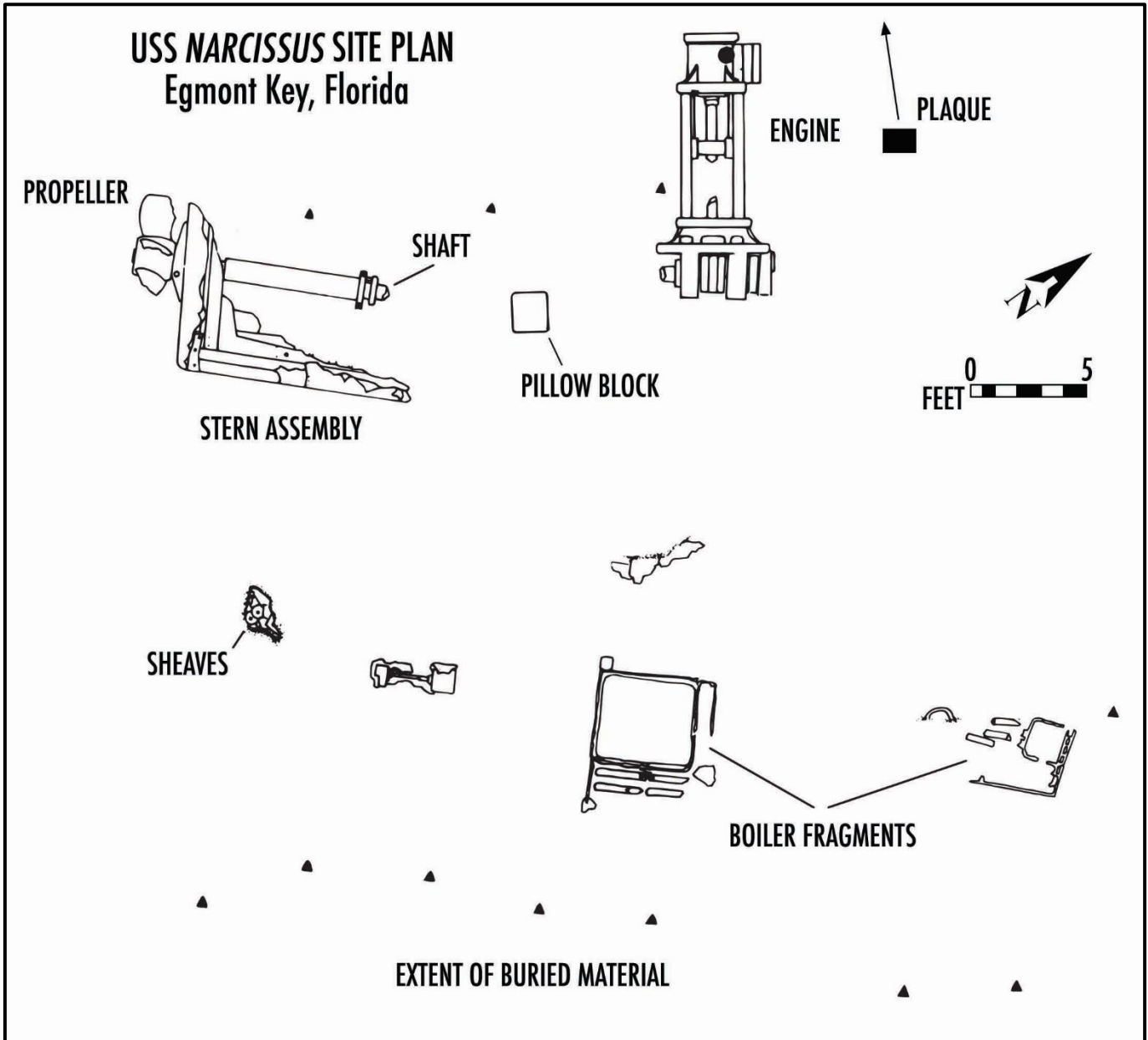


Figure 1. Site plan (Drawing by John W. Morris II and Nicole T. Morris).

