

## The British Pacific Fleet The Royal Navys Most Powerful Strike Force

Unlike the United States, which has preserved a number of battleships as museums or memorials, not a single British dreadnought survives in the country that invented them. This book is an ambitious attempt to achieve the next best thing – a level of documentation in plans, photographs and words that portrays every aspect of the ship, albeit in two dimensions. Although the ship was chosen primarily because of the wealth of source material, Duke of York enjoyed a distinguished wartime career that included sinking the German battleship Scharnhorst in 1943 and serving as the flagship of the British Pacific Fleet in 1945, so is a fitting subject for such in-depth treatment. The core of the book is the reproduction in full colour of a complete set of as-fitted plans of the ship, including many details and close-ups. These are complemented by an unusually thorough set drawn after the ship's major refit in March 1945, showing all the modifications undertaken to prepare the ship for service alongside the US Navy in the Pacific. Photographic coverage begins with the stunning views taken by the builder's professional cameraman during every stage of construction, continues with many shots of the ship during her active service, and concludes with an illustrated chronology of the breaking up. This last is included not just for completeness but because photos of the ship at various stages of demolition demonstrate many aspects of the interior structure, compartments and their fittings that are otherwise invisible. While the emphasis may be primarily visual, the accompanying narrative and captions display the expertise and in-depth knowledge of the authors, making the text as enlightening as the illustration. The result is a uniquely comprehensive portrait of a great ship in all its complexity, and a book that no warship enthusiast will want to miss.

A blow-by-blow eye-witness account of the British Pacific Fleet's participation in the invasion of Okinawa and the attacks on the Japanese homeland.

Renowned naval aviation author Matthew Willis tells the story of the Supermarine Seafire – a navalized version of the famous Spitfire adapted for use on aircraft carriers. Some 2646 examples were built and saw action with the Royal Navy's Fleet Air Arm from November 1942 until after the Korean War in the early 1950s. It was involved in combat during the Allied landings in North Africa (Operation Torch), the Allied invasions of Sicily and Italy, the D-Day landings, and Operation Dragoon in southern France. With the Pacific fleet, the Seafire proved capable of intercepting and destroying the feared Japanese kamikaze attack aircraft.

The most detailed assessment to date of our World War II alliance in the Pacific Theater with Great Britain and its commonwealth nations. Argues that this alliance, although divided at times by each nation's postwar aims, ultimately held through a strong collective desire to finally end a long grinding global war.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 28.  
Chapters: British Pacific Fleet, List of Eastern Fleet ships, Mediterranean Fleet, 835 Naval Air Squadron, Force H, 2nd Escort Group, Home Fleet, Allied Technical Air Intelligence Unit, 750 Naval Air Squadron, 3rd Battle Squadron, B-6 Escort Group, B-7 Escort Group, 700 Naval Air Squadron, B-2 Escort Group, 36th Escort Group, 2nd Battle Squadron, Battlecruiser Squadron, 5th Escort Group, Force K, 14th/17th Minesweeper Flotilla, 792 Naval Air Squadron, Force Z, 1st Aircraft Carrier Squadron. Excerpt: The British Pacific Fleet (BPF) was a British Commonwealth naval force which saw action against Japan during World War II. The fleet was composed of British Commonwealth naval vessels. The BPF formally came into being on 22 November 1944. Its main base was at Sydney, Australia, with a forward base at Manus

Island. The British Pacific Fleet was, and remains, the most powerful conventional war fleet assembled by the Royal Navy. By VJ Day it included four battleships, eighteen aircraft carriers, eleven cruisers and many smaller warships and support vessels. Despite this, it was dwarfed by the forces that the United States had in action against Japan. While the British fleet was not critical to the war in the Pacific, it did participate in and protect the flank of the final Allied drive against Japan in 1945. Following their retreat to the western side of the Indian Ocean in 1942, British naval forces did not return to the South West Pacific theatre until 17 May 1944, when an Anglo-American carrier task force implemented Operation Transom, a joint raid on Surabaya, Java. The U.S. was liberating British territories in the Pacific and extending its influence. It was therefore seen as a political and military imperative to restore a British presence in the region and to deploy British military assets directly against Japan. The British...

