

NATIONAL ORGANIZATION
SONS OF UNION VETERANS OF THE CIVIL WAR
CIVIL WAR MEMORIAL ASSESSMENT FORM

PLEASE:

- Type or print, using a ball-point pen, when filling out this form. Legibility is critical.
- Do not guess at the information. An answer of, "Unknown," is more helpful.
- Include a photograph of each viewable side and label it with name & direction of view.

- Thank You.

Type of Memorial

Monument *with* Sculpture Monument with *Cannon*
 Monument *without* Sculpture Historical Marker Plaque

Affiliation

G.A.R. (Post Name & No. _____) M.O.L.L.U.S.
 W.R.C. (Corps Name & No. _____) Other Allied Order
 SUVCW (Camp Name & No. _____) (Please describe below)
 DUVCW (Tent Name & No. _____)
 Other: Missouri Department of Natural Resources - Division of State Parks Civil War Marker Program _____

Original Dedication Date 2010 Please consult any/all newspaper archives for a local paper's article that would have information on the *first* dedication ceremony and/or other facts on the memorial. Please submit a copy of your findings with full identification of the paper & date of publication. Thank you.

Location

The Memorial is *currently* located at:

Street/Road address or site location St Louis Sq Park Broadway & Courtois. W90°15'33" N38°32'46"
 City/Village St Louis City Township _____ County St Louis City

The front of the Memorial faces: North South East West

Government Body, Agency, or Individual Owner (of private cemetery that Memorial is located in)...

Name Department of Natural Resources Dept./Div. Division of State Parks
 Street Address PO Box 176
 City Jefferson City State MO Zip Code 65102
 Contact Person _____ Telephone (573) 751-8566

If the Memorial has been moved, please list former location(s)...

n/a

Physical Details

Material of Monument or base under a Sculpture or Cannon = Stone Concrete Metal Undetermined
 If known, name specific material (color of granite, marble, etc.) _____

Material of the Sculpture = ___ Stone ___ Concrete ___ Metal ___ Undetermined
If known, name specific material (color of granite, marble, etc.) _____
If the Sculpture is of metal, is it solid cast or "hollow?" _____

Material of Plaque or Historical Marker / Tablet = Photo embedded plastic _____

Material of Cannon = ___ Bronze ___ Iron - Consult known Ordnance Listing to confirm
Markings on muzzle = _____

Markings on Left Trunion _____ Right Trunion _____

Is inert ammunition a part of the Memorial? ___ If so, describe _____

Approximate Dimensions (indicate unit of measure) - taken from tallest / widest points
Monument or Base: Height 4 ft Width 3 ft Depth 3 ft or Diameter _____
Sculpture: Height _____ Width _____ Depth _____ or Diameter _____

For Memorials with multiple Sculptures, please record this information on a separate sheet of paper for each statue and attach to this form. Please describe the "pose" of each statue and any weapons/implements involved (in case your photos become separated from this form). Thank you!

Markings/Inscriptions (on stone-work / metal-work of monument, base, sculpture)
Maker or Fabricator mark / name? If so, give name & location found _____

The "Dedication Text" is formed: ___ cut into material ___ raised up from material face

Record the text (indicate any separation if on different sides...) Please use additional sheet if necessary.
See Attached

Environmental Setting

(The general vicinity and immediate locale surrounding a memorial can play a major role in its overall condition.)

Type of Location

- | | | |
|---|---|--|
| <input type="checkbox"/> Cemetery | <input type="checkbox"/> Park | <input type="checkbox"/> Plaza/Courtyard |
| <input type="checkbox"/> "Town Square" | <input type="checkbox"/> Post Office | <input type="checkbox"/> School |
| <input type="checkbox"/> Municipal Building | <input type="checkbox"/> State Capitol | Other: <u>Streetside</u> |
| <input type="checkbox"/> Courthouse | <input type="checkbox"/> College Campus | _____ |
| <input type="checkbox"/> Traffic Circle | <input type="checkbox"/> Library | _____ |

Surface Coating

Does there appear to be a coating? Yes No Unable to determine
If known, identify type of coating.