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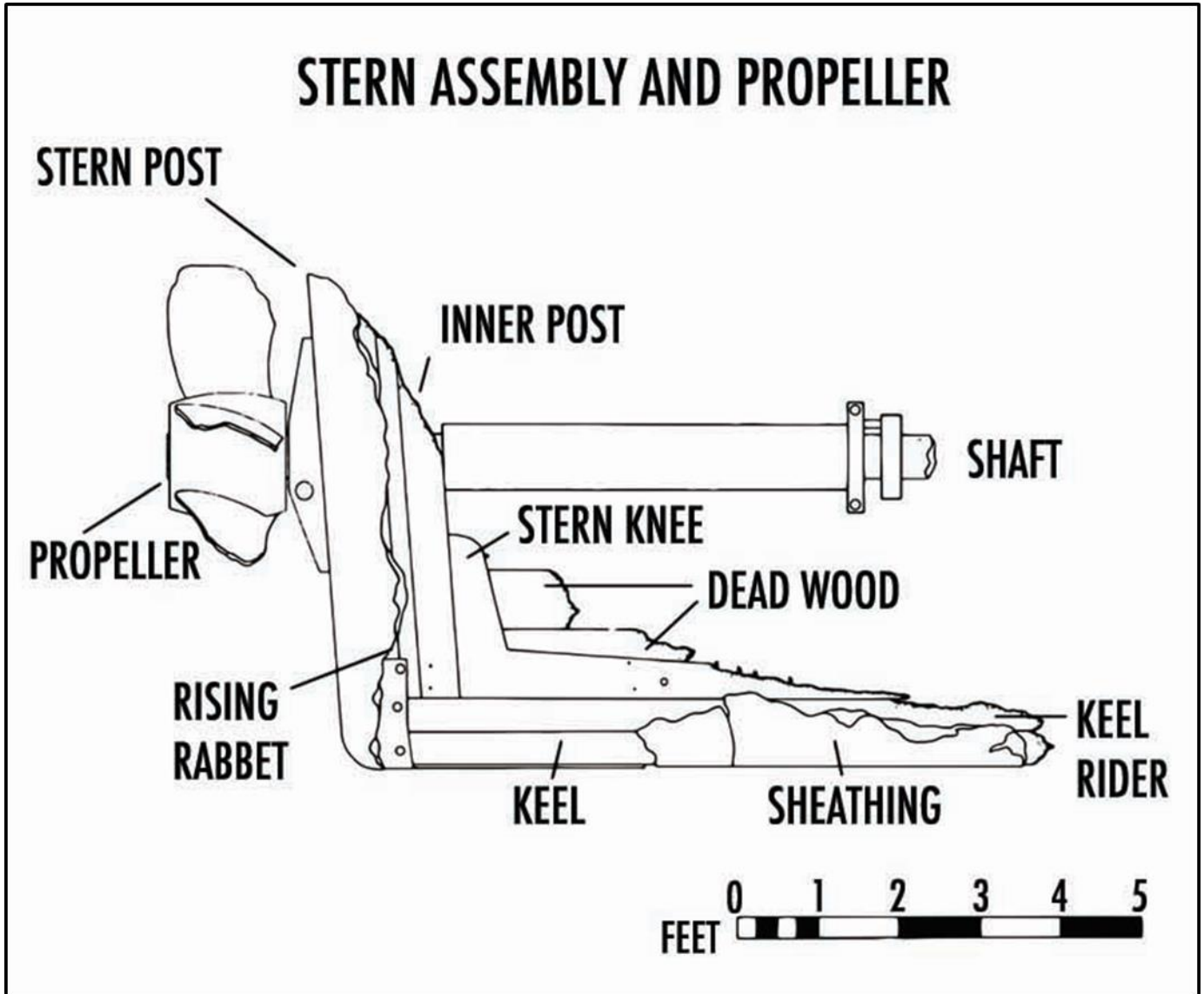


Figure 2. Stern Assembly and Propeller  
(Drawing by John W. Morris II and Nicole T. Morris).