This new work tells the compelling story of how the Royal Navy secured the strategic space from Egypt in the west to Australasia in the East through the first half of the Second World War; it explains why this contribution, made while Russia's fate remained in the balance and before American economic power took effect, was so critical. Without it the war would certainly have lasted longer and decisive victory might have proved impossible. After the protection of the Atlantic lifeline, this was surely the Royal Navy's finest achievement, the linchpin of victory. The book moves authoritatively between grand strategy, intelligence, accounts of specific operations, and technical assessment of ships and weapons. It challenges established perceptions of Royal Navy capability and will change the way we think about Britain's role and contribution in the first half of the war. The Navy of 1939 was stronger than usually suggested and British intelligence did not fail against Japan. Nor was the Royal Navy outmatched by Japan, coming very close to a British Midway off Ceylon in 1942. And it was the Admiralty, demonstrating a reckless disregard for risks, that caused the loss of Force Z in 1941. The book also lays stress on the key part played by the American relationship in Britain's Eastern naval strategy. Superbly researched and elegantly written, this new book adds a hugely important dimension to our understanding of the war in the East and will become required reading.

The author says this book is a profound study of our incomparable Navy, and indeed it is, but the guileless solemnity with which he presents and explains a wealth of untoward incident combines Norfield's innocently literal interpretations to make it just as diverting as it is profound. Beyond doubt there is no other like it. Both author and artist are out for fun. They take an impish delight in looking at things in every way but the normal and what they see loses nothing but their sense of period which is certainly as timeless as the sea itself. No extract can do justice to a book where every page is marked by hilarious misunderstanding, but mention of the sailmakers who were ordered not to wear any trousers when leaving the dockyards and the tremendous consequences in naval evolution that resulted, if Mr. Bestead is to be believed, will give some idea of the fare provided by a great service when seen through the eyes of experience. After all, it is truly said that only the great can laugh at themselves.

The dramatic history behind one of WWII's most powerful—and dangerous—planes, “spiced with many first-hand accounts, American and British” (Aeroplane). Despite everything, I felt very lucky to have flown Corsairs. They were the best, you know, even though it took me some time to realize this when so many friends died flying them. —Colin Facer, Corsair pilot, HMS Illustrious The Vought-Sikorsky Corsair was one of the most potent fighters of WWII—and one of the most flawed. Conceived by Rex Beisel, Vought's Chief Designer in 1938, it was condemned by the US Navy as too dangerous for carrier operations and wasn't certified for use at sea. With British companies unable to build fighters with

sufficient range and potency for carrier use, the Admiralty sought alternatives, and due to Roosevelt's Lend Lease program, they could acquire weapons from American factories. In practice, this meant standing in line behind the US military for service, but it still opened up new opportunities. So with newly built Corsairs being stockpiled and the promise of an improved version to come, the Royal Navy saw an opening worthy of development and exploited it. By the end of the war, the Fleet Air Arm had acquired more than 2,000 Corsairs to equip its squadrons. But the risks identified by the USN were largely ignored by the Royal Navy and far too many men and aircraft were lost in accidents as a result. Yet in the hands of experienced carrier pilots, its virtues were only too apparent and, in due course, they achieved great things. Eventually, the US Navy noted this "success" and certified the Corsair for use on their carriers too, but the aircraft never entirely lost its reputation as a "widowmaker." This book, with photos included, describes the Corsair's development and tells the sad but inspiring story of the young men who struggled and suffered to make the Corsair a going concern in the most vicious, unforgiving war one can imagine. The author met and corresponded with almost a hundred veterans from America, Britain, New Zealand, and Canada. Their recollections made this book possible—and through their vivid memories we can experience what it felt like to be barely of age, a civilian called to arms, and a fighter pilot.

