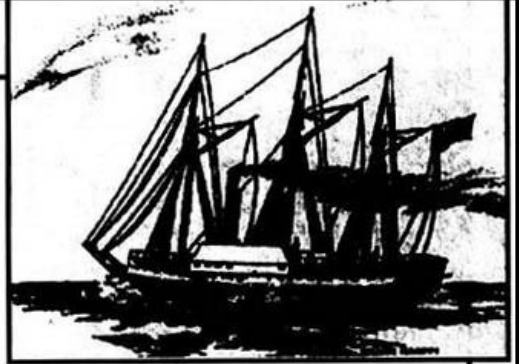


Read the article provided and learn about the Texas Navy!

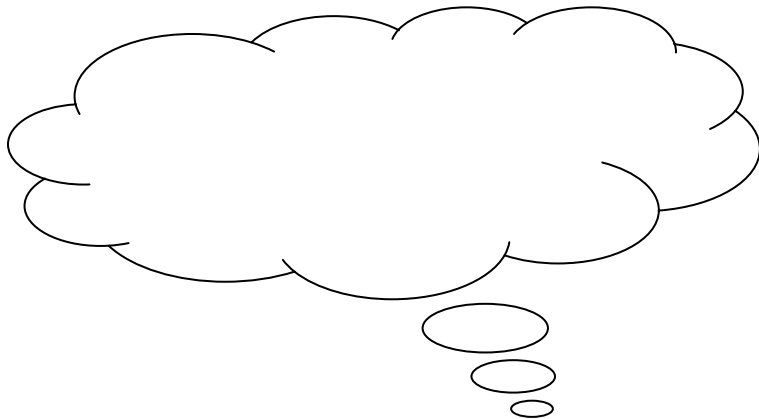
Ship Hunters Find Texas Navy Boat

While steaming back to Galveston in February of 1841, the Texas Navy ship *Zavala* hit a terrible storm and suffered extreme damage. Limping back to Galveston, the ship was left to rot in the spot where it landed. Long forgotten, the ship was found in a parking lot in 1986, buried under 12 feet of asphalt and fill material, by author Clive Cussler and other members of the non-profit National Underwater and Marine Agency .

Though it suffered a less-than-glorious demise, the *Zavala* offered Texas Navy sailors a thrilling ride. In 1840, Commodore Edwin Moore led three warships, including the *Zavala*, up the San Juan Bautista River to the Mexican capital of Tabasco. With guns pointed in the direction of the city, Moore demanded \$25,000 to spare Tabasco. The Mexicans relented, and the Texas Navy ships sailed away with the money. Apparently this was not the first time that Moore resorted to creative means to pay his sailors and keep his ships in sailing shape.



Drawing of Texas Navy steam warship *Zavala*, by Frank Karppi. Image reprinted courtesy of the Texas Navy. See that group's website at www.texas-navy.com.



Choose and write a word in the thought-cloud that encapsulates Sam Houston's viewpoint about piracy. Draw an object under the cloud that best symbolizes Edwin Ward Moore.

Is it ironic to symbolize Edwin Moore thinking like Sam Houston in regards to piracy?

YES NO

Historical Snapshot: Edwin Ward Moore



Born in Alexandria, Virginia, on July 15, 1810. Served the Texas Navy along Mexican coast, in Yucatan. Accused of piracy by Republic of Texas President Sam Houston but acquitted of charges in 1844. Moore County is named for him. (Image from Texas Navy)

Can you find this article on the Portal to Texas History?

YES!

No, I need help.

Heritage, Fall 2004, Texas Historical Foundation.

<http://texashistory.unt.edu/ark:/67531/metaph45375>

In January 1836 Captain Charles Edward Hawkins, an experienced military seaman, began patrolling the coast in the Texas Navy ship *Independence* (formerly the United States revenue cutter *Ingham*.) At roughly the same time, the former privateer *William Robbins* (re-christened *Liberty*) also took to the sea as a member of the incipient Texas Navy. The Texan captains proved to be able seamen, capturing and destroying a number of vessels carrying Mexican contraband. They were also successful in keeping vital supply lines open between Texas and New Orleans. By the spring of 1836 it was apparent that the Texans' naval strategy was working. Although the Alamo and Goliad garrisons

had fallen, and General Sam Houston's army was in retreat, the Texans were winning the war at sea.

In March 1836 Hawkins was promoted to the rank of commodore of the Texas Navy, a fleet that now included two additional ships, *Invincible* and *Brutus*. General Houston's victory over the forces of Mexican General Antonio López de Santa Anna at San Jacinto on April 21 did not bring an end to the war on the part of the Texas Navy. It became the navy's task to preserve coastal security. Immediately, however, the navy's future came into question. Maintaining a fleet, even a modest one, was an expensive proposition. *Liberty* was sold off at New Orleans in July 1836 for non-payment of repair bills. *Brutus* and *Invincible* were nearly lost in a like manner while in New York for a refit in September. The death of Commodore Hawkins from smallpox while in New Orleans for refit in February 1837 put the navy into disarray. Further, the presence of a standing navy became a matter of internal Texas politics following the ascendancy of Sam Houston to the presidency of the newly minted Republic. From the outset, Houston was hostile to the notion of a far-ranging naval fleet. By mid-1837 the first Texas Navy was no more. The *Liberty* had been sold, the Mexican fleet captured *Independence* after the death of Hawkins, *Invincible* was sunk in battle, and *Brutus* was lost at sea. Between September 1837 and March 1839 Texas had no ships in service save the brig *Potomac*, the receiving ship at the Galveston navy base.