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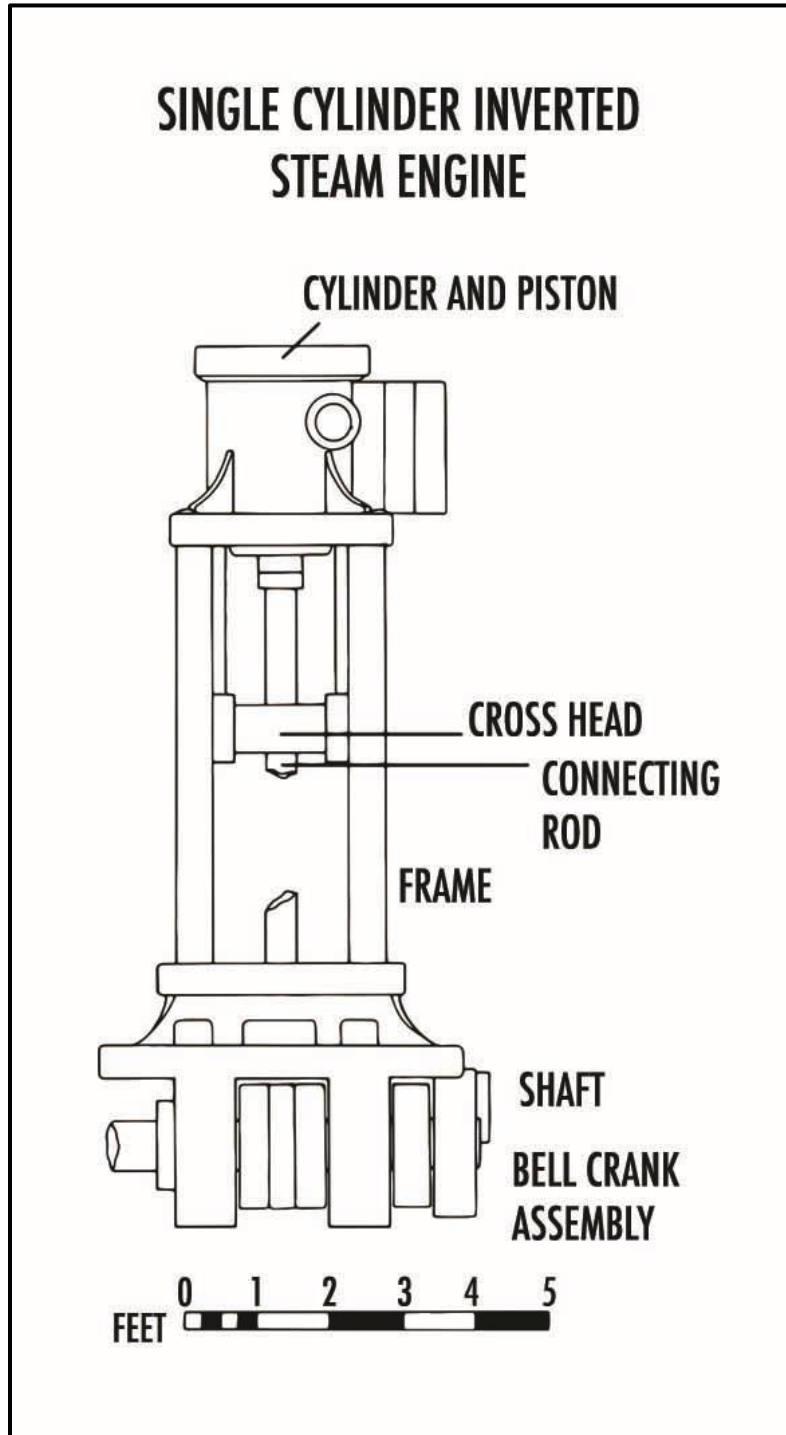


Figure 3. Stern Assembly and Propeller  
(Drawing by John W. Morris II and Nicole T. Morris).

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**Figure 4. Propeller with diver (Florida Aquarium photo).**