Over the course of World War II, two million American military personnel occupied bases throughout the South Pacific, leaving behind a human legacy of at least 4,000 children born to indigenous mothers. Based on interviews conducted with many of these American-indigenous children and several of the surviving mothers, *Mothers' Darlings of the South Pacific* explores the intimate relationships that existed between untold numbers of U.S. servicemen and indigenous women during the war and considers the fate of their mixed-race children. These relationships developed in the major U.S. bases of the South Pacific Command, from Bora Bora in the east across to Solomon Islands in the west, and from the Gilbert Islands in the north to New Zealand, in the southernmost region of the Pacific. The American military command carefully managed interpersonal encounters between the sexes, applying race-based U.S. immigration law on Pacific peoples to prevent marriage "across the color line." For indigenous women and their American servicemen sweethearts, legal marriage was impossible; giving rise to a generation of fatherless children, most of whom grew up wanting to know more about their American lineage. *Mothers' Darlings of the South Pacific* traces these children's stories of loss, emotion, longing, and identity—and of lives lived in the shadow of global war. Each chapter discusses the context of the particular island societies and shows how this often determined the ways intimate relationships developed and were accommodated during the war years and beyond. Oral histories reveal what the records of colonial governments and the military have largely ignored, providing a perspective on the effects of the U.S. occupation that until now has been disregarded by Pacific war historians. The richness of this book will appeal to those interested the Pacific,

World War II, as well as intimacy, family, race relations, colonialism, identity, and the legal structures of U.S. immigration. An extraordinary story of courage, valor, and dogged determination, the vivid account of how a few brave young pilots ensured lasting peace during World War II. In May 1945, with victory in Europe established, the war was all but over. But on the other side of the world, the Allies were still engaged in a bitter struggle to control the Pacific. And it was then that the Japanese unleashed a terrible new form of warfare: the suicide pilots, or Kamikaze. Drawing on meticulous research and unique personal access to the remaining survivors, Will Iredale follows a group of young men from the moment they signed up through their initial training to the terrifying reality of fighting against pilots who, in the cruel last summer of the war, chose death rather than risk their country's dishonourable defeat—and deliberately flew their planes into Allied aircraft carriers.

The Fleet Air Arm (FAA) of the Royal Navy served with distinction in every theatre of war throughout World War II. From its poorly equipped beginnings it started the war with few suitable, modern, carrier-borne fighters to the final campaigns over the Japanese home islands, the FAA proved an effective fighting force wherever it went. FAA Pilots had the distinction of being responsible for both the first, and last, enemy aircraft to be shot down during the war. Featuring first hand accounts, combat reports, photographs from private collections and an array of colour plates depicting the range of profiles and symbolic markings that were used, this book will detail the history and combat experiences of these forgotten pilots who served with such distinction for the Allied cause.

Draws on eyewitness accounts and primary sources to describe the first months of World War II in the Pacific, after the U.S. Navy suffered the worst defeat in its history at Pearl Harbor.

"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.

The heroic story of the U.S. Asiatic Fleet at the outbreak of World War II and their disastrous encounter with vastly superior Japanese forces.

This volume records the proceedings of a symposium held in July 1995 at the Naval Officers' Club, Bethesda, Maryland. Contents: Grand strategy in the Pacific war / Gerhard L. Weinberg -- Joint operations / Walter S. Poole -- The island campaign / Edwin H. Simmons -- Intelligence methodologies in the Pacific war / John Prados -- The sea war against Japan / William S. Dudley -- Military technology and the Pacific war / Richard P. Hallion -- Strategic intelligence and war termination / Edward J. Drea -- Revolutionizing submarine warfare / Eugene B. Fluckey -- The strategic air war against Japan / William M. Leary -- The decision to drop the atomic bomb / Theodore H. McNelly. Photos. Pendant (or pennant) numbers have been used by individual ships of the Royal Navy for purposes of identification for more than 100 years. They were also used in all the navies of the British Empire so that ships could be easily transferred from one navy to another without



