

Soviet Destroyers Of World War II New Vanguard

It is possible to explain the building programs of the Soviet Navy between 1938 and 1975 in terms of the threats perceived by them in distinct periods. A plan to possess a large ocean-going fleet was frustrated by World War II, resurrected when victory was in sight, and abandoned in the later 1940s for a force designed against amphibious assault on the Soviet coast. This threat was supplanted by nuclear strike by Western carrier-borne aircraft, and subsequently by submarine-launched ballistic missiles. The Soviet forces emphasized antiship cruise missiles, and then antisubmarine warfare, in both cases at increasing ranges from the home ports of the USSR. Finally, preservation of an assured Soviet nuclear capability to threaten Western population and cities assumed high priority, able to be kept intact during the process of a conventional or even a limited nuclear war. This required the building of large Soviet ships, aircraft, and submarines able to defend the SSBNs in protected bastions adjacent to USSR. This last requirement may provide adequate explanation for the Kiev class VTOL carriers and the Backfire bomber. But the latestest cruiser (the nuclear-powered Kirov), destroyers (Udaloy and Sovremenny), SSBN (Typhoon), and SSGN (Oscar) are so much larger than any of their predecessors as to suggest a sharp discontinuity in purpose.

An international team of naval historians and scholars has pooled their expertise for this definitive reference on how the great navies of World War II were organized and how they trained, operated, and fought. They provide a point-by-point evaluation on the inner workings of the navies of the United States, the United Kingdom and Commonwealth, Japan, Germany, Italy, France, and the Soviet Union. Each navy has its own chapter, which covers such key features as weaponry, training, logistics, and doctrine. In bringing together data buried in specialized works in various languages, the authors deliver a fresh, multinational view of the naval war.

This book provides a comprehensive history of the modern Chinese navy from 1840 to the present. Beginning with a survey of naval developments in earlier imperial times, the book goes on to show how China has since the mid-19th century four times built or rebuilt its navy: after the Opium Wars, a navy which was sunk or captured by the Japanese in the war of 1894–1895; during the 1920s and 1930s, a navy again sunk or lost to Japan, in the war of 1937–1945; in the 1950s, a navy built with Soviet help, which stagnated following the Sino-Soviet split in the early 1960s; and finally the present navy which absorbed its predecessor, but with the most modern sections dating from the 1990s—a navy which continues to grow and prosper. The book also shows how the underlying strategic imperative for the Chinese navy has been the defense of China's coasts and major rivers; how naval mutiny was a key factor in the overthrow of the Qing and the Nationalist regimes; and how successive Chinese governments, aware of the potent threat of naval mutiny, have restricted the growth, independence, and capabilities of the navy. Overall, the book provides—at a time when many people in the West view China and its navy as a threat—a rich, detailed, and realistic assessment of the true nature of the Chinese navy and the contemporary factors that affect its development.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 79. Chapters: World War II tank destroyers of the United States, World War II tanks of the United States, M4 Sherman, M26 Pershing, M22 Locust, DD tank, M3 Stuart, M8 Greyhound, Lend-Lease Sherman tanks, M3 Lee, M3 Half-track, Landing Vehicle Tracked, M18 Hellcat, Tanks of the U.S. in the World Wars, M24 Chaffee, M4 Sherman variants, T17 Armored Car, M10 tank destroyer, T28 Super Heavy Tank, M2 Medium Tank, M6 heavy tank, M2 Light Tank, T20 Medium Tank, M2 Half Track Car, M3 Scout Car, M7 Priest, M36 tank destroyer, M3 GMC, M29 Weasel, M6 Gun Motor Carriage, Marmon-Herrington CTLS, T29 Heavy Tank, M12 Gun Motor Carriage, Howitzer Motor Carriage M8, M40 Gun Motor Carriage, T18 Boarhound, T30 Heavy Tank, T14 Heavy Tank, Continental AV1790, M38 Wolfhound, T55E1 Motor Carriage, T27 Armored Car, T7 Combat Car, T40/M9 Tank Destroyer. Excerpt: The M4 Sherman, formally Medium Tank, M4, was the primary tank used by the United States during World War II. Thousands were also distributed to the Allies, including the British Commonwealth and Soviet armies, via lend-lease. In the United Kingdom, the M4 was named after Union General William Tecumseh Sherman, following the British practice of naming their American-built tanks after famous American Civil War generals. Subsequently the British name found its way into common use in the U.S. The Sherman evolved from the Grant and Lee medium tanks, which had an unusual side-sponson mounted 75 mm gun. It retained much of the previous mechanical design, but added the first American main 75 mm gun mounted on a fully traversing turret, with a gyrostabilizer enabling the crew to fire with reasonable accuracy while the tank was on the move. The designers stressed mechanical reliability, ease of production and maintenance, durability, standardization of parts and ammunition in a limited number of...

