

## British Destroyers 1939 45 Wartime Built Classes New Vanguard

The author of this compelling memoir proved himself one of the most successful small ship commanders during the Norwegian campaign in 1940, and then served at sea continuously throughout the rest of the War. In Norway, as second-in-command of a Black Swan sloop, he experienced the suspense and nervous strain of operating in the narrow waters of a twisting fjord under heavy air attack, but his humour was never far away. 'I don't want to appear fussy, but are we going to be greeted by cheers and kisses from Norwegian blondes, or a hail of gunfire from invisible Huns?' he remarked to his officers on approaching the small town of Andalsnes. His next task - in command first of a corvette and then a destroyer - was escorting East Coast convoys, and his experiences reflect the danger of this work against the menaces of E-boats, enemy aircraft and mines. He then took part in the landings at Anzio and the Normandy landings in 1944; finally, he rescued internees from the Japanese prison camp on Stanley, Hong Kong. His career was much helped by his highly developed sixth sense for danger, the deep affection of his crews and his affinity with cats which he believed brought him luck. This record of varied and almost incessant action ranks among the most thrilling personal stories of the war at sea.

"This book contains authentic photographs and salient facts covering 358 troopships used in World War II. In addition, other vessels of miscellaneous character, including Victory and Liberty type temporary conversions for returning troops, are listed in the appendices ..."--Pref.

Khe Sanh was a small village in northwest South Vietnam that sat astride key North Vietnamese infiltration routes. In September 1966 a Marine battalion deployed into the area. Action gradually increased as the NVA attempted to destroy Free World Forces bases, and the siege of Khe Sanh proper began in October 1967. The bitter fight lasted into July 1968 when, with the changing strategic and tactical situation, the base was finally closed. This book details the siege and explains how, although the NVA successfully overran a Special Forces camp nearby, it was unable to drive US forces from Khe Sanh.

When war broke out in 1939, only three true battlecruisers remained in the Royal Navy including HMS 'Hood', the world's largest and fastest capital ship for much of her life, which would be destroyed in action against the German battleship 'Bismarck'. Out of the remaining two battlecruisers ('Repulse' and 'Renown') one was sunk by Japanese aircraft off Singapore, whilst the other served with distinction until the end of the war. This book traces the pre-war development of these spectacular warships, then describes their wartime exploits, using this to demonstrate their operational and mechanical performance. It examines what life was like on these wartime battlecruisers when they sailed into action. During the Second World War navies developed low visibility camouflage for their ships, on both the vertical and horizontal surfaces, in order reduce visibility by blending in with the sea, or confuse the identity of a ship by applying more obtrusive patterns. In this new book by maritime artist Mal Wright both the official and unofficial paint schemes that adorned ships of the Royal Navy and Commonwealth are depicted in detail, along with discussion on changes of armament and electronics that effected the outward appearance of each ship. Starting with destroyers from WW1 still in service during WW2, the book progressively covers ships below cruisers, class by class, to provide a detailed and easy-to-use guide to paint schemes in use. In some cases individual ships are shown in the several schemes they wore thus providing a source that covers various periods of service. With 740 full colour illustrations, all of named vessels, this book concentrates information into a single volume to provide a one-stop reference source, and, for the first time in a single volume, it covers not just the well-known ships, but also escort vessels, minesweepers, trawlers, coastal craft and auxiliaries in sequential format. Many schemes would be difficult for the reader to have found other than with the most intensive research so that historians, collectors, modelmakers and wargamers will find this unique reference source absolutely invaluable.

As the major powers engaged in an arms race in the early years of the 20th century, the Admiralty was tasked with developing that deadly stalker of the high seas the submarine. In 1905, briefed with creating a vessel that could be employed on an enemy's coastline, the Admiralty took several technological leaps forward to match Germany's own revolutionary vessels. Written by an influential expert in the field and covering all classes of submarine developed and deployed during the war, this book includes great technical detail, gripping operational accounts and is accompanied by artwork. With fascinating details of daring submarine raids in the Baltic and the Dardanelles, this book reveals the exceedingly dangerous world of early submarine warfare which claimed an extraordinary number of lives on both sides and paved the way for a new kind of naval warfare in the 20th century and beyond.