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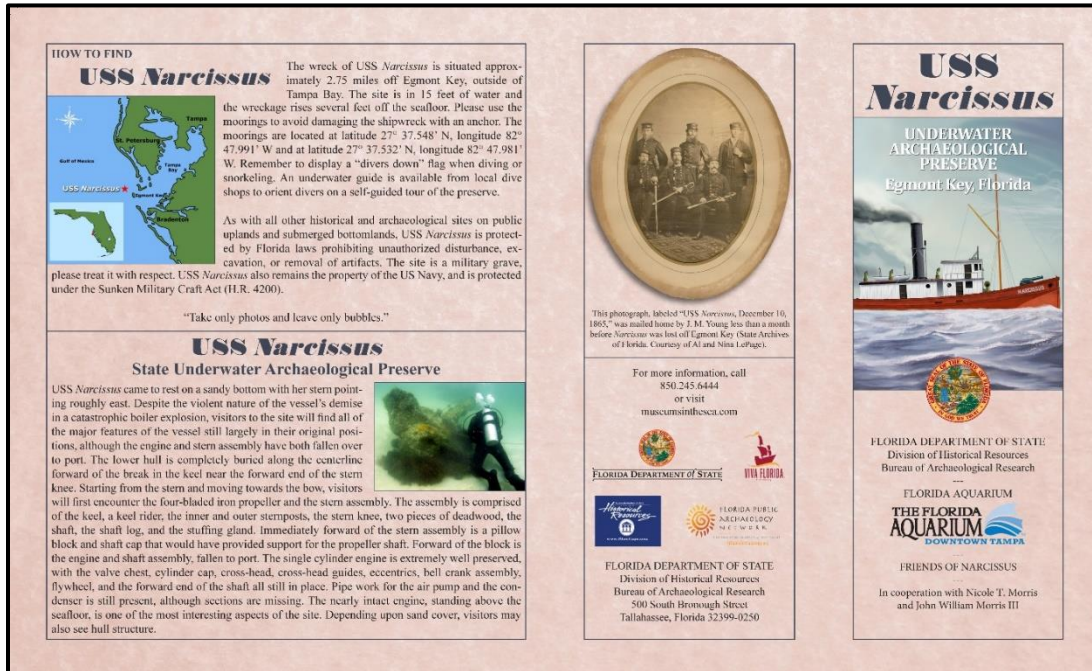


Figure 5. USS *Narcissus* interpretive brochure.



Figure 6. Concrete monument being deployed at the site (Florida Aquarium photo).

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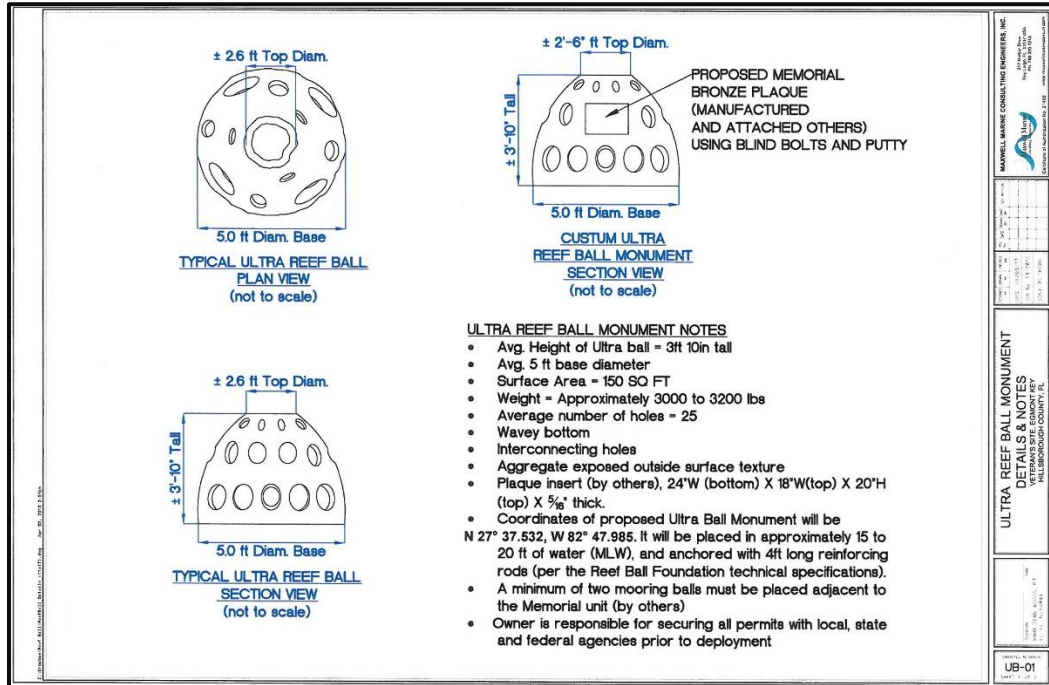


Figure 7. Plans for concrete monument (Maxwell Marine Consulting Engineers).

