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Annotated Bibliography

Primary Sources

Buchanan, Franklin. "Report of Flag Officer Buchanan, Battle at Hampton Roads." The Civil War,

Primary Source Media, 1999. American Journey. Gale In Context: Middle School, https://link.gale.com/apps/doc/EJ2151000113/MSIC?u=plea37222&sid=MSIC&xid=8cdee. Accessed 30 Dec. 2019.

This primary source clearly detailed the events of March 9, 1862, the Battle of Hampton Roads, in the eyes of Captain Franklin Buchanan. It represented the view of a Confederate, and since most of the sources are written from the Union perspective, this allowed us to see a new point of view. I found the text clear, and I could visualize what the captain was going through in the battle.

National Endowment for the Humanities. “Cincinnati Daily Press. [Volume] (Cincinnati [Ohio]) 1860-1862, December 24, 1861, Image 4.” *News about Chronicling America RSS*, Henry Reed & Co.,

chroniclingamerica.loc.gov/lccn/sn84028745/1861-12-24/ed-1/seq-4/#date1=1861&index=1&rows=20&searchType=advanced&language=&sequence=0&words=Continental Iron iron work worked WORKING works Works&proxdistance=5&date2=1861&ortext=continental iron works&proxtext=&phrasetext=&andtext=&dateFilterType=yearRange&page=1.

This primary source was a Cincinnati newspaper that detailed the development and construction of ironclad warships. It had ten sections ranging from the hull to the warship's utility. It was very descriptive and allowed me to think about how the vessel would have been constructed and designed. I feel like the purpose of the article was to educate the public on the technological advances that the Union was using.

Butts, Francis Banister. My first cruise at sea and the loss of the ironclad Monitor. Providence, S.S. Rider, 1878. Pdf. Retrieved from the Library of Congress, <www.loc.gov/item/07034277/>.

I feel that this source was an excellent primary source of my topic. I feel that it gave me a lot of information on how life working on an ironclad was for the crew, and how it was for them to deal with a real-life crisis. I feel like I learned a lot of information and could see how life was from their perspective. I found their visuals clear and the information well written.

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Secondary Sources

"An Early Steamship, the Great Britain, 1845." *The Geography of Transport Systems*, 15 Apr. 2018, transportgeography.org/?page_id=1168.

I feel like this image gave a clear view of how steamships looked in those times. It was useful as a clear image for our website. In addition, below the image was a quote that provided many exact specifications about the vessel. This image was also useful because it helped us understand steamship design at that time. Finally, the *Great Britain* was ship that we came across many times during our research so we found it interesting to finally see what it looked like.

Andrews, Evan. "When Ironclads Clashed: How Hampton Roads Changed Naval Warfare Forever." *History.com*, A&E Television Networks, 9 Mar. 2017, www.history.com/news/when-ironclads-clashed-how-hampton-roads-changed-naval-warfare-forever.

This article stated both sides of the issue and gave details on the Battle of Hampton Roads. It was helpful because it helped us understand how powerful ironclads were against traditional wooden ships. It contained many details on how the ironclads fought against each other. In addition, the page contained many pictures that helped us better understand the difference between Confederate casemate ironclads and Union monitor ironclads.

Bailey, Roger, director. *American Civil War: Naval Technology*. *American Civil War: Naval Technology*, Encyclopædia Britannica, Inc., www.britannica.com/video/195087/advances-technology-armament-propulsion-conduct-outcome-American.

This video was very useful in our research. It helped strengthen and support our claim that ironclads and steamships helped break barriers. It showed how naval architects on the Union and Confederate sides helped to break naval technology. Specifically, the documentary discussed steam power, artillery, and submarines.

Bailey, Roger. “Steel & Steam.” *American Battlefield Trust*, 12 Mar. 2018, www.battlefields.org/learn/articles/steel-steam.

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This article covered many topics about naval technology in the Civil War era. It covered steam power, improved artillery, ironclads, rams, torpedoes, and submarines. This page didn't cover specifics, it only covered general topics. This page was useful in our beginning stages of research because it gave us a wide variety of topics to cover.

"Battle of Hampton Roads." *American Battlefield Trust*, 17 Oct. 2018,

www.battlefields.org/learn/maps/battle-hampton-roads.

This map of the Battle of Hampton Roads provided great context into how the battle worked. It showed how the two ships moved and how they progressed. It showed how the Union and Confederates battle arrangements transitioned throughout the battle. This map was useful because it helped us understand the tactics that ironclads used during their battles against fellow ironclads or wooden ships. Finally, this map was helpful because it provided specifics on how the Battle of Hampton Roads was carried out.

