

## Ironclads

Civil War expert Robert MacBride charts the history of the ironclads of the Civil War, heavily illustrated with plans and diagrams. The battle between the USS Monitor and the CSS Virginia (nee Merrimack), at Hampton Roads was neither the beginning nor the end of the story of the ironclad warships in the Civil War. Both the Union and the Confederate navies not only had other ironclad ships in commission at the time of the battle, they already had used them in combat. The months following saw the appearance of squadrons of monitors and casemate ironclads of the general design of the Virginia. It is with the sequels to the Battle of Hampton Roads that this book is primarily concerned. Details the era of the ironclad from its official beginnings at Hampton Roads through its use during the Civil War.

This Osprey title examines the first naval conflict of the American Civil War (1861-1865). On 9 March 1862 the world's first battle between two ironclad warships took place in the confined waters of Hampton Roads, Virginia. The previous day the Confederate ironclad CSS Virginia, impervious to her enemy's guns, had sunk two Union warships. When she re-emerged from Norfolk to complete the destruction of the Union blockading squadron the USS Monitor steamed out to meet her. The four-hour duel that ensued was a stalemate, but crucially the Virginia had failed to break the Northern blockade of the Southern ports. Nevertheless, in a single battle these two vessels rendered wooden warships obsolete and transformed the face of naval warfare forever.

One was called "a tin can on a shingle"; the other, "a half-submerged crocodile." Yet, on a March day in 1862 in Hampton Roads, Virginia, after a five-hour duel, the U.S.S. Monitor and the C.S.S. Virginia (formerly the U.S.S. Merrimack) were to change the course of not only the Civil War but also naval warfare forever. Using letters, diaries, and memoirs of men who lived through the epic battle of the Monitor and the Merrimack and of those who witnessed it from afar, William C. Davis documents and analyzes this famous confrontation of the first two modern warships. The result is a full-scale history that is as exciting as a novel. Besides a thorough discussion of the designs of each ship, Davis portrays some of the men involved in the building and operation of America's first ironclads—John Ericsson, supreme egoist and engineering genius who designed the Monitor; John Brooke, designer of the Virginia; John Worden, the well-loved captain of the Monitor; Captain Franklin Buchanan of the Virginia; and a host of other men on both Union and Confederate sides whose contributions make this history as much a story of men as of ships and war.

When ironclad USS Monitor steamed out to meet CSS Virginia on 9 March 1862, the face of naval warfare was changed forever. A four-hour duel left neither ship victorious, but in the wake of the battle wooden warships were rendered obsolete. This work details the clash & traces the development of ironclads.

A challenge to the prevailing idea that Confederate ironclads were inherently defective. The development of steam propulsion machinery in warships during the nineteenth century, in conjunction with iron armor and shell guns, resulted in a technological revolution in the world's navies. Warships utilizing all of these technologies were built in France and Great Britain in the 1850s, but it was during the American Civil War that large numbers of ironclads powered solely by steam proved themselves to be quite capable warships. Historians have given little attention to the engineering of Confederate ironclads, although the Confederacy was often quite creative in building and obtaining marine power plants. *Engines of Rebellion: Confederate Ironclads and Steam Engineering in the American Civil War* focuses exclusively on ships with American built machinery, offering a detailed look at marine steam-engineering practices in both northern and southern industry prior to and during the Civil War. Beginning with a contextual naval history of the Civil War, the creation of the ironclad program, and the advent of various technologies, Saxon T. Bisbee analyzes the armored warships built by the Confederate States of America that represented a style adapted to scarce industrial resources and facilities. This unique historical and archaeological investigation consolidates and expands on the scattered existing information about Confederate ironclad steam engines, boilers, and propulsion systems. Through analysis of steam machinery development during the Civil War, Bisbee assesses steam plants of twenty-seven ironclads by source, type, and performance, among other factors. The wartime role of each vessel is discussed, as well as the stories of the people and establishments that contributed to its completion and operation. Rare engineering diagrams never before published or gathered in one place are included here as a complement to the text.

One of history's greatest naval engagements, the Battle of Hampton Roads, occurred on March 8 and 9, 1862. On the first morning, the Confederate ironclad the CSS Virginia, formerly known as the Merrimack, sank two Union wooden warships, proving the power of the armored vessels over the traditional sailing ships. The next morning, the Virginia engaged the Union ironclad USS Monitor to a draw in a battle that significantly altered naval warfare. It was the first engagement between ironclads and ushered in a new era of warship construction and ordnance. The 25,000 sailors, soldiers and civilians who witnessed the battle knew then what history would soon confirm: wars waged on the waters would never be the same. The seemingly invincible Monitor and Virginia were experimental ships, revolutionary combinations of new and old technology, and their clash on March 9, 1862, was the culmination of over 2,000 years of naval experience. The construction and combat service of ironclads during the Civil War were the first in a cascade of events that influenced the outcome of the war and prompted the development of improved ironclads as well as the creation of new weapons systems, such as torpedoes and submarines, needed to counter modern armored warships.