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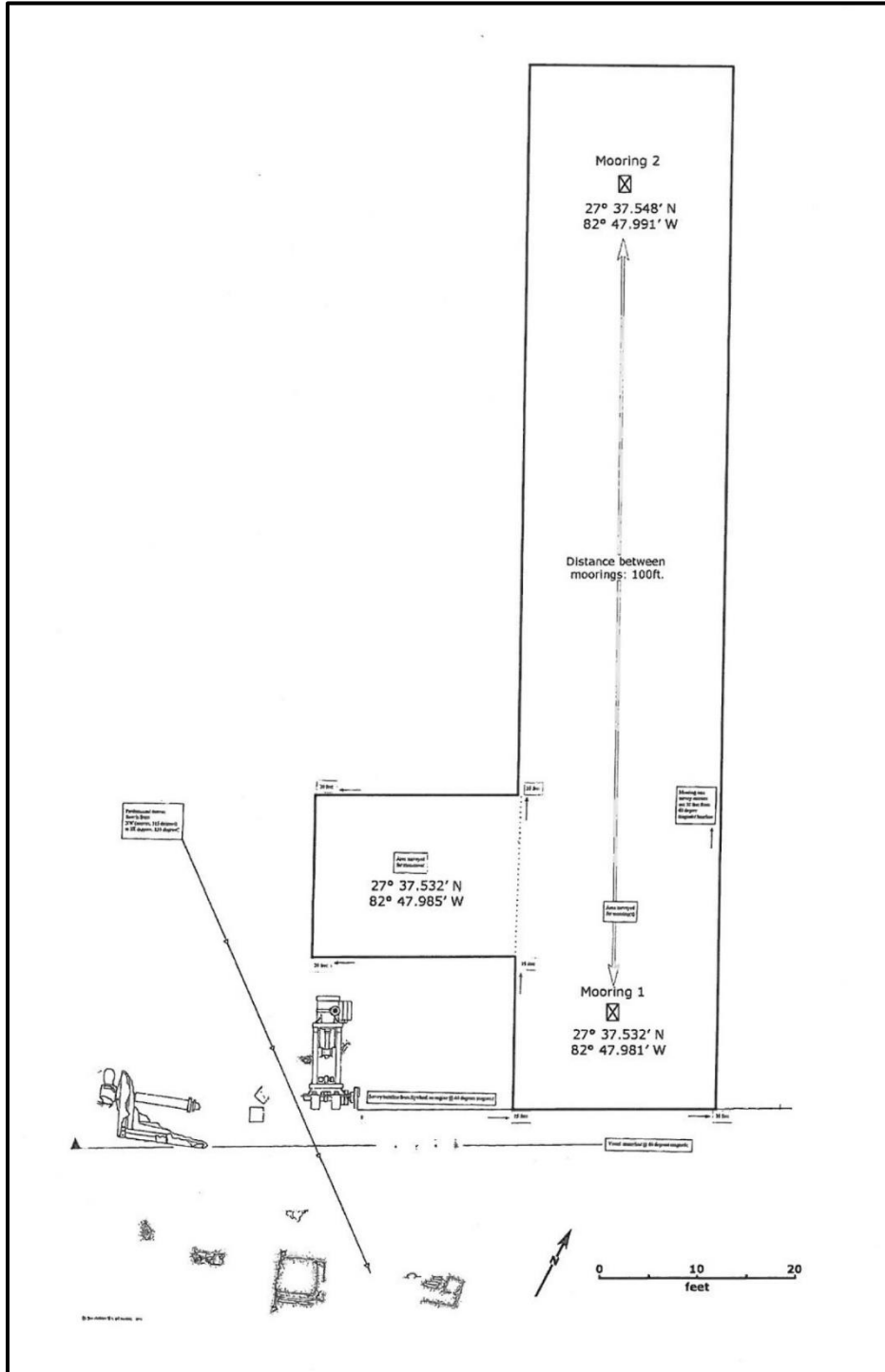


Figure 8. Mooring and monument areas at USS *Narcissus* site.



