

British Destroyers 1939 45 Wartime Built Classes New Vanguard

British Destroyers 1939-45 US Destroyers 1942-45 Sea Breezes The German Fleet at War, 1939-1945 British Battleships 1939-45 (1) British Battleship vs German Battleship British Aircraft Carriers 1939-45 Sea Wolves War Time British Destroyers & Frigates British Battlecruisers 1939-45 German Destroyers 1939-45 Seek, Strike, and Destroy Arctic Convoys 1941-1945 Scouts Out! The Development Of Reconnaissance Units In Modern Armies [Illustrated Edition] The U-boat War, 1939-1945 Italian Battleships of World War II British Destroyers 1939-45 U-boats vs Destroyer Escorts The Battle of the Atlantic German Light Cruisers 1939-45 British Escort Carriers 1941-45 Italian Cruisers of World War II US Destroyers 1934-45 The Good Shepherd Soviet Destroyers of World War II British Light Cruisers 1939-45 German E-boats 1939-45 Military Relations Between the United States and Canada, 1939-1945 Destroyers of World War Two A Destroyer at War British Ironclads 1860-75 British Motor Gun Boat 1939-45 The Pirate World British Destroyer vs German Destroyer British Cruisers British Destroyers: From Earliest Days to the Second World War US Flush-Deck Destroyers 1916-45 German Pocket Battleships 1939-45 British Battleships 1939-45 (2)

British Destroyers 1939-45

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.

US Destroyers 1942-45

Since the beginning of the 20th century, destroyers have been all-purpose ships, indispensable in roles large and small - from delivering the mail at sea to screening

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other vessels and, where larger ships were not present, forming the front line in battle. This title details the 169 ships of ten classes introduced in the 1930s: early 1,500-tonners and 1,850-ton destroyer leaders designed to conform to the 1930 London Naval Treaty, plus the successor 1,570-ton Sims class and 1,620 and 1,630-ton Benson and Gleaves classes. In wartime, most 1,500-tonners and leaders initially saw front line duty in the Pacific but were relegated to secondary assignments as newer vessels arrived; while the later 1,620 and 1,630-tonners became the standard destroyers of the Atlantic War. This volume reveals the fascinating design story behind these pioneering classes – from the constraints of peacetime treaties to advances in propulsion engineering, and wartime modifications. With an operational overview of their service and tables listing all ships by class, builder, and initial squadron, this is the definitive guide to the pre-war US destroyer classes.

Sea Breezes

Four pipes and flush decks – these ships were a distinctively American destroyer design. Devised immediately prior to and during the United States' involvement in World War I they dominated the US Navy's destroyer forces all the way through to World War II. They were deployed on North Atlantic and Norwegian Sea convoys, and virtually everywhere in the Pacific, from Alaska to Australia. Fifty were given to Great Britain in its hour of need in 1940, and many would serve in other navies, fighting under the Soviet, Canadian, Norwegian, and even the Imperial Japanese flags. They also served in a variety of roles becoming seaplane tenders, high-speed transports, minesweepers and minelayers. One was even used as a self-propelled mine during Operation Chariot, destroying the dry dock at St. Nazaire. Fully illustrated throughout with commissioned artwork and contemporary photographs, this volume reveals the operational history of these US Navy ships that fought with distinction in both World Wars.

The German Fleet at War, 1939-1945

By the outbreak of World War II, Germany had done much to replace the Kaiser's High Seas Fleet, which was scuttled following their surrender at the end of World War I. Forced to build anew, the Kriegsmarine possessed some of the most technically advanced warships in existence. Although the heavy units of the fleet were too small in number to pose much of a threat, Germany was particularly well served by her Navy's smaller vessels, in particular the U-Boats and the S-Boats. Known to the allies as the E-Boats ('Enemy'), they performed sterling duties in the Black Sea and English Channel, where they became a particular scourge.