The Royal Navy entered World War II with a large but eclectic fleet of destroyers. Some of these were veterans of World War I, fit only for escort duties. Most though, had been built during the inter-war period, and were regarded as both reliable and versatile. Danger though lurked across the seas as new destroyers being built in Germany, Italy and Japan were larger and better armoured. So, until the new, larger Tribal-class destroyers could enter service, these vessels would have to hold the line. Used mainly to hunt submarines, protect convoys from aerial attack, and take out other destroyers, these ships served across the globe during the war. This fully illustrated study is the first in a two-part series on the real workhorses of the wartime Royal Navy, focusing on how these ageing ships took on the formidable navies of the Axis powers.

This book tells the dramatic story of how the Royal Navy transformed ordinary citizens into first-rate sailors and navy personnel during the Second World War. It covers how they were recruited and trained and how they endured life at sea in hostile waters, protecting convoys in the Mediterranean, hunting submarines in the Atlantic, and standing up to relentless air attacks in the Pacific. Told through vivid first-hand accounts of life onboard, it reveals what it was like to be a sailor navigating, patrolling, and fighting in the largest theatre of the war – the vast oceans.

With war against Germany looming, Britain pushed forward its carrier program in the late 1930s. In 1938, the Royal Navy launched the HMS Ark Royal, its first-ever purpose-built aircraft carrier. This was quickly followed by others, including the highly-successful Illustrious class. Smaller and tougher than their American cousins, the British carriers were designed to fight in the tight confines of the North Sea and the Mediterranean. Over the next six years, these carriers battled the Axis powers in every theatre, attacking Italian naval bases, hunting the Bismarck, and even joining the fight in the Pacific. This book tells the story of the small, but resilient, carriers and the crucial role they played in the British war effort.

Includes numerous maps and illustrations. This monograph provides first-hand accounts of Destroyer Squadron 18 during this critical battle upon which so much of the success of our campaign in Europe would depend. Their experience at Omaha Beach can be looked upon as typical of most U.S. warships engaged at Normandy. On the other hand, from the author's research it appears evident that this destroyer squadron, with their British counterparts, may have had a more pivotal influence on the breakout from the beachhead and the success of the subsequent campaign than was heretofore realized. Its contributions certainly provide a basis for discussion among veterans and research by historians, as well as a solid, professional account of naval action in support of the Normandy landings.

This fleet of 28 accurately detailed ships includes the ill-fated PT-109, commanded by a young John F. Kennedy, a German U-boat, and the USS Missouri, the battleship on which the Japanese surrendered.

In April 1940, British and German destroyers clashed at Narvik, a strategically vital harbor on the Norwegian coast. David Greentree charts both sides' development of destroyer tactics and technologies, the battles themselves and their impact on subsequent naval operations in this absorbing study.