changing her number. They offer the simplest and clearest way to identify a ship, but until now there has been little in the way of consistent and accurate information, and certainly no single location where you can look up or research complete pendant numbers. The book is designed as an easy-to-use reference work and as such is, in the main, composed of alpha-numeric listings to enable the user to find and identify warships by reference to ship name and to identify specific pendant numbers assigned to that name; or by pendant number to identify specific vessels assigned that number at various times. It begins with an introduction and a brief history of visual signalling used by the Royal Navy before industrialisation, and explains how the large numbers of identical ships being built brought about the need to identify specific ships within fleets to aid signalling and tactical deployment. There follow chapters covering the pendant numbers of the surface fleet and submarines (which stopped using them once boats began to spend so little time on the surface), and then pendant numbers by ship name. A significant chapter lists the pendant numbers assigned to the British Pacific Fleet during the Pacific campaign of WWII together with an explanation of why numbers were assigned, and an examination of missing 'A' series pendants known to have been carried by some vessels during the conflict. The BPF numbers have only recently come to light and there is still much that is not known but this section provides the most comprehensive study of available data at this time. There is also an appendix covering deck letters assigned to aviation capable ships. This is a genuinely new and significant reference book and is destined to become a major new aid for Royal Navy warship and auxiliary identification.

How history's only five-star admirals triumphed in World War II and made the United States the world's dominant sea power. Only four men in American history have been promoted to the five-star rank of Admiral of the Fleet: William Leahy, Ernest King, Chester Nimitz, and William Halsey. These four men were the best and the brightest the navy produced, and together they led the U.S. navy to victory in World War II, establishing the United States as the world's greatest fleet. In *THE ADMIRALS*, award-winning historian Walter R. Borneman tells their story in full detail for the first time. Drawing upon journals, ship logs, and other primary sources, he brings an incredible historical moment to life, showing us how the four admirals revolutionized naval warfare forever with submarines and aircraft carriers, and how these men—who were both friends and rivals—worked together to ensure that the Axis fleets lay destroyed on the ocean floor at the end of World War II.

"First issued as an Oxford University Press paperback, 2013"--Title page verso.

David Hobbs looks at the post-World War II fortunes of the most powerful fleet in the Royal Navy--its decline in the face of diminishing resources, its final fall at the hands of ignorant politicians, and its recent resurrection in the form of the Queen Elizabeth class carriers, the largest ships ever built for the Royal Navy. Despite prophecies that nuclear weapons would make conventional forces obsolete, British carrier-borne aircraft were almost continuously employed. This book combines narratives of poorly understood operations with clear analysis of their strategic and political background. With beautiful illustrations and original research, *British Carrier Strike Fleet* tells an important but largely untold story of renewed significance as Britain once again embraces carrier operation.

In August 1944 the British Pacific Fleet did not exist. Six months later it was strong enough to launch air attacks on Japanese territory, and by the end of the war it constituted the most powerful force in the history of the Royal Navy, fighting as professional equals alongside the US Navy in the thick of the action. How this was achieved by a nation nearing exhaustion after five years of conflict is a story of epic proportions in which ingenuity, diplomacy and dogged persistence all played a part. As much a political as a technical triumph, the BPF was uniquely complex in its make-up: its Commander-in-Chief was responsible to the Admiralty for the general direction of his Fleet; took operational orders from the American Admiral Nimitz; answered to the Government of Australia for the construction and maintenance of a vast base

infrastructure, and to other Commonwealth Governments for the ships and men that formed his fully-integrated multi-national fleet. This ground-breaking new work by David Hobbs describes the background, creation and expansion of the British Pacific Fleet from its first tentative strikes, through operations off the coast of Japan to its impact on the immediate post-war period, including the opinions of USN liaison officers attached to the British flagships. The book is the first to demonstrate the real scope and scale of the British Pacific Fleet's impressive achievement.