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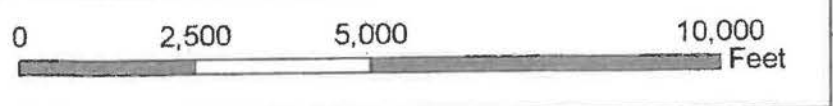
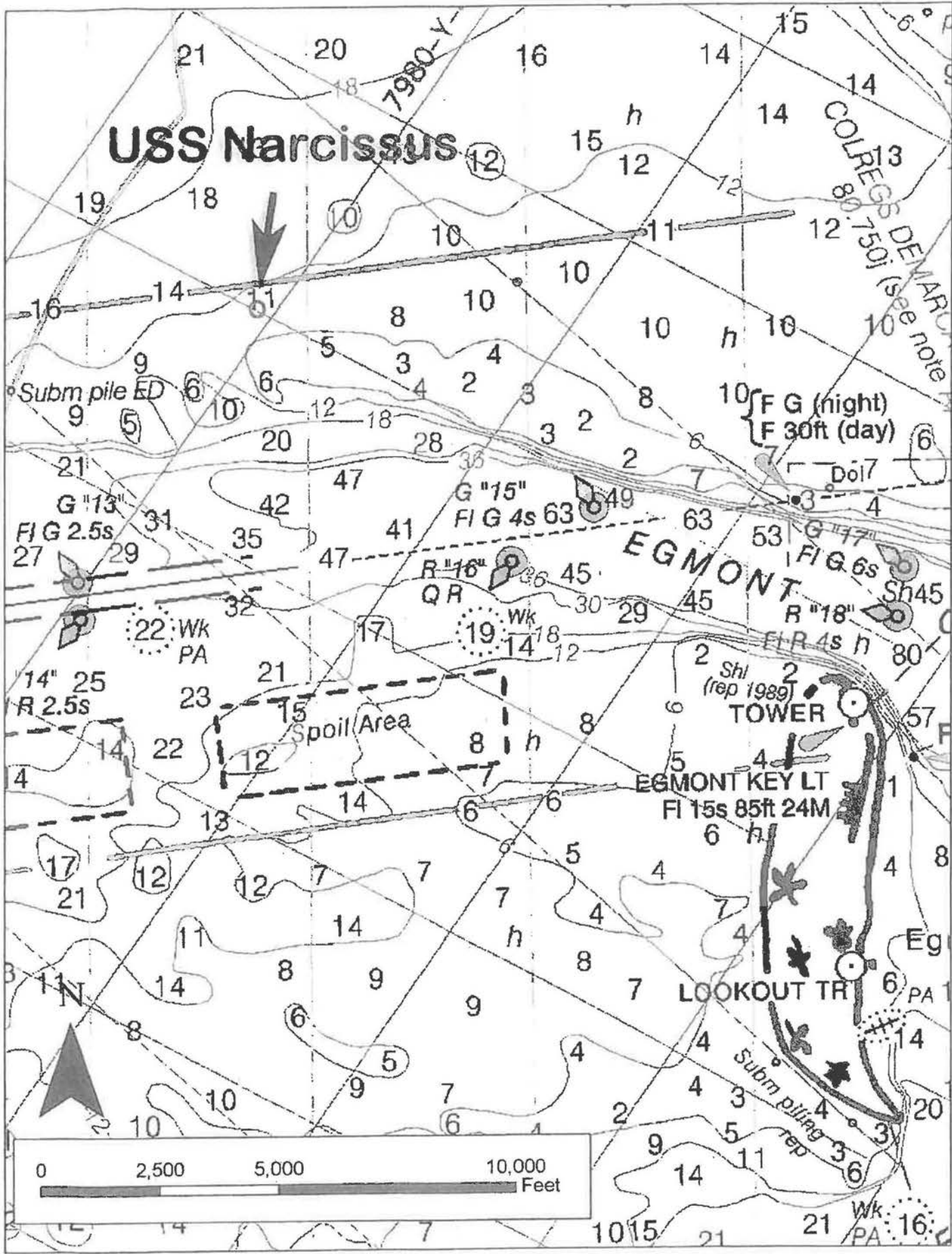


**Figure 9. Officers from USS *Narcissus* in a photo dated December, 1865 (State Library and Archives of Florida).**

# USS Narcissus

7980-Y-

COLREGS DEMARC  
80.750j (see note)





# USS Narcissus

Gulf of Mexico  
Offshore of Egmont and Mullet Keys  
Hillsborough County,  
Florida