"Battle of the Ironclads." *PBS*, Public Broadcasting Service, 1 Jan. 2008,

www.pbs.org/video/battle-of-the-ironclads-rlauxw/.

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As the second article on this topic, there was some information that was repeated from my earlier article. With that being said, I found a lot of useful information from this documentary that gave me key details about the creation of ironclads, and how the Battle of Hampton Roads occurred. I found their visuals and images clear, and their message concise. Overall, I feel that the article was useful because of the additional information that it gave me.

"Battle of the Ironclads (U.S. National Park Service)." *National Parks Service*, U.S. Department of

the Interior, www.nps.gov/articles/battle-of-the-ironclads.htm.

This article contained information on the first battle between ironclads, the Battle of Hamptons Roads. It contained information on how the ironclads' capabilities led them to attack each other in certain ways. This source was also special because it contained information about where the ironclads ended up after their battle.

Brager, Bruce L. *The Monitor vs. the Merrimack*. Chelsea House Publishers, 2004.

This book was a great source for the project. It provided a lot of context into the battle, focusing on what each side was thinking. It gave a series of viewpoints and made it super easy to visualize what each side was thinking in the battle. I was able to gain a lot more knowledge after reading this book as a source.

"Clash of the ironclads." *Cobblestone*, Nov.-Dec. 2012, p. 6+. *Gale In Context: Middle School*, https://link.gale.com/apps/doc/A308068773/MSIC?u=plea37222&sid=MSIC&xid=518c9852. Accessed 30 Dec. 2019.

As I have read many sources on this topic, this secondary source didn't differ much from the other ones. It told the story of the battle, the battle on Hampton roads. I felt that this source wasn't very useful for me because I had already heard all of this information before.

Clinton, Catherine. *Scholastic Encyclopedia of the Civil War*. Scholastic Reference, 1999.

The few short paragraphs that describe the Battle of Hampton Roads helped us in our research because it showed us how the development of ironclads related to the current conditions

brought on by the Civil War. It showed us how ironclads coated in heavy armor easily defeated the obsolescent wooden ships powered by sails.

CSS Virginia Gunboat Info, www.learningabe.info/USS_Virginia_Info.htm.

This source was useful because it showed us how the USS Merrimack became the CSS Virginia. It allowed us to understand how the design and construction of ironclads allowed them to be so powerful and invulnerable in battles with other vessels. Also, the article provided us with many specifications and components that had to be implemented in order for the Virginia to be a vessel that would be able to fight other vessels in a naval battle.

Edwards, Christopher, et al. 1 Mar. 2020.

This interview was very insightful for us because it allowed us to get information from Christopher Edwards, a National Park Ranger who has been at the San Francisco Maritime Museum. Mr. Edwards answered many of our questions regarding our topic. He helped us understand the various aspects of our topic. Mr. Edwards contributed to our understanding of how steamships and ironclads broke barriers in history.

Fulton's First Steamboat Voyage, 1807,.http://www.eyewitnesstohistory.com/fulton.htm.

This image was a clear rendition of one of the earliest steamships built. It was really helpful as a clear image for our project. In addition, the text showed us how people felt about steamships during that era. This specific eyewitness account described Robert Fulton's vessel that would travel up and down the Hudson River. This was unprecedented because first of all, steamboat were new technology and to use the largely untested steam engines for commercial transport was a large risk by Fulton.

Gast, Phil. "First Artifacts Come up from Civil War Ironclad." *CNN*, Cable News Network, 6 Mar.

2015,

www.cnn.com/2015/03/05/us/savannah-georgia-civil-war-ironclad-artifacts/index.html.

These artifacts were crucial to our project because they helped us show what ironclads actually look like in real life. This page specifically showed us that what Civil War era cannons

looked like. They help us to picture real life artifacts on our website. By visualizing actual artifacts, we were able to show how ironclads actually look like. It allowed us to understand the influence of ironclads on present day things.

"Greg Lamberson's Genealogy Website." *Greg Lamberson's Genealogy Website - The S.S. Santiago De Cuba, Steamship Built in New York in 1860 and Commissioned into Service by the U.S. Government during the Civil War, Is the Ship Nils Andersson and Family Immigrated to America on.*, freepages.rootsweb.com/~glamberson/genealogy/e99.htm.

This picture, of the SS Santiago de Cuba, is one that was important to our project. Another Civil Warera steamship, this helped us show how most of the paddle driven steamships looked similar, and how all the naval architects were sticking to one design. This specific vessel is driven by a paddlewheel, not with a propeller or screw which is what most later vessels were driven with.

Harris, Henry. "Ironclads." NCpedia, 2014, www.ncpedia.org/ironclads.