This monograph discusses the current value of tank destroyer doctrine based on the American experience in World War II. The tank destroyer tactical doctrine for defeating large enemy armored assaults has great utility for our modern force and dovetails with the doctrinal requirements of AirLand Battle. This monograph first examines the Soviet armored threat and its doctrinal employment. U.S. responses to that threat are analyzed for sufficiency with the focus on the European theater to operations. U.S. antiarmor assets at corps and division level are matched against the Red armor arrays, with a discussion of both force structure, weapon systems, and doctrine. The history of the U.S. tank destroyer experience in the Second World War is recounted reviewing doctrinal, organizational, and materiel lessons learned. The Battle of Kursk is studied as an excellent example of the use of the use of an in depth antitank defense against a major armor threat. American tank destroyers, employed with the basic doctrinal strengths of WWII and coupled with a new emphasis on integrated, combined arms, are recommended as a strong response to the current Soviet armor threat. Tank destroyers can defeat Soviet masses armor so that U.S. armor and mechanized infantry can accomplish their AirLand Battle doctrinal missions.

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.

World War II laid the groundwork for much of the international system that exists today, especially in the Pacific Rim. This brief but comprehensive survey of the War in the Pacific incorporates both United States and Japanese perspectives, providing a global approach to the Asian theater of the conflict. Drawing on decades of new scholarship and written in an engaging, narrative style, this book traces United States-Japanese relations from the late nineteenth century to the war's end in 1945. It covers every aspect of the war, and gives special attention to ongoing historical debates over key issues. The book also provides new details of many facets of the conflict, including expansionism during the 1930s, events and policies leading up to the war, the importance of air power and ground warfare, military planning and strategic goals, the internment of Japanese-Americans in the U.S., Allied plans and disputes over Russian participation, the decision to drop the atomic bomb, and conditions for surrender.

The Torpedo Boat Destroyers (TBDs) of the 1890s--the first destroyers--were among the most glamorous naval vessels ever built. With their remarkable speed, their connotations of David and Goliath, and their initial deployment against the Royal Navy's traditional enemy, the French, they caught the public imagination, while the command of one was coveted by all young naval officers. Drawing on Admiralty documents and plans, the author has compiled a brilliant collection of data on the early development of these vessels up to the River class of 1900. He also looks at the German response and the development in the US, particularly the Bainbridge class with its distinct raised forecastle. With its superb plans and drawings and entirely original research, this book is an essential reference for all naval historians, enthusiast and modelmakers with an interest in the development of one of the twentieth century's most exciting warships.

For the first time ever for a popular audience, an extraordinary single volume that describes-and assesses in no-holds-barred fashion-every navy that took part in the Second World War

Heavily armed and formidable, guided missile cruisers formed the core of the Soviet Navy during the Cold War. From the last class of conventional Sverdlov-class cruisers through to increasingly complex and formidable missile cruisers, these ships ensured that NATO took the Soviet naval threat seriously. Soviet Cold War Guided Missile Cruisers covers all classes of these impressive warships, from the early Sverdlov through the Kynda, Kresta, Kara and Slava to the enormous Kirov classes. Together, these vessels marked the apogee of Soviet naval technology and capability and they remain today the largest non-aircraft carrier warships built since 1945. Containing material previously only available in Russian and fully researched from specialist defence journals, this comprehensive volume examines the design, development, and intended role of these impressive, hi-tech warships, and recounts their dramatic operational history as NATO and Soviet warships faced off against each other during the long Cold War at sea.