Hollywood's version of the Naval War in the Pacific has led many people to believe that it was an all-American affair and that the Royal Navy took no part in it. But, as Edwin Gray shows in *Operation Pacific*, Such a scenario is a travesty of the truth. In fact, the Royal Navy and its Commonwealth partners played a very significant role in the Pacific War and waged a vigorous non-stop battle with the enemy, from the earliest days of defeat and disaster though to the ultimate triumph of Victory. And, indeed, it is not generally realised that Japanese troops actually landed in Malaya and opened hostilities in Britain a full ninety minutes before Nagumo's dive-bombers swept down on the unsuspecting American Pacific Fleet at Pearl Harbour to bring the United States into the war. *Operation Pacific* is the first book to provide a full and detailed account of Britain's Naval contribution to the ultimate defeat of Japan a saga that ranges from the darkest days of December 1941, to the vast carrier operations and kamikaze attacks of the final battles in 1945. And, while in no way disparaging the heroic achievements and fighting courage of the US forces in the Pacific, Edwin Gray reveals that the Royal Navy's cooperation was not always welcomed by her over-mighty Ally and that America's top brass, notably Admiral Ernest King and General Douglas MacArthur, were implacably opposed to British involvement in the Pacific for both practical and political reasons. Offering a clear, concise, and comprehensive picture of the part played by the Royal Navy and Commonwealth forces in the Far East War, *Operation Pacific* is an absorbing story handled with all the skill which readers have come to expect from one of the leading popular naval historians of our day.

As a follow-up to the highly regarded *British Pacific Fleet*, David Hobbs looks at the post-World War II fortunes of the most powerful fleet in the Royal Navy—its decline in the face of diminishing resources, its final fall at the hands of ignorant politicians, and its recent resurrection in the form of the Queen Elizabeth class carriers, the largest ships ever built for the Royal Navy. Despite prophecies that nuclear weapons would make conventional forces obsolete, British carrier-borne aircraft were almost continuously employed. The Royal Navy faced new challenges in places like Korea, Egypt, and the Persian Gulf. During these trials the Royal Navy invented techniques and devices crucial to modern carrier operations, pioneering novel forms of warfare tactics for countering insurgency and terrorism. This book combines narratives of poorly understood operations with clear analysis of their strategic and political background. With beautiful illustrations and original research, *British Carrier Strike Fleet* tells an important but largely untold story of renewed significance as Britain once again embraces carrier operation.

Two years before the atomic attacks on Hiroshima and Nagasaki helped bring a quick end to hostilities in the summer of 1945, U.S. planners began work on *Operation Downfall*, codename for the Allied invasions of Kyushu and Honshu, in the Japanese home islands. While other books have examined *Operation Downfall*, D. M. Giangreco offers the most

complete and exhaustively researched consideration of the plans and their implications. He explores related issues of the first operational use of the atomic bomb and the Soviet Union's entry into the war, including the controversy surrounding estimates of potential U.S. casualties. Following years of intense research at numerous archives, Giangreco now paints a convincing and horrific picture of the veritable hell that awaited invader and defender. In the process, he demolishes the myths that Japan was trying to surrender during the summer of 1945 and that U.S. officials later wildly exaggerated casualty figures to justify using the atomic bombs to influence the Soviet Union. As Giangreco writes, "Both sides were rushing headlong toward a disastrous confrontation in the Home Islands in which poison gas and atomic weapons were to be employed as MacArthur's intelligence chief, Charles Willoughby, succinctly put it, 'a hard and bitter struggle with no quarter asked or given.'" *Hell to Pay* examines the invasion of Japan in light of the large body of Japanese and American operational and tactical planning documents the author unearthed in familiar and obscure archives. It includes postwar interrogations and reports that senior Japanese commanders and their staffs were ordered to produce for General MacArthur's headquarters. This groundbreaking history counters the revisionist interpretations questioning the rationale for the use of the atomic bomb and shows that President Truman's decision was based on real estimates of the enormous human cost of a conventional invasion. This revised edition of *Hell to Pay* expands on several areas covered in the previous book and deals with three new topics: U.S.-Soviet cooperation in the war against Imperial Japan; U.S., Soviet, and Japanese plans for the invasion and defense of the northernmost Home Island of Hokkaido; and Operation Blacklist, the three-phase insertion of American occupation forces into Japan. It also contains additional text, relevant archival material, supplemental photos, and new maps, making this the definitive edition of an important historical work. What defended the U.S. after the attack on Pearl Harbor, defeated the Soviet Union in the Cold War, and is an essential tool in the fight against terror? Aircraft Carriers. For seventy years, these ships remained a little understood cornerstone of American power. In his latest book, *On Wave and Wing*, Barrett Tillman sheds light on the history of these floating leviathans and offers a nuanced analysis of the largest man-made vessel in the history of the world.