With the outbreak of World War II, Britain's Royal Navy was at the forefront of her defence with her fleet of battleships as her main striking force. However, ten battleships of this fleet were already over 20 years old, venerable veterans of the first world conflict. As such, in the 1930s two new classes were commissioned - modern battleships which were designed to replace the ageing battle fleet although only one would see active service. Together with the older battleships, which were increasingly modified in the decade preceding the war and during the conflict itself, these vessels held their own against their German and Italian counterparts. This title offers a comprehensive review of the seven battleships of the Nelson and King George V classes from their initial commissioning to their peacetime modifications and wartime service. Detailed descriptions of the main armament of each ship will offer further analysis of individual battleship's effectiveness, discussing how the guns were manned when engaging with the enemy. Moreover, with specially commissioned artwork and a dramatic re-telling of key battleship battles, this book will highlight what it was like on board for the sailors who risked their lives on the high seas. Describing HMS Rodney battling against the Bismarck, the might of the Kriegsmarine, the author details how the British battleship closed in on her German adversary at such close range that the spotters could follow the shells onto the target, arguing that although the aircraft carrier would eventually dominate later naval conflicts, it was the battleship that performed an invaluable service throughout countless engagements. After the end of World War I, the German Navy came up with the concept of the Panzerschiffe, or Pocket Battleship, as a method of circumventing treaty limitations on the size and types of ship Germany was permitted to build. New, more modern production methods, where welded construction prevailed over the older riveting process, were combined with the development of modern engines capable of fast speeds and a very powerful armament, far superior to that on any enemy Cruisers. This book covers these three sister ships, the 'Deutschland', the 'Admiral Graf Spee' and the 'Admiral Scheer', which formed the core of the Kriegsmarine's fighting power at the start of World War II.

During the Pacific War the most successful component of the Imperial Japanese Fleet was its destroyer force. These ships were larger and, in most cases, better-equipped than their Allied counterparts. Armed with a powerful, long-ranged torpedo, these ships proved formidable opponents. Initially, they were instrumental in an unbroken string of Japanese victories, but it was not until the Guadalcanal campaign that these ships fully demonstrated their power. In a series of daring night actions, they devastated Allied task forces with their deadly torpedoes. This volume details the history, weapons and tactics of the Japanese destroyers built just before and throughout the war, including the famous Kagero and Yugumo classes, the experimental destroyer Shimakaze that boasted a top speed of almost 40 knots and 15 torpedo tubes, and the Matsu class that represented the Japanese equivalent to an Allied destroyer escort. These ships were designed to be built quickly and cheaply, but proved to be very tough in combat.

The Laforays were the largest, most powerfully armed and successful ships of this type to see frontline action with the Royal Navy in WWII. They were also the handsomest warships to see service and presented a perfect combination of power and speed. They were assigned to the most dangerous theaters of war including Force H, sailing between Gibraltar and Malta, from where they operated against the German supply lines to North Africa. They escorted minelayers into the German backyard in the North Sea and their convoy escort work in the North Atlantic proved them to be highly effective hunter killers of the U-Boat packs that threatened every cargo ship carrying vital supplies to the UK. Such was the pace of their war, that out of the eight ships of the class only one survived the war. The book also includes chapters on their origin, planning and building, wartime operations and indices cover weapon systems, general fittings and complements and battle honors for each ship in the class.

The warships of the World War II era German Navy are among the most popular subject in naval history with an almost uncountable number of books devoted to them. However, for a concise but authoritative summary of the design history and careers of the major surface ships it is difficult to beat a series of six volumes written by Gerhard Koop and illustrated by Klaus-Peter Schmolke. Each contains an account of the development of a particular class, a detailed description of the ships, with full technical details, and an outline of their service, heavily illustrated with plans, battle maps and a substantial collection of photographs. These have been out of print for ten years or more and are now much sought after by enthusiasts and collectors, so this new modestly priced reprint of the series will be widely welcomed. All the 40 or so German destroyers that saw service during the war are detailed in this book, including captures ships. Chapters range from their design and development, armament and machinery, to appearance differences, camouflage schemes and modifications. It also covers their careers and the many actions they fought, all illustrated with plans, technical drawings, maps, and a comprehensive gallery of photographs.

Commander Krause escorts a beleaguered convoy across the icy North Atlantic in the most critical days of WW II. Exhausted beyond measure, he must make continuous and critical decisions as he leads his small fighting force against the frightfully competent and relentless U-boats. A superlative study of grace under pressure amidst the technical challenge of anti-submarine warfare.

This is the most comprehensive and authoritative single volume encyclopedia yet published of World War Two destroyers - over 2,500 of them.