UTM:  
17 R 322412 3057003

Datum: WGS84  
St. Petersburg, FL  
USGS 100k Series Map

## Legend

 USSNarcissus

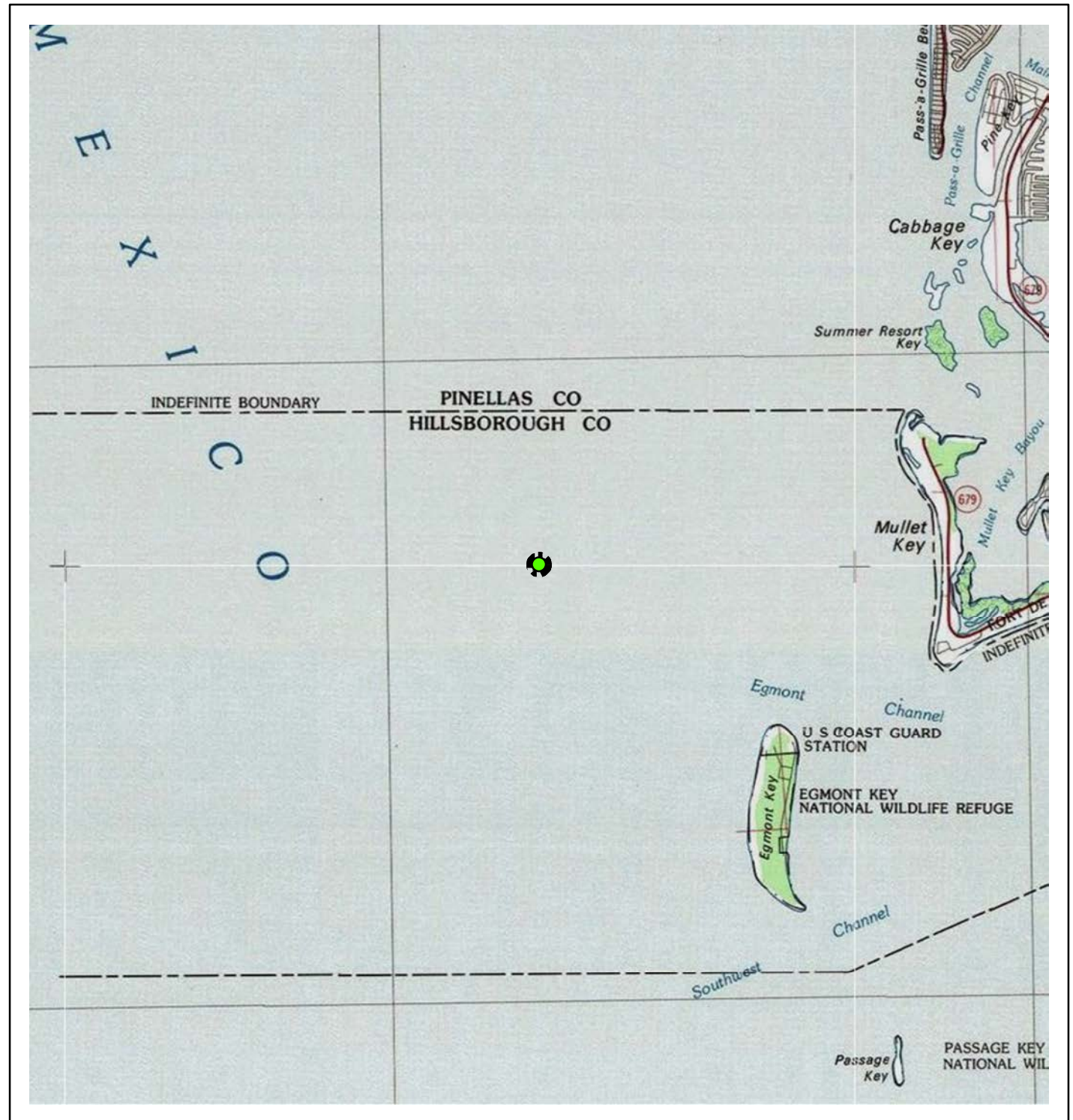
Date: 9/7/2018

1:100,000

0 4,250 8,500 17,000 Feet

0 1,050 2,100 4,200 Meters

Source: © 2013 National Geographic  
Society, i-cubed





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 9/11/2018      Date of Pending List: 10/5/2018      Date of 16th Day: 10/22/2018      Date of 45th Day: 10/26/2018      Date of Weekly List: 10/19/2018