The British Pacific Fleet The Royal Navy's Most Powerful Strike Force Naval Institute Press

The story of the British Eastern Fleet, which operated in the Indian Ocean against Japan, has rarely been told. Although it was the largest fleet deployed by the Royal Navy prior to 1945 and played a vital part in the theater it was sent to protect, it has no place in the popular consciousness of the naval history of the Second World War. So Charles Stephenson's deeply researched and absorbing narrative gives this forgotten fleet the recognition it deserves. British pre-war naval planning for the Far East is part of the story, as is the disastrous loss of the battleship *Prince of Wales* and battlecruiser *Repulse* in 1941, but the body of the book focuses on the new fleet, commanded by Admiral Sir James Somerville, and

its operations against the Japanese navy and aircraft as well as Japanese and German submarines. Later in the war, once the fleet had been reinforced with an American aircraft carrier, it was strong enough to take more aggressive actions against the Japanese, and these are described in vivid detail. Charles Stephenson's authoritative study should appeal to readers who have a special interest in the war with Japan, in naval history more generally and Royal Navy in particular.

A fully illustrated history of how the US Navy destroyed Truk, the greatest Japanese naval and air base in the Pacific, with Operation Hailstone, and how B-29 units and the carriers of the British Pacific Fleet kept the base suppressed until VJ-Day. In early 1944, the island base of Truk was a Japanese Pearl Harbor; a powerful naval and air base that needed to be neutralized before the Allies could fight their way any further towards Tokyo. But Truk was also the most heavily defended naval base outside the Japanese Home Islands and an Allied invasion would be costly. Long-range bombing against Truk intact would be a massacre so a plan was conceived to neutralize it through a series of massive naval raids led by the growing US carrier fleet. Operation Hailstone was one of the most famous operations ever undertaken by American carriers in the Pacific. This book examines the rise and fall of Truk as a Japanese bastion and explains how in two huge raids, American carrier-based aircraft reduced it to irrelevance. Also covered is the little-known story of how the USAAF used the ravaged base as a live-fire training ground for its new B-29s -- whose bombing raids ensured Truk could not be reactivated by the Japanese. The pressure on Truk was kept up right through 1945 when it was also used as a target for the 509th Composite Squadron to practise dropping atomic bombs and by the British Pacific Fleet to hone its pilots' combat skills prior to the invasion of Japan.

The British Pacific Fleet was formed in October 1944 and dispatched to fight alongside the USN in the Central Pacific under Admiral Nimitz. Deploying previously unpublished documents, this book reveals how relations between the UK and US forces developed from a starting point of barely repressed suspicion, to one where both navies came to understand each other and eventually find a remarkable bond. Born out of a shared experience of Kamikaze attacks, extended operations against bitterly hostile shores, the pooling of knowledge and experience, the two navies underpinned the diplomatic moves in both Washington and London. The book carries the legacy of this experience through to the next Anglo-American participation in war, Korea. It illustrates and explains how and why certain lessons were incorporated into the composition, behaviour and structure of the post-war Navy. It demonstrates the significance of what was learned from the USN by the RN and by USN from the RN. As well as examining the background to the largest fleet the Royal Navy ever put to sea, the book also charts its effects on Anglo-American relations, multinational operations, alliance building, and the ways naval forces are shaped by and in turn shape politics. It addresses a period of rapid technological



development that witnessed profound changes in the international system, and which raised fundamental questions of what navies were for and how should they operate and organize themselves. In so doing the study illustrates how the experience of a few long months at the end of the war in the Pacific would cast a long shadow over these issues in the very different circumstances of the post-war world.