Examines how military culture forms and changes, as well as its impact on the effectiveness of military organizations. In the late 19th and early 20th century, a combination of coastal defence for the homeland and fleet defence for the East

Indies became the established naval strategy for the Royal Dutch Navy and set the template for the world wars. Battleships were too expensive to build and maintain, so after World War I, there was significant investment in submarine development and construction. A handful of modern light cruisers and a new class of destroyers were also constructed during the interwar years to serve as a small Fleet-in-Being in the East Indies, as well as to support the actions of the navy's submarines. The light cruiser HNLMS De Ruyter and the Java-class light cruisers were the most powerful units of the new fleet whilst the backbone of the destroyer fleet was the Admiralen-class and the Tromp-class of destroyer leaders. Beginning in December 1941, the Dutch Navy played a very active role in the defence of the East Indies against the Japanese during World War II. The Battle of the Java Sea at the end of February 1942 crushed Dutch naval power in the East Indies, sinking the cruisers Java and De Ruyter and killing Admiral Karel Doorman. However, several Dutch surface warships and submarines continued the fight against the Axis powers alongside the Allies until the end of World War II, including a pair of British-built destroyers, Van Galen and Tjerk Hiddes. This beautifully illustrated book from a leading scholar on Dutch military history provides a comprehensive guide to the Royal Netherlands Navy of the World War II period, complete with detailed cutaways and battleplates of the fleet in action.

Few if any 20th century warships were more justly acclaimed than the destroyers of the U.S. Navy's Fletcher class. Admired as they were for their advanced and rakish design, it was their record as workhorses of the Pacific War that placed them among the most battle-tested and successful fighting ships of all time. This title describes the Fletchers and their Allen M. Sumner and Gearing-class derivatives, their machinery, armament, and construction, with a listing of all 343 ships by hull number and builder. It features an operational history of the 287 ships commissioned during World War II, which traces the evolution of night surface action tactics in the Solomon Islands and the parallel development of the Combat Information Center; the drive across the Pacific and liberation of the Philippines with tables showing the rapid introduction of new squadrons; and the radar pickets' climactic stand against kamikaze aircraft at Okinawa. With summaries of losses and decorations and specially commissioned artwork, this is a definitive book on the wartime US destroyer classes.

The 'little ships' of the Second World War - the fast and highly maneuverable motor torpedo boats and gunboats which fought in coastal waters all over the world - developed a special kind of naval warfare. With their daring nightly raids against an enemy's coastal shipping - and sometimes much larger warships - they acquired the buccaneering spirit of an earlier age. And never more so than in the close hand-to-hand battles which raged between opposing craft when they met in open waters. Large numbers of these small fighting boats were built by the major naval powers. The Germans called them Schnellboote (Fast Boats), referred to by the British as E-boats (E for Enemy). In the Royal Navy they were MTBs and MGBs. The American equivalent were PT boats (for Patrol Torpedo). They fought in the narrow waters of the English Channel and the stormy North Sea, in the Mediterranean off the coasts of North Africa and Italy and among the islands of the Aegean, across the Pacific from Pearl Harbour to Leyte Gulf, in Hong Kong and Singapore, and off Burma's Arakan coast. Bryan Cooper's book traces the history and development of these craft from their first limited use in the First World War and the fast motor boats designed in the 1930s for wealthy private clients and water speed record attempts. With account of the battles which took place during the Second World War, when the vital importance of coastal waters came to be recognized, he captures the drama of this highly individual form of combat. And not least the sea itself which was the common enemy of all who crewed these frail craft.