"This book is about the war-gaming activities of the Naval War College (NWC) in the late summer and fall of 1946 in Newport, Rhode Island ... [and] how the end of World War II and the beginning of the Cold War impacted the Naval War College in terms of changing its focus from Japan to the Soviet Union as the primary enemy in the Pacific Basin."--From preface

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 .

This is the extraordinary story of the foundation of what would become the major threat to the West during the Cold War--built by the Bolsheviks from nothing. There are more than 200 photographs, most previously unpublished. It includes all classes of battleships, cruisers, destroyers, submarines, and other surface vessels, with full specifications including builders, tonnage, speed, and armament. There is no other book available for the naval enthusiast on this subject, because the information was buried--despite the fact that, for example, the Soviet Union had more submarines than the Germans and the Americans put together at the start of World War II. This is a truly unique volume on a neglected area of military history. At the revolution, the Tsar's navy, such as it was, was obsolete and scattered, much of it never to return home. From a standing start a huge fleet was built by the Bolsheviks, who were obliged to deal with the West: engines from Italy, warship plans and gun turrets from Germany (in exchange for 3.5 million tons of food and material as late as February 1940). Stalin himself took a deadly, keen interest, insisting for example that at the last moment the boilers on a new Soviet destroyer class were repositioned. It was done! The pictorial content alone of Raising the Red Banner is of immense interest to naval enthusiasts and students of WWII.

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.

An extraordinary story of survival and alliance during World War II: the icy journey of four Allied ships crossing the Arctic to deliver much needed supplies to the Soviet war effort. On the fourth of July, 1942, four Allied ships traversing the Arctic split from their decimated convoy to head further north into the ice field of the North Pole. They were seeking safety from Nazi bombers and U-boats in the perilous white maze of ice floes, growlers, and giant bergs. Despite the many risks of their chosen route, the four vessels had a better chance of reaching their destination than the rest of the remains of convoy PQ-17. The convoy had started as a fleet of thirty-five cargo ships carrying \$1 billion worth of war supplies to the Soviet port of Archangel--the only help Roosevelt and Churchill had extended to Joseph Stalin to maintain their fragile alliance against Germany. At the most dangerous point of the voyage, the ships had received a startling order to scatter and had quickly become easy prey for the Nazis. The crews of the four ships focused on their mission. U.S. Navy Ensign Howard Carraway, aboard the SS Troubadour, was a farm boy from South Carolina and one of the many Americans for whom the convoy was a first taste of war; from the Royal Navy Reserve, Lt. Leo Gradwell was given command of the HMT Ayrshire, a British fishing trawler that had been converted into an antisubmarine vessel. The twenty-four-hour Arctic daylight in midsummer gave them no respite from bombers or submarines, and they all feared the giant German battleship Tirpitz, nicknamed the "Big Bad Wolf." Icebergs were as dangerous as Nazis as the remnants of convoy PQ-17 tried to slip through the Arctic to deliver their cargo in one of the most dramatic escapes of World War II. At Archangel they found a traumatized, starving city, and a disturbing preview of the Cold War ahead.

The "Smelyi" type destroyer, Project 30 bis (Skoryi class, according to NATO classification), was the first destroyer designed and built after World War two with new shipbuilding technologies available in the USSR. World War Two

demonstrated that all early-built Soviet destroyers had serious flaws. Poor seaworthiness, hull fragility, lack of displacement reserves for modernization. The technical design and working drawings of the new EM were developed under the leadership of the main designer A.L. Fisher. On 28 January 1947, by order of the Council of Ministers of the USSR N3 149-75 "On the construction of destroyers of the 30K and 30 bis Projects", the technical design developed in TsKB-53 was approved. The construction of ships of this series was to take place at four shipyards: No. 190 in Leningrad (now St. Petersburg), No. 200 in Mikolayov, No. 199 in Komsomolsk-on-Amur and No. 402 in Molotov (now the town of Severodvinsk).