This article included an image which showed us how smaller ironclad gunboats looked. The Confederate gunboats used a combination of two designs, the Northern and Southern design. The gunboat had a low waterline typical of monitors however it also had angled, sloping sides which was typical of Southern designs. The text told us how the Confederacy used the gunboats as a part of their brown-water navy protecting their riverways.

Hickman, Kennedy. "American Civil War: CSS Virginia." ThoughtCo, Dec. 5, 2018, thoughtco.com/css-virginia-2360566.

This article explains many things about the CSS Virginia. This page had many exact specifications including the exact cannons and artillery used on the ironclad. The article also covered how the Battle of Hamptons Roads progressed. Finally, this article covered how the USS Merrimack was converted into the CSS Virginia.

History.com Editors. “History.com.” *History.com*, 9 Nov. 2009, www.history.com/.image/ar_16:9%2Cc_fill%2Ccs_srgb%2Cfl_progressive%2Cg_faces:center%2Cq_auto:good%2Cw_768/MTU3ODc5MDg1ODk1ODUzNzkx/naval-conflict.jpg.

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This image was a nice image about the battle of Hampton Roads. I felt it was clear and useful for me to use this image in my actual website. The visual was clear and it helped people who were going to look at our website in order to understand how the Battle of Hampton Roads looked like. It also allowed us to understand the perspectives on the battle for people during that time period.

Holloway, Anna Gibson, and Jonathan W. White. "Our Little Monitor": the Greatest Invention of the Civil War. The Kent State University Press, 2018.

We received this source after we mailed a museum asking for information. This excellently printed book explains how ironclads and more specifically the USS Monitor were great technological advancements that were used to great effect during the Civil War. The source allowed us to understand exactly how developments like the USS Monitor broke barriers in history.

“Ironclad Warships of the Civil War.” *American Civil War Stories*, www.americancivilwarstory.com/ironclad-warship.html.

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In this secondary source, there is lots of information on specific ironclads. I feel it gives a thorough explanation of many key ironclads used in the Civil War and why they were vital in the war. I got information about ships such as the USS Monitor, the CSS Virginia, the CSS Manassas, and more. It gives key details about how the ships looked, how they functioned, and what battles they fought in. I feel like I learned a lot of good information while reading this source.

"Iron ship." *World of Invention*, Gale, 2006. *Gale In Context: Middle School*, https://link.gale.com/apps/doc/CV1647500432/MSIC?u=plea37222&sid=MSIC&xid=da81ad19. Accessed 30 Dec. 2019.

In this source, it highlights three major advancements in naval technologies, the switch from paddles to propeller propulsion, and reliance on the steam turbine for power. I found that this text elaborated on each one of these, and gave me a deeper understanding on why steam ships and ironclads truly affected naval technologies.

“Later Ironclads.” *The USS Monitor Center*, www.monitorcenter.org/later-ironclads/.

The image that we got from this source helped us to visualize how the Battle of Hampton Roads truly looked like. The two ships were equals and could not get and fatal hits on the other as a result of their ron armor. It helped us to show how close the two ironclads really were in the battle, trying to hit the other one when no cannon seemed to pierce the other ship's hull.

Malanowski, Jamie. "The Unbelievable Success of the American Steamship." Smithsonian.com, Smithsonian Institution, 1 Feb. 2015, www.smithsonianmag.com/history/unbelievable-success-american-steamship-180953963/.

This article provided us with images and a little background images. It allowed us to show how a paddleboat steamer would look like in the early 19th century, when they were just beginning to become popular. This specific paddleboat steamer is going across the Hudson River, and is commanded by John Fulton, one of the first pioneers in the steamboat industry.

McNamara, Robert. "Images of USS Monitor, Civil War Ironclad." ThoughtCo, ThoughtCo, 26 Jan. 2019, www.thoughtco.com/images-of-uss-monitor-civil-war-ironclad-4122920.

This source was very useful because it allowed us to view how the design of the Monitor worked. This article contained a blueprint with explanations as to why certain design choices were made during the course of the construction of the vessel. This source also covered how the USS Merrimack transitioned nto the CSS Virginia.

Morris, James M. *History of the US Navy*. World Publications Group, 2002.

This book was very useful. It covered many topics about the US Navy ranging from the first steamships in the navy to the first ironclads. This book provided us with context about how the old, wooden, and sail powered ship admirals dealt with the onslaught of new technology that revolutionized the US Navy.

Perry, et al. “The Civil War in America April 1861–April 1862.” *April 1861–April 1862 - The Civil War in America | Exhibitions - Library of Congress*, 12 Nov. 2012, www.loc.gov/exhibits/civil-war-in-america/april-1861-april-1862.html.