British Battleships 1939-45 (1)

The Italian Royal Navy (Regia Marina) operated one of largest cruiser forces of World War II. As a signatory to the 1922 Washington Naval Treaty, the Regia Marina immediately attempted to reinforce its treaty-limited battleship force by building seven large 10,000-ton heavy cruisers. Italian light cruisers also possessed an interesting design history and were involved in every major fleet engagement in the Mediterranean, as well as several smaller encounters with units of the British

Royal Navy. Fully illustrated with specially commissioned artwork, this fascinating volume examines the history of the Regia Marina's cruisers during World War II where they came up against the might of the British Royal Navy.

British Battleship vs German Battleship

“A comprehensive survey of the design history and development of the Royal Navy's greyhounds of the sea.”—WARSHIPS Magazine Since World War II, the old categories of destroyer and frigate have tended to merge, a process that this book traces back to the radically different “Tribal” class destroyers of 1936. It deals with the development of all the modern destroyer classes that fought the war, looks at the emergency programs that produced vast numbers of trade protection vessels—sloops, corvettes and frigates—then analyzes the pressures that shaped the post-war fleet, and continued to dominate design down to recent years. Written by America's leading authority and featuring photos and ship plans, it is an objective but sympathetic view of the difficult economic and political environment in which British designers had to work, and benefits from the author's ability to compare and contrast the US Navy's experience. Norman Friedman is renowned for his ability to explain the policy and strategy changes that drive design decisions, and his latest book uses previously unpublished material to draw a new and convincing picture of British naval policy over the previous seventy years and more. Includes photos

British Aircraft Carriers 1939-45

Motor Gun Boats were the “Spitfires of the Seas” of the Royal Navy. Bristling with small-calibre guns and machine guns, they served in a variety of roles during the War. In the early war period they battled against German E-boats in the English Channel, then went on the offensive, searching the enemy shore for targets of opportunity. At other times, they ran support for Motor Torpedo Boats and were used to deliver commandos on various raids. Naval Warfare expert, Angus Konstam, tells the story of these small, but destructive boats, beginning with their design and development and carrying through to their operational use in both the European and Mediterranean theatres of World War II.

Sea Wolves

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.

War Time

The U-Boat war is a unique visual record of Hitler's infamous submarine fleet and a grim account of those that lived, worked and risked their lives stalking the depths of the Atlantic and Mediterranean seas. The book analyses the development of the U-boat, the recruitment and training, and reveals how the crews tried to destroy essential Allied supplies across the Atlantic and bring Britain to its knees. Using some 250 rare and unpublished photographs together with detailed captions and accompanying text, the book provides an outstanding insight into the various operations and the claustrophobic existence of the crew, where they lived in cramped and often deplorable conditions. It depicts how this potent force became one of the most dominant German fighting units during World War Two, and became such a worry to Allied shipping that even Winston Churchill himself claimed that the 'U-boat peril' was the only thing that ever really frightened him during the war. On their defeat hung the outcome of the war, and through courageous and determined resistance against overwhelming odds the Allies eventually inflicted such catastrophic damage on the U-boats that its losses were too great to continue. Of the 38,000 men that went to sea onboard these deadly vessels, only 8,000 were to survive to tell the tale.

British Destroyers & Frigates

On the surface, "wartime" is a period of time in which a society is at war. But we now live in what President Obama has called "an age without surrender ceremonies," where it is no longer easy to distinguish between times of war and times of peace. In this inventive meditation on war, time, and the law, Mary Dudziak argues that wartime is not as discrete a time period as we like to think. Instead, America has been engaged in some form of ongoing overseas armed conflict for over a century. Meanwhile policy makers and the American public continue to view wars as exceptional events that eventually give way to normal peace times. This has two consequences: first, because war is thought to be exceptional, "wartime" remains a shorthand argument justifying extreme actions like torture and detention without trial; and second, ongoing warfare is enabled by the inattention of the American people. More disconnected than ever from the wars their nation is fighting, public disengagement leaves us without political restraints on the exercise of American war powers.