Includes coverage of all the tank destroyers used by the German army including the Hornisse, the Jagdpanzer 38, the Jagdpanzer IV, and the Elefant. From the early days of World War II, it was clear that the Wehrmacht's antitank units would need to be motorized as existing horse- or automobile-drawn units were too slow to be effective. Initially, antitank guns were mounted onto available, usually obsolete, tank chassis, such as the Panzerjäger I and II. However German engineers would soon turn to the heavy chassis of the Panzer IV, the Panther, and the Tiger for their tank hunters. It became apparent during the invasion of France that enemy antitank guns were both more powerful and better armored, and improvement became a priority during Barbarossa as German units faced off against the new Soviet tanks. The appearance of the Soviet T-34 in July 1941 meant that the Germans had to quickly come up with something equally powerful. The result was the motorized panzerjäger, faster and more mobile than older towed versions. This was followed in 1942 by the introduction of the 7.5cm gun. Further designs and modifications were informed by reports from the front line. Some of these conversions were very successful and resulted in fearsome tank destroyers deployed to great effect by the Wehrmacht. The lightweight Hetzer, for example, was based on a modified Panzer 38(t) and entered service in 1944. This small tank became Germany's main tank destroyer during the final stages of the war, and would continue in use around the world even after 1945. Though they may not have looked that intimidating, the Landser were soon won over, and were comforted to have something reliable to stand between them and the Soviet tanks. This account, illustrated by hundreds of period photos, examines the development and deployment of various models of tank destroyers during World War II.

Soviet Destroyers of World War II Bloomsbury Publishing

On July 4, 1991, the Arleigh Burke class of destroyers, the most powerful surface combatants in naval history, was commissioned. It was the culmination of a century-and-a-half evolution of the destroyer—an evolution captured in this vivid and timely history of the world's most popular warship.

Encyclopedic entries on the people, places, weapons, and battles of World War II are accompanied by a day-by-day chronology of the events of the war

The M18 76mm Gun Motor Carriage was developed for the US Army's Tank Destroyer Command. It was the only tank destroyer deployed during World War II actually based on their requirements for speed and firepower. This book examines the development of this vehicle, the controversies over the need for high-speed tank destroyers, and its actual performance during World War II. Special emphasis is placed on examining its performance in its intended mission. Coverage also includes derivative vehicles of the M18 such as the M39 armored utility vehicle.

This encyclopedic account of the Second World War is an exhaustive resource for school reports and war buffs alike. Through daily entries that chart the rise, peak years, and ultimate close to the war, this volume provides readers with a comprehensive examination of World War II, the war that affected Europe for decades after and made the United States into a world power. Rich prose capsules and vivid historical photographs bring to life the famous battles, key figures, and important treaties that made up the greatest worldwide conflict in modern history.

The first aircraft carriers made their appearance in the early years of World War I. These first flattops were improvised affairs built on hulls that had been laid down with other purposes in mind, and it was not until the 1920s that the first purpose-built carriers were launched, but no one was as yet clear about the role of the carriers and they were largely unloved by the 'battleship admirals' who still believed that their great dreadnoughts were the ultimate capital ships. World War II changed all that. At Taranto, Pearl Harbour, and in the North Atlantic, the carrier, the ugly duckling of the world's navies, proved itself to be the dreadnought nemesis. As the tide of war turned, the fast attack carriers of the U.S. Navy spearheaded the counter-attack in the Pacific while the makeshift escort carriers helped to seal the fate of the German U-boats in the Atlantic. The carrier, and naval aviation, thus emerged into the post-war world as the primary symbol and instrument of seapower; it would play a crucial role in the strategic encirclement of the Soviet Union and enabled western airpower to be rapidly and effectively deployed in areas of conflict as remote as Korea, Vietnam, the Falklands and the Gulf. Kaplan describes the adventure of the young American, British, and Japanese naval aviators in the Second World War. It is an account of their experiences based on archives, diaries, published and unpublished memoirs, and personal interviews with veteran naval airmen of WWII, providing a vivid and often hair-raising picture of the dangers they encountered in combat and of everyday life aboard an aircraft carrier. It considers some of the key aspects of the WWII naval aviator's combat career, such as why it was that only a tiny minority of these pilots those in whom the desire for aerial combat overrode everything accounted for such a large proportion of the victories. In the major carrier actions of that conflict, from the Royal Navy's attack on Taranto which crippled the Italian fleet in 1940, to the Japanese carrier-launched surprise attack on U.S. Navy battleships and facilities at Pearl Harbour in 1941, to the carrier battle of Midway in 1942, and the Great Marianas Turkey Shoot of 1944, through the Japanese Kamikaze campaign against the U.S. Carriers in the final stages of the Pacific war, this book takes the reader back to one of the most exciting and significant times in modern history.