Battle of the Ironclads brings to life the dramatic events which occurred in Hampton Roads on March 8 and 9, 1862. This first battle between armored vessels, often called the Monitor-Merrimack engagement, is perhaps the most significant naval event of the entire Civil War. This thrilling history is the first volume to offer a comprehensive pictorial interpretation of the men and ships that forever changed naval warfare. Over 150 images, including photographs, engravings, paintings, and sketches, have been gathered from museums, archives, and private collections to chronicle the exciting story of the U.S.S. Monitor and the C.S.S. Virginia (Merrimack). While Battle of the Ironclads is a visual history of the first battle between armored ships, it is also a saga of uncommon valor and leadership epitomized by Franklin Buchanan, George U. Morris, Samuel Dana Greene, and John Taylor Wood. The brilliant innovations of John Mercer Brooke and the farsighted inventions of John Ericsson made this showdown in Hampton Roads a death for wooden sailing ships. Battle of the Ironclads is indeed an epic tale that tells how steam-powered iron vessels not only influenced the Civil War, but more importantly, how the two ironclads echoed the dawn of modern navies.

DIVEach of the books in Nathan Hale's Hazardous Tales has elements of the strange but true and is presented in an engaging, funny format, highlighting the larger-than-life characters that pop up in real history. Big Bad Ironclad! covers the history of the amazing ironclad steam warships used in the Civil War. From the ship's inventor, who had a history of blowing things up and only 100 days to complete his project, to the mischievous William Cushing, who pranked his way through the whole war, this book is filled with surprisingly true facts and funny, brave characters that modern readers will easily relate to. UPraise for Nathan Hale's Hazardous Tales: Big Bad Ironclad/u "Livelier than the typical history textbook but sillier than the many outstanding works on the Civil War available for young readers, this will appeal to both history buffs and graphic-novel enthusiasts." —Kirkus Reviews "Readers interested in American history will enjoy these graphic novels... Comic panels of varying sizes enhance the real-life events and support the stories' over-the-top humor... the writing is accessible and entertaining; author Hale's style gives readers an insider-y, you-are-there-type scoop." —Horn Book UAward: /uNew York Public Library's Children's Books 2012: 100 Books for Reading and Sharing listU /u/div

At the outbreak of the Civil War, North and South quickly saw the need to develop the latest technology in naval warfare, the ironclad ship. After a year-long scramble to finish first, in a race filled with intrigue and second guessing, blundering and genius, the two ships -- the Monitor

and the Merrimack -- after a four-hour battle, ended the three-thousand-year tradition of wooden men-of-war and ushered in "the reign of iron." In the first major work on the subject in thirty-five years, novelist, historian, and tall-ship sailor James L. Nelson, acclaimed author of the Brethren of the Coast trilogy, brilliantly recounts the story of these magnificent ships, the men who built and fought them, and the extraordinary battle that made them legend.

This book explores various perspectives surrounding the Battle of Hampton Roads and the Battle of the Ironclads in the Civil War. Readers are immersed in the action as their choices guide the narrative.

At the start of the American Civil War, neither side had warships on the Mississippi River, which was a vital strategic artery. In what would prove the vital naval campaign of the war, both sides fought for control of the river. While the Confederates relied on field fortifications and small gunboats, the Union built a series of revolutionary river ironclads. First commissioned in January 1862, these ironclads spent the next two years battling for control of the Mississippi, fighting in a string of decisive engagements that altered the entire course of the war. This book explains how these vessels worked, how they were constructed, how they were manned and how they were fought.

Civil War Ironclads The U.S. Navy and Industrial Mobilization JHU Press

Every U.S. Navy ironclad--ocean-going and riverine--from monitors to casemate riverboats, with descriptions of their Civil War combat and operational roles, failures as well as successes is included.

Clancy weaves three great sea adventures into a single mesmerizing tale of life and death. Naval heroism, the cold heart of battle, a killing storm, deep-water salvage, flesh-and-blood history--"Ironclad" has it all.

Built in Birkenhead, England, in 1862 to 1865, the "Laird rams" were two innovative armored warships intended for service with the Confederate Navy during the Civil War. The vessels represented a substantial threat to Union naval power, and offered the Confederacy a potential means to break the Union blockade of the Southern coastline. During 1863, the critical year of the Confederacy's last hope of recognition by the British and French, President Lincoln threatened war with Britain if the ships ever sailed under Confederate colors. Built in some secrecy, then launched on the River Mersey under intense international scrutiny, the ships were first seized, and then purchased by Britain to avoid a war with the United States. These armored warships were largely forgotten after the Admiralty acquired them. Historians rarely mention these sister warships--if referred at all, they are given short shrift. This book provides the first complete history of these once famous ironclads that never fired a shot in anger yet served at distant stations as defenders of the British Empire.

