

Big Gun Battles Warship Duels Of The Second World War

The first major clash between a European and Asian state in the modern era signalled the beginning of Japan's rise as a major power on the world stage. Watched by the rest of the world's superpowers, this incredibly violent war was disastrous for the Russians who, despite their superior numbers, were defeated by the Japanese underdogs in a spectacular fashion. The key technical elements of firepower, protection, maneuverability and communications for each side are covered in detail and accompanied by first-hand accounts and specially commissioned artwork to explain and illustrate this historically significant duel.

The opposing heavy cruisers of the German Kriegsmarine and the Royal Navy engaged in a global game of cat and mouse during the opening years of World War II. This was a period in which the heavy cruiser still reigned supreme in open waters, with the opposing sides reluctant to risk their battleships, and aircraft yet to dominate the seas. These swift vessels fought each other in the South Atlantic, North Atlantic, the frigid waters of the Denmark Strait and the Arctic approaches to Russia, capturing the public imagination in the process. This fascinating and beautifully illustrated book examines the design, development and technical performance of these opposing warships, and explores the clashes between them at the Battle of the River Plate in December 1939, the Christmas Day Battle 1940 and the Battle of the Denmark Strait in May 1941. The ships examined include the Deutschland-class Panzerschiffe and Admiral Hipper-class cruisers, and the Royal Navy County- and York-class heavy cruisers.

In the summer of 1894, Japan and China went to war over control of Korea and northern China. This absorbing study assesses both sides' warships and the officers and sailors who crewed them at the Yalu River, a decisive battle of the First Sino-Japanese War.

Arms control diplomacy as a central factor in superpower relations is not a new phenomenon. In this book, Christopher Hall traces the rise and fall of a previous arms limitation effort, the naval treaties of the interwar years, which successfully controlled competition in the strategic weapons of that era - the battleships and other vessels of the British, American and other 'great power' navies. He shows the problems and their solutions - many of relevance today - which made the treaties possible, and their major role in the peaceful transfer of leadership of the west from the British Empire to the United States.

At the outbreak of World War II the German Kriegsmarine still had a relatively small U-boat arm. To reach Britain's convoy routes in the North Atlantic, these boats had to pass around the top of the British Isles - a long and dangerous voyage to their "hunting grounds". Germany's larger surface warships were much better suited to this kind of long-range operation. So, during late 1939 the armoured cruiser Deutschland, and later the battlecruisers Scharnhorst and Gneisenau were used as commerce raiders, to strike at Allied convoys in the North Atlantic. These sorties met with mixed results, but for Germany's naval high command they showed that this kind of operation had potential. Then, the fall of France, Denmark and Norway in early 1940 dramatically altered the strategic situation. The Atlantic was now far easier to reach, and to escape from. During 1940, further moderately successful sorties were made by the cruisers Admiral Scheer and Admiral Hipper. By the end of the year, with British mercantile losses mounting to surface raiders and U-Boats, plans were developed for a much larger raid, first using both cruisers, and then the two battlecruisers. The climax of this was Operation Berlin, the Kriegsmarine's largest and most wide-ranging North Atlantic sortie so far. Scharnhorst and Gneisenau remained at sea for two months, destroying 22 Allied merchant ships, and severely disrupting Britain's lifeline convoys. So, when the operation ended, the German commander, Admiral Lütjens was ordered to repeat his

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success - this time with the brand new battleship Bismarck. The rest, as they say, is history. These earlier Atlantic raids demonstrated that German surface ships could be highly effective commerce raiders. For those willing to see though, they also demonstrated just how risky this strategy could be. Covering a fascinating and detailed analysis of the Kriegsmarine's Atlantic raids between 1939 and 1941, this book will appeal to readers interested in World War II and in particular in Germany's naval operations.

This work examines how the navies of Great Britain, the USA, Germany, Japan, the Soviet Union, France and Italy confronted the various technological changes posed during different periods in the 20th century.