There have been a number of studies published on the activities of British and German navies during World War I, but little on naval action in other arenas. This book offers for the first time a balanced history of the naval war as a whole, viewed from the perspective of all participants in all major theaters. The author's earlier examination *The Naval War in the Mediterranean, 1914-1918*, centered on submarine activities and allied efforts to counteract this new menace. With this welcome sequel he again takes the reader beyond those World War I operations staged on the North Sea. Halpern's clear and authoritative voice lends a cohesiveness to this encompassing view of the Italians and Austrians in the Adriatic; the Russians, Germans, and Turks in the Baltic and Black Seas; and French and British in the Mediterranean. Important riverine engagements--notably on the Danube--also are included, along with major colonial campaigns such as Mesopotamia and the Dardanelles. The role of neutral sea powers, such as the Swedes in the Baltic and the Dutch in the East Indies, is examined from the perspective of how their neutrality affected naval activity. Also discussed is the part played by the U.S. Navy and the often overlooked, but far

from negligible, role of the Japanese navy. The latter is viewed in the context of the opening months of the war and in the Mediterranean during the height of the submarine crisis of 1917

Adm. James Holloway describes this book as a contemporary perspective of the events, decisions, and outcomes in the history of the Cold War--Korea, Vietnam, and the Soviet confrontation--that shaped today's U.S. Navy and its principal ships-of-the-line, the large-deck, nuclear-powered aircraft carriers. Without question, the admiral is exceptionally well qualified to write such an expansive history. As a carrier pilot in Korea, commander of the Seventh Fleet in Vietnam, Chief of Naval Operations in the mid-1970s, and then as a civilian presidential appointee to various investigative groups, Holloway was a prominent player in Cold War events. Here, he casts an experienced eye at the battles, tactics, and strategies that defined the period abroad and at home. Holloway's first-person narrative of combat action conveys the tense atmosphere of hostile fire and the urgency of command decisions. His descriptions of conversations with presidents in the White House and of meetings with the Joint Chiefs in the war room offer a revealing look at the decision-making process. Whether explaining the tactical formations of road-recce attacks or the demands of taking the Navy's first nuclear carrier into combat, Holloway provides telling details that add valuable dimensions to the big picture of the Cold War as a coherent conflict. Few readers will forget his comments about the sobering effect of planning for nuclear warfare and training and leading a squadron of pilots whose mission was to drop a nuclear bomb. Both wise and entertaining, this book helps readers understand the full significance of the aircraft carrier's contributions. At the same time, it stands as a testament to those who fought in the long war and to the leadership that guided the United States through a perilous period of history while avoiding the Armageddon of a nuclear war.

This book is the effort of experts brought together by the Atlantic Council to analyze the capabilities of the Western Alliance to defend sea lines of communication under various conditions of peace, tension, and war. It reviews the way in which Soviet naval forces have been used in the Alliance.