This title follows on from a companion book covering the US heavy cruisers that were built prior to the war, together forming the definitive guide to the US's heavy cruiser classes. Versatile warships, the heavy cruisers of the Baltimore class, and their successors in the Oregon City and Des Moines classes, commonly acted as carrier escorts throughout World War II, but also performed bombardment duties in support of amphibious landings. Post-World War II, the heavy cruisers continued to see service, chiefly in Korea and Vietnam. Even after the heyday of the heavy cruiser had passed, the ships continued to serve - several were converted into the earliest examples of guided missile cruisers, and created an enduring legacy in the US Navy. From an established expert on the US and Pacific naval history, this is an invaluable resource richly illustrated with artwork and photographs.

The light cruiser was a natural development of the sailing frigate - a fast multi-purpose warship that could patrol the sea lanes, protect convoys and scout for enemy battle fleets. By the inter-war period the need for this type of ship was even more important, given the increasing need for protection from aircraft, and the need to screen the fleet from submarines or destroyers. Wartime experience had shown that the British light cruiser was one of the most versatile types of ship in the Royal Navy, able to protect other warships, bombard enemy shores, guard life-saving convoys and intercept and destroy enemy warships. These were truly the workhorses of the wartime Royal Navy. While the battleships and carriers grabbed the headlines, these sleek, elegant warships quietly got on with the job of securing control of the seas.

From the year 1066 the English Channel has provided Great Britain with a natural defensive barrier, but never more than in the early days of World War Two. This book relates how the Royal Navy defended that vital seaway throughout the war. From the early days of the Dover Patrols, through the traumas of the Dunkirk evacuation, the battles of the Channel convoys; the war against the E-boats and U-boats; the tragic raids at Dieppe and St Nazaire; the escape of the German battle-fleet; coastal convoys; the Normandy landings and the final liberation of the Channel Islands. Many wartime photographs, charts and tables add to this superb account of this bitterly contested narrow sea.

With the outbreak of World War II, Britain's Royal Navy and her fleet of battleships would be at the forefront of her defence. Yet ten of the 12 battleships were already over 20 years old, having served in World War I, and required extensive modifications to allow them to perform a vital service throughout the six long years of conflict. This title offers a comprehensive review of the development of these British battleships from their initial commissioning to their peacetime modifications and wartime service, with detailed descriptions of the effectiveness of the main armament of individual

ships. With specially commissioned artwork and a dramatic re-telling of key battleship conflicts, this book will highlight what it was like on board for the sailors who risked their lives on the high seas.

The Isles of Scilly are renowned for their natural beauty, wild flowers and temperate climate, but there is another reason to visit these paradise islands. Since the 16th century they have been in the frontline of this country's military defences and successive generations of fortifications have survived in Scilly, unmatched in any other location around Britain. This unrivalled survival was due to the lack of pressure to develop the islands and happily because the feared enemy rarely attacked. However, there is another threat to this precious heritage, the power of the sea. William Borlase in the mid-18th century recorded how much of the islands' history had succumbed to rising sea level, and today increasingly turbulent weather patterns may be accelerating the process of coastal erosion. This book celebrates the unique survival of military fortifications on the islands, but it also serves to illustrate the value and vulnerability of the whole country's coastal heritage. Like King Canute, we cannot turn back the sea, but we can celebrate these precious survivals from the colourful history of our island nation.

The German destroyer fleet of World War II consisted of nine classes: the Diether Von Roeder Class, the Leberecht Maas Class and the wartime classes Z23, Z35, Z37, Z40, Z43, Z46 and Z52. These vessels, though fewer in number than the British destroyer fleet, tended to be much bigger and more powerful than their allied counterparts. They served their country well in operations in the Channel, North Sea, the Far North and in the rescue of civilians from East Prussia during the final days of the war. This title describes their design, development and operational use from the fjords of Narvik to the final days of the war.