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This article by the Library of Congress showed a timeline and history of the Civil War. The main importance of this timeline to our project is the fact that the Battle of Hampton Roads occurred during the Civil War, and thus this information gave us a little more information on the battle.

Pike, John. "Military." *Metal Hull*, www.globalsecurity.org/military/systems/ship/steam5.htm.

This was a great secondary source because it helped me truly understand the breakthroughs in the idea of the steel built ship and the ironclads. It shows how steel building progressed throughout time and gives a detailed history on the craft. It shows how the technology progressed from composite hulls to fully iron hulls to steel hulls. It also highlights key figures who made these breakthroughs possible. It gives a great overview while also giving specific details.

Roberts, William H.. Civil War Ironclads: The U.S. Navy and Industrial Mobilization. United States, Johns Hopkins University Press, 2003.

This secondary source gave me a great depth of information about ironclads. In websites, they barely touch the surface on the depth of ironclads. Books truly dive into the history of ironclads and how they originated. I feel like this source truly helped me because it made me understand ironclads better.

"Screw propeller." *World of Invention*, Gale, 2006. *Gale In Context: Middle School*, https://link.gale.com/apps/doc/CV1647500680/MSIC?u=plea37222&sid=MSIC&xid=d2f059ef. Accessed 30 Dec. 2019.

This source was very useful and gave me a lot of info on the screw propeller, used in a lot of steam ships. It gave an insight into the world of propulsion, and left me with a lot of new knowledge about propulsion systems. I feel that this source was extremely useful as it gave me something different.

“The Steamships of Jacksonville.” *The Steamships of Jacksonville | Metro Jacksonville*, 14 Oct. 2009, www.metrojacksonville.com/article/2009-oct-the-steamships-of-jacksonville.

This image gave me a clear representation of what a steamship would look like and how the early steamships looked like. I like this image because it is clear. The way the image was taken it showed us that people viewed steamships and steamboats as some sort of novelty that not all people could access. The specific vessel imaged in this case was a paddle driven steamboat.

US Department of Commerce and National Oceanic and Atmospheric Administration, directors. *The USS Monitor: The Ironclad Endures*. *Ocean Today*, 5 July 2011, oceantoday.noaa.gov/ironcladendures/.

This source was a documentary done by the National Oceanic and Atmospheric Administration. It covered the current location of the USS Monitor off the coast of North Carolina. It discussed how many artifacts were on board the vessel during its loss and how we could learn many things about that time period if we examined the said objects in very close detail over time.

"USS Bienville Civil War Union Navy Ship." *USS Bienville Civil War Union Navy Ship*, americancivilwar.com/tcwn/civil_war/Navy_Ships/USS_Bienville.html.

A third image from this website, this was a really clear image of a steamship that would be seen in the Civil War. Again this specific vessel was a paddle-driven steamship. This vessel was a part of the blockading force that Union used to strangle the Confederacy. This vessel served for 6 years and was successful in its endeavours.

"USS Florida Civil War Union Navy Side Wheel Cruiser." *USS Florida Civil War Union Navy Side Wheel Cruiser*, americancivilwar.com/tcwn/civil_war/Navy_Ships/USS_Florida.html.

This source again provided us with a clear image of how steamships were designed during the Civil War. She was originally a commercial ship but was purchased by the US Navy and converted into a cruiser. She was used as a part of the Union's blockade force. She was also used to carry supplies up and down the Eastern Seaboard during the end of the Civil War. Finally, she was used to transport Confederate prisoners once the war was over.

"USS James Adger Civil War Union Navy Wooden Steamship." *USS James Adger Civil War Union Navy Wooden Steamship*, americancivilwar.com/tcwn/civil_war/Navy_Ships/USS_James_Adger.html.

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I feel like this picture was a clear picture of nineteenth century steamships. This image was useful as an image so people could visualize what steamships looked like. This specific vessel was first used to search for certain Confederate diplomats. After that, during the middle of the war, it was called back to the Eastern Seaboard in order to undertake blockade duty and help destroy the Confederacy.

"USS Lafayette (1863) Ironclad Ram Warship - United States." *Military Weapons*, www.militaryfactory.com/ships/detail.asp?ship_id=USS-Lafayette-1863.

This vessel looked very different compared to the other vessels. This vessel was a ram warship so it had a ram protruding from the front of the ships. This ship was a paddle wheel steamer that traveled very slow as a result of the excess weight from the ram. The ram also had 6 Dalhgren cannons that allowed it to engage vessels with something other than its frontal ram which was not very useful in a mobile battle.

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