Gilded Painted Varnished Waxed Unable to determine

Is the coating in good condition? Yes No Unable to determine

Basic Surface Condition Assessment (check one)

In your opinion, what is the general appearance or condition of the Memorial?

Well maintained Would benefit from treatment In urgent need of treatment Unable to determine

Overall Description

Briefly describe the Memorial (affiliation / overall condition & any concern not already touched on) .

Supplemental Background Information

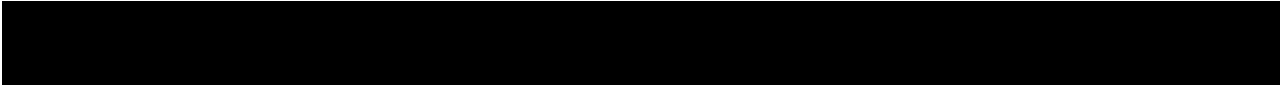
In addition to your on-site survey, any additional information you can provide on the described Memorial will be welcomed. Please label each account with its source (author, title, publisher, date, pages). Topics include any reference to the points listed on this questionnaire, plus any previous conservation treatments - or efforts to raise money for treatment. Thank you.

Inspector Identification

US Grant Camp 68 MO SUVCW

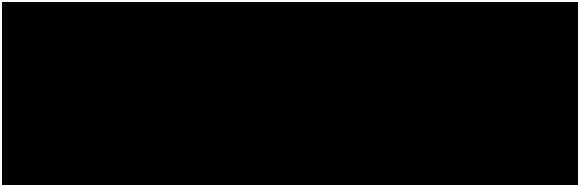
Date of On-site Survey 12/5/2010

Your Name Walter E Busch



Please send this completed form to:

Bruce B. Butgereit, PDC, Chair



Thank you for your help, and attention to detail.

SONS OF UNION VETERANS OF THE CIVIL WAR
National Civil War Memorials Committee

EADS' IRONCLADS

A State Divided: The Civil War In Missouri
Missouri Department of Natural Resources

[US Flag Shield on Right; Confederate Flag Shield on Left]

Carondelet and the Eads Ironclads

On Oct. 12, 1861, the ironclad gunboat USS Carondelet slid down the ways at James Eads' Union Iron Works in the village of Carondelet, south of St. Louis. It was the first ironclad warship built by the United States, launched more than three months before the famed USS Monitor. During the course of the Civil War, Eads' Union Iron Works would furnish the Union with more ironclad warships than any other boatyard in the West.

“The Key to the Whole Situation”

When war broke out in April 1861, the Union found its vital trade route down the Mississippi River blocked by Confederate forts and batteries. President Abraham Lincoln was aware of the river's importance. Reopening it would split the South and provide a highway of invasion into the Confederate heartland. “The Mississippi River,” he declared, “is the backbone of the Rebellion; it is the key to the whole situation.” To deal with the formidable Confederate forts, Lincoln sought advice from one of the most knowledgeable rivermen on the Mississippi – James Buchanan Eads of St. Louis.

[Inset Picture of Ironclad with insert text: Four ironclad gunboats, designed by Samuel Pook, were built by James Eads at Union Iron Works in Carondelet, including the USS Carondelet shown here. (United States Military History Institute)]

Eads, a 41-year-old, self-taught engineer, knew European navies were experimenting with ironclad warships. He advised building a fleet of armored gunboats to attack enemy forts at close range and overwhelm them with point-blank fire. Lincoln was enthusiastic, and soon government engineer Samuel Pook was developing a design for a river ironclad. In August 1861 Eads won a construction contract for seven gunboats with the low bid of \$89,600 per boat. He agreed to complete all seven in a little over two months, and to forfeit \$250 per boat for each day late.