The outcome of much of the maritime warfare in the Second World War was decided by the torpedo or the aerial bomb, making relatively recent warship types, the submarine and aircraft carrier, the new arbiters naval conflict. Yet despite this, there was a surprising number of traditional ship-to-ship engagements involving the big guns of battleships and cruisers. This book recounts some of the most important, technically interesting, or obscure of these gunfire duels in a narrative that combines pacy storytelling with an in-depth understanding of the factors influencing victory or defeat. Covering all theatres of the naval war from 1939 until the Japanese surrender, the incidents are selected to demonstrate the changing face of surface warfare under the influence of rapidly improving fire-control systems, radar and other sensors. By 1945 this allowed big ships to open fire at great ranges with a high probability of hitting with the first salvo. This success was the pinnacle of gunnery excellence, but also heralded the end of naval gunnery as a major factor in sea warfare facing such deadly accuracy, navies looked to longer-ranged, and smarter, ship-killing weapons like surface-skimming missiles and homing torpedoes.

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Cruisers that fought in WWII descended from sail-powered frigates of the 18th and 19th century. These vessels were designed for long-range independent operation (cruising) to gain information about the movement of an enemy, to raid the enemy's commerce, or to track down enemy commerce raiders. This title covers Germany's WWII Light and Heavy Cruisers of the Kriegsmarine. Included are the Light Cruisers Emden, Karlshuhe, Koln, Konigs, Leipzig and Nurnberg, and the Heavy Cruisers Admiral Hipper, Blucher, and Prinz Eugen. Also covers 'Z' Plan and Shipboard Aircraft. Illustrated with 120 b/w photos, 6 color profiles, 19 b/w line drawings; 50 pages.

History has tended to measure war's winners and losers in terms of its major engagements, battles in which the result was so clear-cut that they could be considered "decisive." Cannae, Konigsberg, Austerlitz, Midway, Agincourt-all resonate in the literature of war and in our imaginations as tide-turning. But these legendary battles may or may not have determined the final outcome of the wars in which they were fought. Nor has the "genius" of the so-called Great Captains - from Alexander the Great to Frederick the Great and Napoleon - play a major role. Wars are decided in other ways.

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Cathal J. Nolan's *The Allure of Battle* systematically and engrossingly examines the great battles, tracing what he calls "short-war thinking," the hope that victory might be swift and wars brief. As he proves persuasively, however, such has almost never been the case. Even the major engagements have mainly contributed to victory or defeat by accelerating the erosion of the other side's defences. Massive conflicts, the so-called "people's wars," beginning with Napoleon and continuing until 1945, have consisted of and been determined by prolonged stalemate and attrition, industrial wars in which the determining factor has been not military but matériel. Nolan's masterful book places battles squarely and mercilessly within the context of the wider conflict in which they took place. In the process it help corrects a distorted view of battle's role in war, replacing popular images of the "battles of annihilation" with somber appreciation of the commitments and human sacrifices made throughout centuries of war particularly among the Great Powers. Accessible, provocative, exhaustive, and illuminating, *The Allure of Battle* will spark fresh debate about the history and conduct of warfare.

The Battle of the River Plate was the first major naval confrontation of the Second World War, and it is one of the most famous. The dramatic sea fight between German pocket battleship Admiral Graf Spee and the British cruisers Exeter, Ajax and Achilles off the coast of South America caught the imagination in December 1939. Over the last 60 years the episode has come to be seen as one of the classics of naval warfare. Yet the accepted interpretation of events has perhaps been taken for granted and is ripe for reassessment, and that is one of the aims of Richard Woodman's enthralling new study.

The Fellers Called Him Bill is a story of the American Civil War by P.J. Kearns. It is a thoroughly engaging account of the Great Rebellion following one young man's incredible journey through it. The generously illustrated narrative is presented as a three volume set Book 1 - Secession and the Outbreak of War Book 2 - The Rebellion Intensifies Book 3 - The Final Desperate Fighting and the Aftermath of War The story touches on the military, social, political, and economic realities of the era while introducing the larger-than-life Americans who shaped history in the mid 19th century. Loaded with fascinating anecdotes, photos, drawings, and maps. *The Fellers Called Him Bill* offers the reader a compelling narrative covering the most incredible period in American history. For a student of American History, the set of books would serve as an excellent source of material.