British Battlecruisers 1939-45

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.

German Destroyers 1939-45

Italy's navy, the Regia Marina was the fourth-largest naval force in the world at the outbreak of World War II, and yet is often overlooked and largely discounted as ineffective. In general the fleet was made up of obsolete vessels, lacked radar functionality, and had a reputation for indiscipline and poorly trained crews. The complex and bureaucratic command system imposed on the fleet further hampered its effectiveness. In this book, Mark Stille details why the Italian battleships were able to maintain a solid reputation, examining their impressive designs and the courage and determination of the fleet at Calabria, Sirte, Cape Spartiveto and Cape Matapan, all illustrated with stunning photographs from the Italian Navy's own archives.

Seek, Strike, and Destroy

In 1941, as the Battle of the Atlantic raged and ship losses mounted, the British Admiralty desperately tried to find ways to defeat the U-Boat threat to Britain's maritime lifeline. Facing a shortage of traditional aircraft carriers and shore-based aircraft, the Royal Navy, as a stopgap measure, converted merchant ships into small 'escort carriers'. These were later joined by a growing number of American-built escort carriers, sent as part of the Lend-Lease agreement. The typical Escort Carrier was small, slow and vulnerable, but it could carry about 18 aircraft, which gave the convoys a real chance to detect and sink dangerous U-Boats. Collectively, their contribution to an Allied victory was immense, particularly in the long and gruelling campaigns fought in the Atlantic and Arctic. Illustrated throughout with detailed full-colour artwork and contemporary photographs, this fascinating study explores in detail how these adaptable ships had such an enormous impact on the outcome of World War II's European Theatre.

Arctic Convoys 1941-1945

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 benefited 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.

Scouts Out! The Development Of Reconnaissance Units In Modern Armies [Illustrated Edition]

The Soviet Navy that faced the German onslaught in 1941 boasted a mixture of modern warships, often built with foreign technical assistance, and antiquated

warships from the Tsarist era that were modernised for the conflict. Some Soviet naval vessels saw limited involvement in the war against Finland in 1939-1940, but the main action occurred after the German invasion, when these destroyers escorted convoys, fought battles against other destroyers and the deadly threat posed by attacking aircraft, and provided fire support for Soviet troops. From the Gnevny class of the pre-war period to the specialist destroyer leaders of the Leningrad class and the unique Tashkent, Soviet Destroyers of World War II is a detailed guide to the often forgotten destroyers of the Soviet Navy .

The U-boat War, 1939-1945

In November 1859, the French warship La Gloire was launched. She was the world's first seagoing ironclad - a warship built from wood, but whose hull was clad in a protective layer of iron plate. Britain, not to be outdone, launched her own ironclad the following year - HMS Warrior - which, when she entered service, became the most powerful warship in the world. Just like the Dreadnought half a century later, this ship changed the nature of naval warfare forever, and sparked a frantic arms race. The elegant but powerful Warrior embodied the technological advances of the early Victorian era, and the spirit of this new age of steam, iron and firepower. Fully illustrated with detailed cutaway artwork, this book covers the British ironclad from its inception and emergence in 1860, to 1875, a watershed year, which saw the building of a new generation of recognisably modern turreted battleships.

Italian Battleships of World War II

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.

British Destroyers 1939-45

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.

U-boats vs Destroyer Escorts

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.

The Battle of the Atlantic

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.