The battle between the Confederate ship Merrimac and the Union's Monitor at Hampton Roads, Virginia, on March 9, 1862, introduced the age of the ironclads and ended the dominance of wooden warships forever. This fascinating book shares the behind-the-scenes drama of both the battle and the development of the ships that transformed naval warfare and changed the course of the Civil War.

\*Includes Lieutenant S. Dana Greene's account of the battle from Battles & Leaders of the Civil War. \*Includes pictures of the ironclads and important people, as well as depictions of the battle. \*Includes a Bibliography for further reading. "We of the Monitor think, and still think, that we had gained a great victory. This the Confederates have denied." - S. Dana Greene On March 8, 1862, the newest era of naval warfare began. That day, the CSS Virginia, an ironclad created out of the hull of the scuttled USS Merrimac by the Confederates, sailed down the Elizabeth River to Hampton Roads, where a Union blockade fleet was anchored. The wooden ships of the North were no match for the ironclad, which quickly rammed and sank the USS Cumberland, and as it trained its sights on the USS Congress, one Union officer noted the former Merrimac fired "shot and shell into her with terrific effect, while the shot from the Congress glanced from her iron-plated sloping sides, without doing any apparent injury." The Merrimac had overwhelmingly demonstrated the superiority of the ironclad over the traditional frigates and gunships of the time, but it met its match the following day. On March 9, the North's ironclad, the USS Monitor, arrived to challenge the Confederate ironclad. Though they were both outfitted with iron, the two ships had important differences. The Merrimac had more guns than the Monitor but was slower and more difficult to maneuver. The Monitor, however, did not have the size and power. Lieutenant S. Dana Greene described the initial shots in the battle of the ironclads: "The turrets and other parts of the ship were heavily struck, but the shots did not penetrate; the tower was intact, and it continued to revolve. A look of confidence passed over the men's faces, and we believed the Merrimac would not repeat the work she had accomplished the day before." The two ironclads would fight to a stand-still on that day, but naval warfare would never be the same. The Battle of the Ironclads: The Monitor & The Merrimac looks at the history of the ships, the climactic battle, and the aftermath of their fight. Along with pictures and eyewitness accounts, you will learn about the Battle of the Ironclads like you never have before, in no time at all.

Honorable Mention, Science and Technology category, John Lyman Book Awards, North American Society for Oceanic History Civil War Ironclads supplies the first comprehensive study of one of the most ambitious programs in the history of naval shipbuilding. In constructing its new fleet of ironclads, William H. Roberts explains, the U.S. Navy faced the enormous engineering challenges of a largely experimental technology. In addition, it had to manage a ship acquisition program of unprecedented size and complexity. To meet these challenges, the Navy established a "project office" that was virtually independent of the existing administrative system. The office spearheaded efforts to broaden the naval industrial base and develop a marine fleet of ironclads by granting shipbuilding contracts to inland firms. Under the intense pressure of a wartime economy, it learned to support its high-technology vessels while incorporating the lessons of combat. But neither the broadened industrial base nor the advanced management system survived the return of peace. Cost overruns, delays, and technical blunders discredited the embryonic project office, while capital starvation and never-ending design changes crippled or ruined almost every major builder of ironclads. When Navy contracts evaporated, so did the shipyards. Contrary to widespread belief, Roberts concludes, the ironclad program set Navy shipbuilding back a generation.

Scions have no limits Scions do not die And Scions do not disappear Sergeant Ted Regan has a problem. A son of one of the great corporate families, a Scion, has gone missing at the front. He should have been protected by his Ironclad -- the lethal battle suits that make the Scions masters of war -- but something has gone catastrophically wrong. Now Regan and his men, ill-equipped and demoralised, must go behind enemy lines, find the missing Scion, and uncover how his suit failed. Is there a new Ironclad killer out there? And how are common soldiers lacking the protection afforded the rich supposed to survive the battlefield of tomorrow? A new standalone novella by the Arthur C Clarke Award-winning author of Children of Time.

Well known in his time though now forgotten, Joseph Brown is a quintessential representative of mid-19th Century Midwestern economic and political success. A Scottish immigrant to Alton, Illinois, he made his pre-Civil War fortune as a miller and steamboat master, dabbling in riverboat design and small town politics on the side. When the war erupted, he employed his connections (including a friendship with Abraham Lincoln) to obtain contracts for the construction of three stopgap ironclads for the U.S. War Department, the Chillicothe, Indianola, and Tuscumbia. These vessels, often described as failures, were active in some of the

most ferocious river fighting of the 1863 Vicksburg campaign, with one, the Chillicothe, employed on the Red River in 1864. After the war, "Capt. Joe," as he was nicknamed, became a railroad executive and was elected the 25th mayor of St. Louis, MO. This work is the first devoted to his life and career, as well as to the construction and operational histories of his trio of controversial warships.