Eads Builds Pook's Turtles

Eads faced a daunting task. The blockade of the Mississippi had forced Northern mills, machine shops and foundries to close, and their workers to disperse. Eads began telegraphing contracts for iron, lumber, boat stores and machinery to suppliers throughout the region. Businesses soon reopened and new ones were established; 13

sawmills in seven states began preparing timber for the gunboats, three of which were to be built at Mound City, Ill., and four at Carondelet.

[Insert Sidebars: The Pook Ironclads

The first seven ironclads were designed by engineer Samuel Pook. They looked like nothing else in the Navy; each was flat-bottomed, 175 feet long by 51 feet wide and drew no more than 6 feet of water. Atop the deck stood a low deck house, or casemate, with sloping sides. To protect the engines, the casemate was armored in front and amidships with 2 1/2 inches of iron over 26 inches of oak. Thirteen heavy guns were mounted in the casemate – three firing forward, four to each side and two aft. Each boat was operated by a crew of about 160 officers and men. One gunboat sailor described the vessels as “of the mud-turtle school of architecture, with just a dash of pollywog treatment.” But, he added grimly, “they struck terror into every guilty soul.”]

[Insert Picture of Pook's Ironclads with text: Three of Pook's Ironclads, the St. Louis, Cincinnati and Mound City, are shown anchored off the Union naval base at Cairo, Ill. (Courtesy Naval Historical Center)]

[Insert Map with text: Eads' Carondelet boatyard is shown as the Gunboat Yard between the Iron Mountain Rail Road and the Mississippi River on this map. The Steamboat Ways was the rail system used for moving the boats in and out of the water. (Courtesy National Archives)]

In Carondelet, Eads leased the construction yards of the Carondelet Marine Railway, a facility that featured a rail system for moving boats in and out of the water. He renamed it the Union Iron Works, and within two weeks employed 500 men. Work went on around the clock, but problems slowed construction: suitable iron was difficult to find; threats of sabotage caused security to be increased; workmen threatened to strike; and weaknesses in Pook's design required last-minute alterations. Eads' main problem, however, was financial. He had exhausted his personal fortune to begin the project and the government failed to pay when stipulated. Eads borrowed from banks and friends to complete the contract, but did not receive full payment until the following year.

In spite of setbacks, the first gunboat, USS Carondelet, was launched at Carondelet on Oct. 12, 1861; only two days past deadline. It was soon followed by the St. Louis, Louisville and Pittsburgh, then by the boats built at Mound City – the Cincinnati, Mound City and Cairo. Additional months were spent assembling crews and arming the odd-looking crafts, which were dubbed “Pook's Turtles” by the newspapers.

The seven ironclads first saw action in the spring of 1862 when the Union captured Forts Henry and Donelson, New Madrid and Island No. 10. Fort Pillow fell on June 4, and two days later the Confederate river fleet was destroyed in a naval battle off Memphis. Vicksburg, the final obstacle, surrendered in July 1863, leaving the Mississippi open to its mouth. The Eads ironclads contributed a great deal to the success of those campaigns.

“Give Me the Ironclads Built by Mr. Eads”

Despite his difficulty receiving payment for the Pook gunboats, Eads continued to win contracts and build ironclads. His Carondelet boatyard became the most complete facility of its kind in the country. Its 20 acres boasted a gas plant, engine shops, sawmills and machinery for shaping armor plate. Seventy forges were at work; blacksmiths flung still-glowing rivets to boys who caught them in cans and rushed them to be hammered home. Shelters protected the workmen from sun and rain and torches lighted their work at night.

Eads paid well, giving cash bonuses for overtime, but by 1864 war-weariness and inflation led to labor unrest throughout the North. In St. Louis, machinists, blacksmiths, tailors and shoemakers struck for higher wages and to end the hiring of less-experienced workers for lower pay. The government intervened, and in April placed the workers of St. Louis under martial law. Picketing was banned and unions were outlawed; infantry stood ready to enforce the order. The strikers had no choice but to return to their jobs.