German Light Cruisers 1939-45

The opening months of World War II saw Britain's Royal Navy facing a resurgent German navy, the Kriegsmarine. Following the German invasion of Denmark and Norway in early April 1940, British and German destroyers would clash in a series of battles for control of the Norwegian coast. The operational environment was especially challenging, with destroyer crews having to contend with variable weather, narrow coastal tracts and possibility of fog and ship breakdowns. In two engagements at Narvik, the Royal Navy entered the harbour and attacked the loitering German destroyers who had dropped off mountain troops to support the German invasion. The raids were devastating, halving at a stroke the number at Hitler's disposal. Employing specially commissioned artwork and drawing upon a range of sources, this absorbing study traces the evolving technology and tactics employed by the British and German destroyer forces, and assesses the impact of the Narvik clashes on both sides' subsequent development and deployment of destroyers in a range of roles across the world's oceans.

British Escort Carriers 1941-45

In the seventy years that have passed since the tank first appeared, antitank combat has presented one of the greatest challenges in land warfare. Dramatic improvements in tank technology and doctrine over the years have precipitated equally innovative developments in the antitank field. One cycle in this ongoing arms race occurred during the early years of World War II when the U.S. Army sought desperately to find an antidote to the vaunted German blitzkrieg. This Leavenworth Paper analyzes the origins of the tank destroyer concept, evaluates the doctrine and equipment with which tank destroyer units fought, and assesses

the effectiveness of the tank destroyer in battle.

Italian Cruisers of World War II

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US Destroyers 1934-45

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.

The Good Shepherd

As the possibility of war loomed in the 1930s, the British Admiralty looked to update their fleet of destroyers to compete with the new ships being built by Germany and Japan, resulting in the commissioning of the powerful Tribal-class. These were followed by the designing of the first of several slightly smaller ships, which carried fewer guns than the Tribals, but were armed with a greatly enlarged suite of torpedoes. The first of these, the 'J/K/M class' was followed by a number of wartime variants, with slight changes to their weaponry to suit different wartime roles. Designed to combat enemy surface warships, aircraft and U-boats, the British built these destroyers to face off against anything the enemy could throw at them. Using a collection of contemporary photographs and beautiful colour artwork, this is a fascinating new study of the ships that formed the backbone of the Royal Navy during World War II.

Soviet Destroyers of World War II

At the outbreak of World War II, the four key Capital German ships comprised the Bismarck, Tirpitz, Scharnhorst and Gneisenau. Their primary threats were the Royal Navy's King George V class battleships, the most modern British battleships in commission during World War II and some of the Navy's most powerful vessels. Five ships of this class were built: HMS King George V, Prince of Wales, Duke of York, Howe (late 1942) and Anson (late 1942). The powerful vessels in this class would clash with the pride of the Kriegsmarine in two major engagements: first, during the Battle of the Denmark Strait and subsequent pursuit of the Bismarck between 24 and 27 May 1941, and again at the Battle of the North Cape on 26 December 1943. Alongside the King George V class, the Royal Navy's two-ship Nelson-class (Nelson and Rodney), comprised Britain's only other battleships built in the interwar years. Both ships served extensively in the Atlantic, Mediterranean, and Indian oceans during the war, but their moment of fame came when Rodney (together with King George V) chased down and bombarded the doomed Bismarck in May 1941. This superbly detailed addition to the Duel series compares and

contrasts the design and development of these opposing capital ships, and describes the epic clashes on the high seas that ended with the destruction of the Kriegsmarine's major naval assets.

British Light Cruisers 1939-45

Sea Wolves is the story of the crews who bravely manned British submarines in the Second World War. This small band of highly trained and highly skilled individuals fought in the front line for six long years, undertaking some of the most dangerous missions of the war. Britain's Sea Wolves operated close to shore in mined waters, attacking warships and heavily guarded convoys. But in the course of these vital operations, the submariners suffered devastating casualties. This is the vivid, thrilling story of the survivors and their promising young comrades who fought with such courage, in the face of the sickening terror of depth-charge attacks and the cold fear of having to escape from a sunken submarine filled with the bodies of close friends.