Reference number:

Nominator:

Reason For Review:

- |                                       |  |   |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal       | <input type="checkbox"/> PDIL            | <input checked="" type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo                      |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary               |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period                     |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years         |
|                                       | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      10/15/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Mike Roller      Discipline Archeologist

Telephone \_\_\_\_\_      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : **Yes**

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



## FLORIDA DEPARTMENT **of** STATE

**RICK SCOTT**  
Governor

**KEN DETZNER**  
Secretary of State

Mr. Karnig H Ohannessian  
Federal Preservation Officer  
Deputy Assistant Secretary of the Navy (Environment)  
1000 Navy Pentagon, Room 4A674  
Washington, DC 20350-1000

RE: USS *Narcissus*, outside Tampa Bay, Florida

Dear Mr. Karnig H. Ohannessian:

The Florida Bureau of Archaeological Research has prepared a National Register nomination for the above referenced property. Under the Sunken Military Craft Act, the US Navy retains ownership of this site and thus must review any potential National Register listing as per the National Historic Preservation Act.

We request that the Navy review the enclosed nomination. The nomination will be reviewed by the Florida National Register Review Board on May 11, 2017. If you concur with the listing, please return the cover page with your signature. If you have comments regarding the nomination, please contact Melissa R. Price at 850-245-6419 or [melissa.price@dos.myflorida.com](mailto:melissa.price@dos.myflorida.com).

Sincerely,

Timothy A. Parsons, Ph.D., RPA  
Director, Division of Historical Resources  
and State Historic Preservation Officer



DEPARTMENT OF THE NAVY  
OFFICE OF THE ASSISTANT SECRETARY  
(ENERGY, INSTALLATIONS AND ENVIRONMENT)  
1000 NAVY PENTAGON  
WASHINGTON, DC 20350-1000

June 5, 2018

Dr. Timothy A. Parsons  
Director, Division of Historical Resources  
and State Historic Preservation Officer  
Division of Historical Resources  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-6519

Dear Dr. Parsons:

The Director, Naval History and Heritage Command (NHHC), has informed me of your request for the Department of the Navy (DON) to review the National Register nomination of USS *Narcissus*, which as a resource under DON ownership requires federal concurrence.

Following a review of the nomination package, it is my pleasure as the Federal Preservation Officer to concur with the nomination. The nomination of USS *Narcissus* is in line with the DON's mission to preserve, protect, and make relevant the Navy's cultural heritage. The signed package is enclosed. Please continue to coordinate with the NHHC as necessary.

Please accept my sincere appreciation for your continued efforts to preserve and increase awareness of our nation's maritime heritage. The dedicated work of your office reinforces the importance of preserving the U.S. Navy's sunken military craft and telling the story of the American Sailor.

Sincerely,

Kamig Ohannessian  
Federal Preservation Officer  
Deputy Assistant Secretary of the  
Navy (Environment)

Enclosure

Copy to:  
Director, NHHC

2018 JUN 5 12:40  
FEDERAL PRESERVATION OFFICER  
NAVY PENTAGON



## FLORIDA DEPARTMENT of STATE

RICK SCOTT  
Governor

KEN DETZNER  
Secretary of State

September 7, 2018

Dr. Julie Ernstein, Deputy Keeper and Chief,  
National Register of Historic Places  
Mail Stop 7228  
1849 C St, NW  
Washington, D.C. 20240

Dear Dr. Ernstein:

The enclosed disks contain the true and correct copy of the nomination for the **USS Narcissus (FMSF#: 8HI05369), in Hillsborough County**, to the National Register of Historic Places. The related materials (digital images, maps, site plan, and correspondence) are included.

The USS Narcissus is a Civil War shipwreck that is now a State Underwater Archaeological Preserve. The site is in 15 feet of turbulent water and is often covered in sand; therefore, in lieu of photos there are drawings of the site and the surviving elements of the wreck. In addition, the site is located outside the boundaries of standard USGS quadrangle maps, so a portion of a nautical chart and a USGS 1:100,000 scale map were included with the nomination to meet the mapping requirement.

Please do not hesitate to contact me at (850) 245-6364 if you have any questions or require any additional information.

Sincerely,

Ruben A. Acosta  
Supervisor, Survey & Registration  
Bureau of Historic Preservation

RAA/raa

Enclosures