[Insert Sidebar: James Buchanan Eads

James Eads was among the most important engineers and inventors of the 19th century. Born May 23, 1820, in Lawrenceburg, Ind., he came to St. Louis with his family in 1833. Although impoverished, he taught himself mathematics and engineering. He learned about the Mississippi River while clerking on a steamboat. At age 22, he invented a diving bell and entered the marine salvage business.

By 1857, he had earned a fortune, but too-rapid decompression while diving crippled his health, forcing him into early retirement. He recovered, and helped the Union win the Civil War by designing and building innovative ironclad warships. His greatest triumphs were the completion in 1874 of the Eads Bridge in St. Louis – the first bridge to span the Mississippi – and a jetty system to protect the Mississippi’s mouth from silting over. He died on March 8, 1887 after a life of brilliant accomplishment.]

Work continued at the Carondelet yards, which produced 10 ironclads during the course of the war – the four Pook gunboats; the Essex (converted from a ferry boat);

the Neosho and Osage (shallow-draft, single-turret river monitors); and the Winnebago, Kickapoo and Milwaukee (large, propeller-driven monitors with twin turrets). In addition, the yards built 38 mortar boats (armored rafts mounting a 13-inch mortar) and converted numerous steamboats into “tinclads” (lightly armored patrol vessels). Other boatyards in St. Louis also produced ironclads and tinclads. In all, the Union deployed 22 ironclad warships on Western waters – more than half built at Carondelet or St. Louis.

Eads worked constantly to improve his vessels. For his monitors he designed a steam-powered turret, superior to the manually powered turret of the original Monitor. It allowed a faster rate of fire and required fewer crew. The Navy, however, insisted on the manual turret, but allowed Eads to equip two of his twin-turret monitors with one of his own turrets. He was to replace them at his own expense if they proved unacceptable. On Aug. 5, 1864, two of Eads’ twin-turret monitors fought their way into Mobile Bay with the fleet of Adm. David Farragut and proved the superiority of the Eads turret. “Only give me the ironclads built by Mr. Eads,” Farragut proclaimed, “and I will find out how far Providence is with us.”

Eads fell ill early in 1864. His doctors believed he was beyond recovery, but he improved and took his family overseas for a rest. Not one to be idle, Eads, on behalf of the government, visited the navies of Europe, where he was hailed for his innovative work in naval engineering.

Eads Boatyard Today

James Eads’ Carondelet boatyard furnished the Union Navy with the heart of its river fleet. The original ways were removed in 1933 and nothing now remains of the facility. The site, however, is still used for marine transportation, as it currently functions as a loading and off loading site for barge traffic.

[Insert Picture of Ironclads Under Construction with text: This photo of Eads’ Union Iron Works was shown in Harper’s Weekly on Oct. 5, 1861.]







EADS' IRONCLADS



A STATE DIVIDED
THE CIVIL WAR IN MISSOURI

Carmichael and the Ironclads

On Dec. 22, 1861, the ironclad gunboat USS *Carmichael* left down the river at James Rankin Union Iron Works in the village of Carmichael, south of St. Louis. It was the first ironclad to be built in the United States, and it was the only one to be built in Missouri during the course of the Civil War. For Union Iron Works would build the Union with some ironclad warships that are today built in the West.

"The Key to the Whole Situation"

When war broke out in April 1861, the Union found it vital to take control of the Mississippi River. The Union's strategy was to control the river to the south and prevent the Confederacy from receiving supplies from the south. The Union's strategy was to control the river to the south and prevent the Confederacy from receiving supplies from the south. The Union's strategy was to control the river to the south and prevent the Confederacy from receiving supplies from the south.



The USS Carmichael, designed by Samuel Pook, was the first ironclad to be built in the United States. It was built at Carmichael, Missouri, in 1861.

Each, a 40-year-old, self-taught engineer, knew European warships were representing with ironclad warships. He studied the designs of several gunboats in attack on the river and then designed his own. He studied the designs of several gunboats in attack on the river and then designed his own. He studied the designs of several gunboats in attack on the river and then designed his own.