German E-boats 1939-45

Winston Churchill claimed that the "U-boat peril" was the only thing that ever frightened him during World War II. A formidable foe, the U-boat was developed from a small coastal vessel into a state-of-the-art killer, successfully stalking the high seas picking off merchant convoy ships. It was not until the destroyer escort was introduced, alongside the development of destroyer groups with dedicated anti-submarine tactics, that there was an effective means of defence and attack against the U-boat peril. Gordon Williamson describes the design and development of these two deadly opponents, their strengths and weaknesses and of their tactics, weaponry and training. He provides an insight into the lives of the Allied Navy and Wolf Pack crews as they played their deadly games of cat and mouse on the high seas, gambling not only with their lives but with the fate of their nations.

Military Relations Between the United States and Canada, 1939-1945

A history of the early days of Royal Navy destroyers, and how they evolved to meet new military threats. In the late nineteenth century the advent of the modern torpedo woke the Royal Navy to a potent threat to its domination, not seriously challenged since Trafalgar. For the first time a relatively cheap weapon had the potential to sink the largest, and costliest, exponents of sea power. Not surprisingly, Britain's traditional rivals invested heavily in the new technology that promised to overthrow the naval status quo. The Royal Navy was also quick to adopt the new weapon, but the British concentrated on developing counters to the essentially offensive tactics associated with torpedo-carrying small craft. From these efforts came torpedo catchers, torpedo-gunboats and eventually the torpedo-boat destroyer, a type so successful that it eclipsed and then usurped the torpedo-boat itself. With its title shortened to destroyer, the type evolved rapidly and was soon in service in many navies, but in none was the evolution as rapid or as radical as in the Royal Navy. This book is the first detailed study of their early days, combining technical history with an appreciation of the changing role of destroyers

and the tactics of their deployment. Like all of Norman Friedman's books, it reveals the rationale and not just the process of important technological developments.

Destroyers of World War Two

The German Fleet at War relates the little-known history of the Kriegsmarine's surface fleet with a focus on the sixty-nine surface naval battles fought by Germany's major warships against the large warships of the British, French, American, Polish, Soviet, Norwegian and Greek navies. It emphasizes operational details but also paints a broad overview of the naval war. The book addresses the lack of information about the specifics of naval engagements in World War II and provides a database of naval engagements for comparison and analysis, but unlike most reference works, it has a continuous narrative and a theme. The result is a unique overview of the German and Allied navies at war that provides new appreciation of their activities and accomplishments.

A Destroyer at War

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 Bismark, 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.

British Ironclads 1860-75

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

British Motor Gun Boat 1939-45

The Pirate World

"An extraordinarily detailed account of the development of Royal Navy cruisers . . . a towering work" from the author of Fighting the Great War at Sea (Warship 2012). For most of the twentieth century, Britain possessed both the world's largest merchant fleet and its most extensive overseas territories. It is not surprising, therefore, that the Royal Navy always showed a particular interest in the cruiser—a multipurpose warship needed in large numbers to defend trade routes and police the empire. Above all other types, the cruiser's competing demands of quality and quantity placed a heavy burden on designers, and for most of the interwar period, Britain sought to square this circle through international treaties restricting both size and numbers. In the process, she virtually invented the heavy cruiser and inspired the large 6in-armed cruiser, neither of which, ironically, served her best

interests. This book seeks to comprehend, for the first time, the full policy background—from which a different and entirely original picture of British cruiser development emerges. After the war, the cruiser's role was reconsidered, and the final chapters of the book cover modernizations, the plans for missile-armed ships, and the convoluted process that turned the “through-deck cruiser” into the Invincible class light carriers. With detailed appendices of ship data, and illustrated in depth with photos and A.D. Baker's specially commissioned plans, British Cruisers truly matches the lofty standards set by Friedman's previous books on British destroyers. “Wow! . . . Lavishly illustrated with a photograph or line plan on almost every page. The text is packed with technical information, detail, and description of design, construction and application of these important ships.”
—Clash of Steel