Despite legislation in October and November 1836 designed to acquire additional ships for the fleet, it was not until the passage of the November 4, 1837, naval appropriations bill that binding action was taken. Samuel May Williams was authorized to contract the construction of six new ships at a cost of \$280,000. Frederick Dawson, of Baltimore, took the contract to build the ships that would make up the core of the second Texas Navy. In addition to the Dawson contract, an additional ship, the steam packet

Charleston, re-christened *Zavala*, was also acquired. By April 1840 the new Texas Navy was complete and in port at Galveston. In addition to *Zavala* this fresh fleet consisted of the 170-ton schooners *San Jacinto*, *San Antonio*, and *San Bernard*, the 400-ton brigs *Wharton* and *Archer*, and the 600-ton sloop-of-war *Austin*, the navy's flagship.

President Mirabeau B. Lamar recruited a 29-year old Virginian, Edwin Ward Moore, to serve as commodore of the fleet. Moore, a lieutenant in the United States Navy, used his last months of federal service as a means of recruiting seamen and officers for the Texas Navy. This action, although effective, was illegal, proving to be a harbinger of Moore's style as commodore.

Moore resigned from the U.S. Navy on July 8, 1839, arriving in Galveston on October 4. He went to work immediately, even without his full complement of ships in port. In June 1840 Moore was able to put the fleet to sea, sailing as the maritime defender of the Republic of Texas.

Texas was remarkably lucky during its years without a navy. In spite of the victory at San Jacinto and the subsequent Treaty of Velasco, Mexico remained reticent about giving up its designs on Texas. The panic of 1837, the revolts in northern Mexico, and the loss of much of the Mexican fleet at Veracruz to the French were all obstacles to launching a maritime offensive against Texas. However, by the time Moore put to sea, conditions were changing. As negotiations for recognition between Texas and Mexico collapsed, Commodore Moore was ordered to open relations with the rebellious state of Yucatan. Ultimately Yucatan agreed to hire the services of the Texas Navy for \$8,000 per month.

On December 13, 1841, Moore, in the flagship *Austin*, accompanied by *San Bernard* and *San Antonio*, set sail for Yucatan under orders from President Lamar. Sam Houston, who succeeded Lamar the very day Moore sailed, immedi-

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ately ordered the commodore to return to port. In contrast to the pro-independence policies of Lamar, President Houston and his Secretary of State Anson Jones intended to implement a foreign policy designed to bring Texas into the United States. An aggressive navy, cruising at large, could be detrimental to the Houston plan.

Commodore Moore did not receive Houston's orders until March 1842. Moore returned to Galveston in May, the agreement between Texas and Yucatan having been suspended. Houston was successful in cutting all funding for the Texas Navy, but Moore arranged \$35,000 in loans on his personal credit in order to refit his fleet. Despite great difficulty, the commodore was able to recruit crews, even without a means of offering steady pay. Eventually Moore put the navy to sea in the hopes of renewing the agreement with Yucatan in order to provide funding for his fleet.

When the three Texas naval commissioners were ordered by Houston to bring Moore back to Galveston, the commodore was successful in negotiating a continuance for his activities. On April 30, 1843, the Texas Navy joined the Mexican fleet in battle. By the end of June, Commodore Edwin Ward Moore and the tiny Texas Navy were the masters of the Gulf of Mexico.

Although he could defeat his military enemies, a greater foe awaited the commodore in Texas. On March 23, President Houston declared Moore and his subordinates to be pirates, acting without authorization from the Texas government. Upon receiving this notice, Moore hurriedly returned to Galveston, where he arrived on July 14, 1843, astonishingly, to a hero's welcome. Nevertheless Houston promptly dismissed Moore from his post without court martial. Moore took his appeal for justice directly to the public with the publication of a pamphlet in defense of himself and his men, *To the People of Texas*. Moore was acquitted of the piracy charge in 1844.

After the 1843 cruise the Texas Navy existed on paper alone. Houston enforced a policy of purposeful neglect, allowing the ships to rot when the citizens of Galveston prevented him from selling them. The few ships that survived were taken into the United States Navy upon annexation but were found to be unfit for service. The financial claims of the Texas Navy officers were not settled by the United States government until 1857. Moore, himself, received a modicum of recognition for his contribution when, in 1892, Moore County in Texas was named in his honor.

The adventure writer and finder of lost ships, Clive Cussler, who discovered the remains of *Zavala* in 1986, has written, "regretfully, the day may never come when Texas naval heroes such as Moore, Hurd, and Hawkins are as familiar as Travis, Bowie, and Fannin."³ No doubt this is the case. However, it is important to remember that the Texas seacoast has, indeed, played a role in the development of our history, including the revolution that paved the way for Texas to become a part of the United States. That road to independence and, finally, annexation might have been all the more difficult without the Lone Star's "wooden walls"—the ships and sailors of the Texas Navy.

Jerry C. Drake, of Austin, is director of Archives and Records for the Texas General Land Office and is an admiral in the Texas Navy.

¹Richard V. Francaviglia, *From Sail to Steam: Four Centuries of Texas Maritime History, 1500-1900* (Austin: University of Texas Press, 1998), xiii-xiv.

²D.L. Kokernot, "Battle of Anahuac," *Southwestern Historical Quarterly* XLII (1939); quoted in Douglas V. Meed, *The Fighting Texas Navy, 1832-1843* (Plano: Republic of Texas Press, 2001), 18.

³Clive Cussler and Craig Dirgo, *The Sea Hunters: True Adventures with Famous Shipwrecks* (New York: Simon and Schuster, 1996), 75.5.

Draw your own rendition of a Texas Naval Ship below.