Eads Builds Pook's Turrets

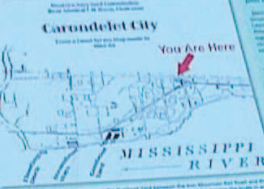
Each faced a daunting task. The blockade of the Mississippi had forced turrets with machine shops and foundries to shut, and their workers to disperse. Eads began telegraphing machine shops and foundries to shut, and their workers to disperse. Eads began telegraphing machine shops and foundries to shut, and their workers to disperse.

The Pook Ironclads

The first seven ironclads were designed by engineer Samuel Pook. They looked like sailing ships in the river. The first seven ironclads were designed by engineer Samuel Pook. They looked like sailing ships in the river. The first seven ironclads were designed by engineer Samuel Pook. They looked like sailing ships in the river.



Three of Pook's ironclads, the St. Louis, Cincinnati and Missouri City, are shown as they appeared on the Union naval base at Cairo, Ill. (Courtesy, Naval Historical Center)



USS *Carmichael* designed by Samuel Pook was the first ironclad to be built in the United States. It was built at Carmichael, Missouri, in 1861.

In Carmichael, Eads had the construction yard of the Carmichael Marine Railway & Machine Works, and within six weeks employed 500 men. Work was to proceed the dock, but before that construction could begin, it was difficult to build frames of iron. The iron was to be used to build frames of iron. The iron was to be used to build frames of iron.

In spite of setbacks, the first gunboat, USS *Carmichael*, was launched at Carmichael on Dec. 22, 1861, only two days past deadline. It was named for the St. Louis, Louisville and Portland, then by the Union built at Missouri City - the Cincinnati, Missouri City and Louisville. Additional months were spent waiting for iron and waiting the old wooden hulls, which were called "Pook's Yachts" by the newspapers.

The seven ironclads first saw action in the spring of 1862 when the Union captured Fort Henry and Fort Donelson. The *Monitor* and *Ironclad* No. 1, Fort Pillow, No. 2, and the *Ironclad* No. 3, the *Cincinnati*, were first to see action in a small battle off Memphis. Victory, the *Ironclad* No. 4, was the only one to be built at Missouri City, Ill., and the *Ironclad* No. 5, the *Missouri*, was the only one to be built at Cairo, Ill.

"Give Me the Ironclads Built by Mr. Eads"

Despite his difficulty receiving payment for the Pook gunboats, Eads continued to win contracts and build ironclads. He was awarded a contract to build a gunboat, the *Ironclad* No. 6, at St. Louis. He was awarded a contract to build a gunboat, the *Ironclad* No. 6, at St. Louis. He was awarded a contract to build a gunboat, the *Ironclad* No. 6, at St. Louis.

Each paid well, giving each business for months, but by 1862 war weariness and inflation led to labor unrest throughout the South. In St. Louis, Missouri, inflation and labor unrest led to labor unrest throughout the South. In St. Louis, Missouri, inflation and labor unrest led to labor unrest throughout the South.

James Rankin Eads

James Rankin Eads was a self-taught engineer and inventor. He was born in St. Louis, Missouri, in 1807. He was a self-taught engineer and inventor. He was born in St. Louis, Missouri, in 1807.



James Rankin Eads

Each worked constantly to improve his results. For his attention he designed a more powerful turret, superior to the turret of the original *Monitor*. He worked constantly to improve his results. For his attention he designed a more powerful turret, superior to the turret of the original *Monitor*.

Each left his staff in St. Louis. His absence allowed him to be improved and back to his family, except for a year. His staff in St. Louis, Missouri, was improved and back to his family, except for a year.

Eads Reopens Today

James Rankin Eads' invention revolutionized the Union Navy with the birth of his first ironclad. His invention revolutionized the Union Navy with the birth of his first ironclad. His invention revolutionized the Union Navy with the birth of his first ironclad.



The photo of Eads' Union Iron Works and shown in Cooper's History of the U.S., 1867.