British Destroyer vs German Destroyer

It was headline news on 8 April 1942: One of the Navys most famous destroyers, a ship which survived bombs, torpedoes and full scale battles, has been wrecked. That destroyer was HMS Havock, described in another newspaper as Britains No 2 Destroyer of this war second only in fame and glory to the Cossack. Havock had earned her reputation guarding the convoys across the Atlantic in 1939 and at Narvik in the abortive bid to stave off the German occupation of Norway in 1940. Havock was then transferred to the Mediterranean, fighting at the Battle of Cape Spada in 1940 and in 1941 at the Battle of Matapan and in the evacuations of Greece and Crete. Havocks duties in the Med continued, escorting the convoys to the besieged island of Malta and the equally beleaguered garrison at Tobruk. Then in the Battle of Sirte in 1942 Havock was badly damaged and she limped into Malta for repairs. There she was heavy bombed and when Havock made a bid to reach Gibraltar, she was wrecked off Cape Bon. Her crew was captured and imprisoned in the infamous Laghout internment camp. The authors have tracked down fifty of the surviving crew and from interviews have been able to compile one of the most detailed, and certainly one of the most dramatic, histories of a destroyer during the Second World War. Destroyer at War tells the story of the battles and operations of a famous ship, and its sad destruction, through newspaper reports, official documents, and the words of the men who sailed and fought in HMS Havock as she earned an astonishing eleven battle honors in her brief but glorious career.

British Cruisers

An account of Allied cooperation in hemispheric defense and in the fight against Germany and Japan. The common effort ranged from growing wheat to the climactic development of the atomic bomb.

British Destroyers: From Earliest Days to the Second World War

Highly illustrated with colour images and specially commissioned maps throughout, this is a unique exploration of the pirate world. Often romanticised in print and on the silver screen, real-life pirates were a brutal menace that plagued the high seas. In this book, Angus Konstam separates myth from reality, tracing the history of

piracy through the centuries, from the pirates who plagued the Ancient Egyptians to the Viking raids and on to the era of privateers. He discusses the so-called 'Golden Age of Piracy' and colourful characters such as Blackbeard and Captain Kidd, before examining the West's initial encounters with Eastern pirates off the Chinese coast and the phenomenon of the modern pirate.

US Flush-Deck Destroyers 1916-45

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.

German Pocket Battleships 1939-45

Illustrated with 60 maps, plans and diagrams Reconnaissance and counter-reconnaissance are battlefield missions as old as military history itself and missions for which many armies have created specialized units to perform. In most cases, these units were trained, equipped, and used differently from the majority of an army's fighting units. Horse cavalry performed these missions for centuries, for it had speed and mobility far in excess of main battle units. Once the horse was replaced by mechanization, however, the mobility advantage once enjoyed by the horse cavalry disappeared. Since the early 20th century, the search for the proper mix of equipment, the proper organization, and the proper employment of reconnaissance units has bedeviled armies around the world. This survey uses a diverse variety of historical cases to illustrate the enduring issues that surround the equipping, organizing, and employment of reconnaissance units. It seems that these specialized units are either too heavily or too lightly equipped and too narrowly specialized or too conventionally organized. Pre-war reconnaissance doctrines tend to undergo significant change once fighting begins, leading to post-conflict analysis that reconnaissance units were "misused" in one way or another. McGrath ends his study with an intriguing conclusion about the role that specialized reconnaissance units should have in the future that may surprise many readers.

British Battleships 1939-45 (2)

The German Navy of World War II was small in number, but contained some of the most technologically advanced capital ships in the world. This meant that although the Kriegsmarine never felt capable of encountering the might of the British Navy in a fleet action, her ships were individually more than a match for the outdated vessels of the Royal Navy. Nowhere was this more the case than in Germany's fleet

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of light cruisers. There were only six vessels in this fleet: the Emden, Leipzig, Köln, Königsberg, Karlsruhe and Nurnberg. This book describes their design, development and varied operational history throughout the course of the Second World War.

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