Battle at Sea looks at every aspect of the story of warfare on, above, and under the sea, including classic naval engagements daring raids carried out on ships in harbor, and landing operations such as D-Day, where control of the sea was essential to transport land forces to new battlefronts. Special features within the book include: graphic and dramatic battle catalogs relating the stories of the men, ships, and organizations behind history's greatest naval conflicts;

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spectacular 3D digital artworks following the crucial stages of key battles, step by step; profiles of naval crew — the captain, officers, gunners, quartermaster, surgeon, cooks, and boatswains — exploring their changing roles throughout history; eyewitness accounts recreating the experience of the opposing forces in key battles, whether preparing for conflict, in the heat of battle, or dealing with the aftermath of an engagement; photographic tours revealing the intricate details of surviving or reconstructed warships—from an Ancient Greek trireme to a nuclear-powered submarine; features on weapons and technology highlighting developments in naval warfare, from boarding equipment to sonar, cannons to missiles, and propulsion through steam to nuclear power. *Battle at Sea* is organized into five chapters that are arranged in chronological order. *Ancient Wars* covers the Egyptians, the Greeks, the Romans, and the great naval battles between warring Chinese dynasties; *Medieval Battles* charts the era from the fall of Rome to 1500CE; *Gun, Sail, and Empire* chronicles the European powers setting out on voyages of exploration and colonization; *Iron Wars* ends with World War II; *Technology and Terrorism* outlines how naval forces played a crucial role in the balance of terror during the Cold War and still have a vital part to play in the uncertainties of the modern world.

A bold and authoritative maritime history of World War II which takes a fully international perspective and challenges our existing understanding. Command of the oceans was crucial to winning World War II. By the start of 1942 Nazi Germany had conquered mainland Europe, and Imperial Japan had overrun Southeast Asia and much of the Pacific. How could Britain and distant America prevail in what had become a “war of continents”? In this definitive account, Evan Mawdsley traces events at sea from the first U-boat operations in 1939 to the surrender of Japan. He argues that the Allied counterattack involved not just decisive sea battles, but a long struggle to control shipping arteries and move armies across the sea. Covering all the major actions in the Atlantic and Pacific oceans, as well as those in the narrow seas, this book interweaves for the first time the endeavors of the maritime forces of the British Empire, the United States, Germany, and Japan, as well as those of France, Italy, and Russia.

"A Pulitzer Prize-winning reporter chronicles the 12 days leading up to the Japanese attack on Pearl Harbor, examining the miscommunications, clues, missteps and racist assumptions that may have been behind America's failure to safeguard against the tragedy," --*NoveList*.

This is a popular narrative history of the world's greatest war. Written frankly from the viewpoint of the United States and the Allies, it visualizes the bloodiest and most destructive conflict of all the ages from its remote causes to its glorious conclusion and beneficent results. The world-shaking rise of new democracies is set forth, and the enormous national and individual sacrifices producing that resurrection of human equality are detailed. Two ideals have been before us in the preparation of this necessary work. These are simplicity and thoroughness. It is of no avail to describe the greatest of human events if the description is so confused that the reader loses interest. Thoroughness is an historical essential beyond price. So it is that official documents prepared in many instances upon the field of battle, and

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others taken from the files of the governments at war, are the basis of this work. Maps and photographs of unusual clearness and high authenticity illuminate the text. All that has gone into war making, into the regeneration of the world, are herein set forth with historical particularity. The stark horrors of Belgium, the blighting terrors of chemical warfare, the governmental restrictions placed upon hundreds of millions of civilians, the war sacrifices falling upon all the civilized peoples of earth, are in these pages. It is a book that mankind can well read and treasure.