The book covers the story of the entire Confederate ironclad fleet. Melton starts with the James River squadron and the historic battle between the Virginia and Monitor in Hampton Roads. Then in succession, he describes the loss of the New Orleans, the Louisiana, and the Mississippi; the actions of the Arkansas on Western rivers; the Charleston and Mobile squadrons; the operation in North Carolina waters; the destruction of the Albemarle; and the European ironclads.

From Spain to Russia, and from Ottoman Turkey to Bismarck's Prussia, this book explores 15 years that transformed European naval warfare. When the Gloire slid down the Toulon slipway in 1859, it changed sea power forever. With this ship, the world's first oceangoing ironclad, France had a warship that could sink any other, and which was proof against the guns of any wooden ship afloat. Instantly, an arms race began between the great navies of Europe – first to build their own ironclads, and then to surpass each other's technology and designs. As both armour and gun technology rapidly improved, naval architects found new ways to mount and protect guns. The ram briefly came back into fashion, and Italian and Austro-Hungarian fleets fought the ironclad era's great battle at Lissa. By the end of this revolutionary period, the modern battleship was becoming recognizable, and new naval powers were emerging to dominate Europe's waters.

A description of the construction, battles, and historical impact of the Civil War battleships, the Monitor and the Virginia, known to Union forces as the Monitor and the Merrimack, focuses on the Battle of Hampton Roads, where it was evident that the age of wooden warships was gone forever. Reprint.

This eBook edition of "THE LAND IRONCLADS" has been formatted to the highest digital standards and adjusted for readability on all devices. Herbert George "H. G." Wells (1866 – 1946) was an English writer, now best known for his work in the science fiction genre. He was also a prolific writer in many other genres, including contemporary novels, history, politics and social commentary, even writing textbooks and rules for war games. Wells is one person sometimes called "The Father of Science Fiction", as are Jules Verne and Hugo Gernsback. His most notable science fiction works include The War of the Worlds, The Time Machine, The Invisible Man and The Island of Doctor Moreau. Harold Evans, a stable boy at the Alamo, is fighting alongside other "Texians" for independence from Mexico. As the enemy attacks the fort, Harold comes face to face with General Santa Anna. What will the Mexican leader do? Union sailor Will Randall and Confederate seaman Eli Reynolds are engaged in battle. Whose ironclad, the North's or the South's, will be the victor? Read these stories to find out.

His copious correspondence about military and personal matters from the war yields detailed and often unexpected insights into the Confederacy's naval operations."--BOOK JACKET.

Presents a thesis on the ironclad ships of the American Civil War, written by R.J. Morton. Offers access to Web sites of the navies of the Civil War and other ironclad-related Web sites.

This detailed treatment of Civil War ironclads in the broader context of world naval developments has sparked a debate among U.S. Naval strategists. Many readers will learn for the first time of the influence on both Union and Confederate observers of Crimean War and other European armor, and learn the subsequent history of many Civil War naval vessels that later saw action in Peru, Paraguay, and Japan.

In graphic format, tells of the Civil War battle known as the Battle of Hampton Roads, the first-ever between ironclad warships.

Revolutionary War spy, Nathan Hale, tells a hangman and British officer about the ironclad steam warships used in the Civil War.

History of the ironclads--the Monitor and the Merrimack during the Civil War and how their technology revolutionized navies around the world.

Read about the famous Civil War battle between two armored ships.

On March 9, 1862 the world's first battle between two ironclad warships took place in the confined waters of Hampton Roads, Virginia. The previous day the Confederate ironclad CSS Virginia, impervious to her enemy's guns, had sunk two Union warships. When she re-emerged from Norfolk to complete the destruction of the Union blockading squadron the USS Monitor steamed out to meet her. The four-hour duel that ensued was a stalemate, but the Virginia had failed to break the Northern blockade of the Southern ports. Nevertheless, the battle of Hampton Roads rendered wooden warships obsolete and transformed the face of naval warfare forever.

? Hampered by lack of materials, shipyards and experienced shipbuilders, even so the South managed to construct 34 iron-armored warships during the Civil War, of which the Confederate Navy put 25 into service. The stories of these vessels illustrate the hardships under which the Navy operated--and also its resourcefulness. Except for the Albemarle, no Confederate ironclad was sunk or destroyed by enemy action. Overtaken by events on the ground, most were destroyed by their own crews to prevent them from falling into Union hands. This account covers the design and construction and the engagements of the Confederate ironclads and describes the ingenuity and courage, as well as the challenges and frustrations of their "too little, too late" service.

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