Cruisers became Britain's essential vessel for protecting battleships, carriers, and convoys versus Japanese, Italian, and Nazi German commerce raiders, submarines, aircraft, and destroyers. The light cruiser was a natural development of the sailing frigate - a fast multi-purpose warship that could patrol the sea lanes, protect convoys and scout for enemy battle fleets. By the inter-war period the need for this type of ship was even more important, given the increasing need for protection from aircraft, and the need to screen the fleet from submarines or destroyers. During the 1930's a new group of British light cruisers were commissioned, designed to replace an earlier generation of warships designed during the Great War. These new ships were sleek, fast, and relied on the 6-inch gun - a tried and tested weapon that combined hitting power with a high rate of fire. A second generation of light cruisers followed during the late 1930's, armed with twelve 6-inch guns apiece. One of these - HMS Belfast - is still afloat today. Finally the threat posed by German aircraft led to the conversion of some older warships into anti-aircraft cruisers - a stopgap measure until a new class of these powerful and much-needed warships entered service. By this time wartime experience had shown that the British light cruiser was one of the most versatile types of ship in the Royal Navy, able to protect other warships, bombard enemy shores, guard life-saving convoys and intercept and destroy enemy warships. These were truly the workhorses of the wartime Royal Navy. While the battleships and carriers grabbed the headlines, these sleek, elegant warships quietly got on with the job of securing control of the seas.

A gripping psychological thriller that gets to the heart of obsession. For fans of Sophie McKenzie

In 1938, the United States abandoned the constraints imposed by the Washington Treaty and began work on a new class of super-battleships. This book covers the design, construction, and employment of the four Iowa-class battleships, the largest in the American fleet. During World War II, they served as guards for the aircraft carriers and their bombardments provided cover for the numerous landings in the Pacific. At the war's end, the Japanese signed their surrender on the decks of an Iowa-class battleship, the USS Missouri. After World War II, the ships continued to serve, providing support during Korea, Vietnam, and even the first Gulf War. This book tells the full story of the greatest of the American battleships.

Packed with photos and stunning new artwork, this is a concise history of the Royal Navy's wartime-built destroyers, the backbone of the fleet.

This book presents authoritative accounts of the evolution, development and application of Royal Naval radar from its inception in 1935 until the end of World War 2. The accounts are based on the individual authors' contemporary experiences, extensive archival research and discussions with surviving wartime colleagues. An overview is presented of the pioneering work at HM Signal School (later the Admiralty Signal Establishment), followed by descriptions of the main programmes of radar development, associated research, and the problems of installation of the equipment in ships, as well as its operation and maintenance at sea. Tabulations of the characteristics and installations of all wartime Royal Naval radars are provided in the Appendices.

This volume details the design, construction, and operation of the first six of the ten US fast battleships, two of the North Carolina class and four of the South Dakota class. These six battleships were all authorized in 1936 and were the first vessels built in the US since 1923.

Consequently, these ships benefitted from enormous technological leaps, with improvements in ship design, power, armor, armament and the single most important improvement the use of radar guided fire control helping to change the course of the war in the Pacific. Packed with first-hand accounts, battle reports, and specially created artwork this book tells the story of these war-winning vessels.

During the last four years of the Second World War, the Western Allies secured Russian defenses against Germany by supplying vital food and arms. The plight of those in Murmansk and Archangel who benefitted is now well known, but few are aware of the courage, determination and sacrifice of Allied merchant ships, which withstood unremitting U-boat attacks and aerial bombardment to maintain the lifeline to Russia. In the storms, fog and numbing cold of the Arctic, where the sinking of a 10,000 ton freighter was equal to a land battle in terms of destruction, the losses sustained were huge. Told from the perspective of their crews, this is the inspiring story of the long-suffering merchant ships without which Russia would almost certainly have fallen to Nazi Germany.

British Destroyers 1939-45 Wartime-built Classes Bloomsbury Publishing

An authoritative concise study of the Soviet destroyers that fought in World War II, from modernized ex-Tsarist warships to the Type 7, the modern backbone of the fleet. Sure to appeal to the many naval enthusiasts of World War II, and those interested in the little-known warships of Soviet Russia, as well as modelers and wargamers.

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