A study of the historic World War II naval battle, the first involving aircraft carriers and first in which neither warship was in sight of the other. By the beginning of May 1942, five months after the Pearl Harbor attack, the US Navy was ready to challenge the Japanese moves in the South Pacific. When the Japanese sent troops to New Guinea and the Solomon Islands, the Americans sent the carriers Lexington and Yorktown to counter the move, setting the stage for the Battle of the Coral Sea . . . In this book, historian Robert C. Stern analyzes the Battle of the Coral Sea, the first major fleet engagement where the warships were never in sight of each other. Unlike the Battle of Midway, the Battle of the Coral Sea has received remarkably little study. Stern covers not only the action of the ships and their air groups but also describes the impact of this pivotal engagement. His analysis looks at the short-term impact as well as the long-term implications, including the installation of inert gas fuel-system purging on all American aircraft carriers and the push to integrate sensor systems with fighter direction to better protect against enemy aircraft. The essential text on the first carrier air campaign, Scratch One Flattop is a landmark study on an overlooked battle in the first months of the United States' engagement in World War II. "His research into sources on both sides is exhaustive and he has used Japanese translators where necessary and appropriate to best illuminate materials. His effort has taken years of meticulous scholarship and it shows. . . . Highly recommended." —Lisle A. Rose, *The Northern Mariner / Le marin du nord*

For more than half a century the big gun was the arbiter of naval power, but it was useless if it could not hit the target fast and hard enough to prevent the enemy doing the same. Because the naval gun platform was itself in motion, finding a 'firing solution' was a significant problem made all the more difficult when gun sizes increased and fighting ranges lengthened and seemingly minor issues like wind velocity had to be factored in. To speed up the process and eliminate human error, navies sought a reliable mechanical calculation. This heavily illustrated book outlines for the first time in layman's terms the complex subject of fire-control, as it dominated battleship and cruiser design from before World War I to the end of the dreadnought era. Covering the directors, range-finders, and electro-mechanical computers invented to solve the problems, America's leading naval analyst explains not only how the technology shaped (and was shaped by) the tactics involved, but analyses their effectiveness in battle. His examination of the controversy surrounding Jutland and the relative merits of competing fire-control systems draws conclusions that will surprise many readers. He also reassesses many other major gun actions, such as the battles between the Royal Navy and the Bismarck and the US Navy actions in the Solomons and at Surigao Strait. All major navies are covered, and the story concludes at the end of World War II with the impact of radar. This is a book that everyone with a more than passing interest in twentieth-century warships will want to read, and nobody professionally involved with naval history can afford to miss.

The battleships of the Third Reich have been written about exhaustively, but there is little in English devoted to their predecessors of the Second Reich. This new book fills an important gap in the literature of the period by covering these German capital ships in detail and studying the full span of battleship development during this period. The book is arranged as a chronological narrative, with technical details, construction schedules and ultimate fates tabulated throughout, thus avoiding the sometimes disjointed structure that can result from a class-by-class approach. Heavily illustrated with line work and photographs, many from German sources, the book offers readers a fresh visual

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look at these ships, beyond the limited range of images available from UK sources. A key objective of the book is to make available a full synthesis of the published fruits of archival research by German writers found in the pre-WW2 books of Koop & Schmolke, Gromers on the construction programme of the dreadnaught era, Forstmeier & Breyer on WW1 projects, and Schenk & Nottelmanns papers in Warship International. As well as providing data not available in English-language books, these sources correct significant errors in the standard English sources. This entirely fresh study will appeal to historians of WWI German naval developments as well as to enthusiasts and model makers.

The outcome of much of the maritime warfare in the Second World War was decided by the torpedo or the aerial bomb, making relatively recent warship types, the submarine and aircraft carrier, the new arbiters naval conflict. Yet despite this, there was a surprising number of traditional ship-to-ship engagements involving the big guns of battleships and cruisers. This book recounts some of the most important, technically interesting, or obscure of these gunfire duels in a narrative that combines pacy storytelling with an in-depth understanding of the factors influencing victory or defeat.??Covering all theatres of the naval war from 1939 until the Japanese surrender, the incidents are selected to demonstrate the changing face of surface warfare under the influence of rapidly improving fire-control systems, radar and other sensors. By 1945 this allowed big ships to open fire at great ranges with a high probability of hitting with the first salvo. This success was the pinnacle of gunnery excellence, but also heralded the end of naval gunnery as a major factor in sea warfare _ facing such deadly accuracy, navies looked to longer-ranged, and smarter, ship-killing weapons like surface-skimming missiles and homing torpedoes.