"This will be a fight against overwhelming odds from which survival cannot be expected. We will do what damage we can." With these words, Lieutenant Commander Robert W. Copeland addressed the crew of the destroyer escort USS Samuel B. Roberts on the morning of October 25, 1944, off the Philippine Island of Samar. On the horizon loomed the mightiest ships of the Japanese navy, a massive fleet that represented the last hope of a staggering empire. All that stood between it and Douglas MacArthur's vulnerable invasion force were the Roberts and the other small ships of a tiny American flotilla poised to charge into history. In the tradition of the #1 New York Times bestseller *Flags of Our Fathers*, James D. Hornfischer paints an unprecedented portrait of the Battle of Samar, a naval engagement unlike any other in U.S. history—and captures with unforgettable intensity the men, the strategies, and the sacrifices that turned certain defeat into a legendary victory. **BONUS:** This edition includes an excerpt from James D. Hornfischer's *Neptune's Inferno*. Praise for *The Last Stand of the Tin Can Sailors* "One of the finest WWII naval action narratives in recent years, this book follows in the footsteps of *Flags of Our Fathers*. . . . Exalting American sailors and pilots as they richly deserve. . . . Reads like a very good action novel."—*Publishers Weekly* "Reads as fresh as tomorrow's headlines. . . . Hornfischer's captivating narrative uses previously classified documents to reconstruct the epic battle and eyewitness accounts to bring the officers and sailors to life."—*Texas Monthly* "Hornfischer is a powerful stylist whose explanations are clear as well as memorable. . . . A dire survival-at-sea saga."—*Denver Post* "In *The Last Stand of the Tin Can Sailors*, James Hornfischer drops you right into the middle of this raging battle, with 5-inch guns blazing, torpedoes detonating and Navy fliers dive-bombing. . . . The overall story of the battle is one of American guts, glory and heroic sacrifice."—*Omaha World Herald*

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.

Dirty Little Secrets of World War II exposes the dark, irreverent, misunderstood, and often tragicomic aspects of military operations during World War II, many of them virtually unknown even to military buffs. Like its successful predecessor, *Dirty Little Secrets*, Dunnigan and Nofi's new book vividly brings to life all theaters and participants of the war. Revelations include: - The real death count for the war, and why it has never been previously released. - The "new age" general who refused to smoke or drink, who lived on a vitamin-enriched diet, who opposed animal experimentation, and who regularly consulted his astrologer. - How equipment developed for the war led to such modern high-tech innovations as "smart bombs," electronic warfare, and nuclear missiles. - The lackadaisical relationship between Germany and Japan throughout the war. - Tricky bits of information about the lingering effects of the war -- like the thousands of live shells and mines that are still buried in Europe and off the East Coast of America.

"In this companion volume to his photographic history of Soviet tanks and armoured vehicles, Anthony Tucker-Jones provides a visual guide to the vast array of aircraft, warships and missiles the Soviet armed forces deployed at the height of the Cold War. Although the superpowers never came to blows, the so-called 'Cold War' was far from cold, with numerous 'hot' proxy wars being fought in Africa and the Middle East. All these conflicts employed Soviet weaponry which has been captured in action in the colour and black-and-white photographs selected for this book. Between the 1950s and 1980s Soviet and Warsaw Pact countries churned out thousands of weapons ready for the Third World War. They also embarked on a technological arms race with NATO in an attempt to counter each new piece of equipment as it appeared. The MiG fighters, the Badger and Backfire bombers, the nuclear submarines have achieved almost iconic status, but, as Anthony Tucker-Jones's book shows, there was much more to the Soviet armoury than these famous weapons. Much of it, despite its age, remains in service with armies, guerrilla forces and terrorist organizations around the world today."

The story begins in October 1939, when Germany and the Soviet Union began diplomatic maneuvering. The action accelerates with Winston Churchill's decision in 1941 to provide supplies to Soviet forces battling the German invasion and for five long years, thousands of men and women fought ferociously in the coldest corner of hell on earth. Some fought for survival, some struggled to help others survive, and some sought to crush their enemies. The Arctic Convoys were war without mercy. If man-made death didn't get you, the Arctic's weapons of ice and cold would. These natural weapons killed regardless of whose side you were on or how just your cause. No one escaped unscathed. Author Mike Walling captures the convoy's bitter essence and reveals a timeless tale of determination, heroism, sacrifice, and the strength of the human spirit.

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