Warship 2018 is devoted to the design, development and service history of the world's combat ships. Featuring a broad range of articles from a select panel of distinguished international contributors, this latest volume combines original research, new book reviews, warship notes, an image gallery and much more to maintain the impressive standards of scholarship and research from the field of warship history. This 40th edition features the usual range of diverse articles spanning the subject by an international array of expert authors.

The new breed of American fast aircraft carriers could make thirty-three knots, and each carried almost 100 strike aircraft. Brought together as Task Force 58, also known as the Fast Carrier Task Force, this awesome armada at times comprised more than 100 ships carrying more than 100,000 men afloat. By 1945, more than 1,000-combat aircraft, fighters, dive- and torpedo-bombers could be launched in under an hour. The fast carriers were a revolution in naval warfare – it was a time when naval power moved away from the big guns of the battleship to air power projected at sea. Battleships were eventually subordinated to supporting and protecting the fast carriers, of which, at its peak, Task Force 58 had a total of seventeen. This book covers the birth of naval aviation, the appearance of the first modern carriers in the 1920s, through to the famous surprise six-carrier _Kid? Butai_ Japanese raid against Pearl Harbor on 8 December 1941 and then the early US successes of 1942 at the Battles of the Coral Sea and Midway. The fast carriers allowed America, in late 1942 and early 1943, to finally move from bitter defence against the Japanese expansionist onslaught, to mounting her own offensive to retake the Pacific. Task Force 58 swept west and north from the Solomon Islands to the Gilbert and Marshall Islands, neutralising Truk in Micronesia, and Palau in the Caroline islands, before the vital Mariana Islands operations, the Battle of Saipan, the first battle of the Philippine Sea and the Great Marianas Turkey

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Shoot. The strikes by Task Force 58 took Allied forces across the Pacific, to the controversial Battle of Leyte Gulf and to Iwo Jima and Okinawa. Task Force 58 had opened the door to the Japanese home islands themselves – allowing US bombers to finally get close enough to launch the devastating nuclear bombing raids on Hiroshima and Nagasaki. Task Force 58 participated in virtually all the US Navy's major battles in the Pacific theatre during the last two years of the war. Having spent many years investigating naval shipwrecks across the Pacific, many the result of the devastating effectiveness of Task Force 58, diver and shipwreck author Rod Macdonald has created the most detailed account to date of the fast carrier strike force, the force that brought Japan to its knees and brought the Second World War to its crashing conclusion.

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.

“An entertaining and informative review of the evolution of one of the most important classes of warship, from the technology of WWII into the missile age.” —Firetrench Cruisers probably vary more in their characteristics than any other warship type and have certainly been subject to the most convoluted development. There was always a basic tension between quantity and quality, between numbers and unit size, but at a more detailed level every one of the naval powers made different demands of their cruiser designers. This makes the story of cruiser evolution in the world's major navies fascinating but complex. This book sets out to provide a coherent history of the fortunes of this ship-type in the twentieth century, beginning with a brief summary of development before the First World War and an account of a few notable cruiser actions during that conflict that helped define what cruisers would look like in the post-war world. The core of the book is devoted to the impact of the naval disarmament treaty process, which concentrated to a great extent on attempting to define limits to the numbers and size of cruisers that could be built, in the process creating the “treaty cruiser” as a type that had never existed before and that existed solely because of the treaty process. How the cruisers of the treaty era performed in the Second World War forms the final focus of this “interesting, well-written, and well-grounded” book, which concludes with a look at the fate of the cruiser-type since 1945 (Warship International). The result is probably the best single-volume account of the subject to date.

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A navy is a state's main instrument of maritime force. What it should do, what doctrine it holds, what ships it deploys, and how it fights are determined by practical political and military choices in relation to national needs. Choices are made according to the state's goals, perceived threat, maritime opportunity, technological capabilities, practical experience, and, not the least, the way the sea service defines itself and its way of war. This book is a history of the modern U.S. Navy. It explains how the Navy, in the century after 1890, was formed and reformed in the interaction of purpose, experience, and doctrine.

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