This book is a meticulously detailed history of British aircraft-carrying ships from the earliest experimental vessels to the Queen Elizabeth class, currently under construction and the largest ships ever built for the Royal Navy. Individual chapters cover the design and construction of each class, with full technical details, and there are extensive summaries of every ship's career. Apart from the obvious large-deck carriers, the book also includes seaplane carriers, escort carriers and MAC ships, the maintenance ships built on carrier hulls, unbuilt projects, and the modern LPH. It concludes with a look at the future of naval aviation, while numerous appendices summarise related subjects like naval aircraft, recognition markings and the circumstances surrounding the loss of every British carrier. As befits such an important reference work, it is heavily illustrated with a magnificent gallery of photos and plans, including the first publication of original plans in full colour, one on a magnificent gatefold. Written by the leading historian of British carrier aviation, himself a retired Fleet Air Arm pilot, it displays the authority of a lifetime's research combined with a practical understanding of the issues surrounding the design and operation of aircraft carriers. As such *British Aircraft Carriers* is certain to become the standard work on the subject.

En tidligere engelsk marineflyver gør her rede for mobil logistik i den store og strategiske stil gældende for Royal Navy. Der beskrives her især de såkaldte MONABs, hvilket stod for Mobile Operational Naval Air Base og hvoraf der oprettedes ikke mindre end ti. Dette basesystem satte den engelske flåde i stand til at udføre længerevarende operationer over hele kloden under den anden verdenskrig og tillige Koreakrigen. Deployeringen af specialiserede fly og såkaldte komponent-vedligeholdelsesskibe sammen med de her anførte mobile flyvestationer var forudsætninger for, at R.N. kunde kæmpe ved siden af den amerikanske flåde i Stillehavet og i det Indiske Ocean under disse krige. Bogen omfatter originalt kilde- og billedmateriale, der aldrig tidligere er publiceret.

From first joining the Royal Navy in 1940 until the end of the campaign against Japan, Tony Ditcham was in the front line of the naval war. After brief service in the battlecruiser *Renown* off Norway and against the Italians, he went into destroyers and saw action in most European theatres \_ against S-boats and aircraft in 'bomb alley' off Britain's East Coast, on Arctic convoys to Russia, and eventually in a flotilla screening the Home Fleet. During the dramatic Battle of the North Cape in December 1943 he was probably the first man to actually see the *Scharnhorst* and from his position in the gun director of *HMS Scorpion* enjoyed a grandstand view of the sinking of the great German battleship (his account was so vivid that it formed the basis of the description in the official history). Later his ship operated off the American beaches during D-Day, where two of her sister ships were sunk with heavy loss of life, and he ended the war en route for the British Pacific Fleet and the invasion of Japan.??This incident-packed career is recounted with restraint, plenty of humour and colourful descriptive power \_ his account of broaching and almost

capsizing in an Arctic winter storm is as good as anything in the literature of the sea. The result makes enthralling reading, and as the surviving veterans rapidly decline in numbers, this may turn out to be one of the last great eyewitness narratives of the naval war.

On August 14, 1945, Alfred Eisenstaedt took a picture of a sailor kissing a nurse in Times Square, minutes after they heard of Japan's surrender to the United States. Two weeks later LIFE magazine published that image. It became one of the most famous WWII photographs in history (and the most celebrated photograph ever published in the world's dominant photo-journal), a cherished reminder of what it felt like for the war to finally be over. Everyone who saw the picture wanted to know more about the nurse and sailor, but Eisenstaedt had no information and a search for the mysterious couple's identity took on a dimension of its own. In 1979 Eisenstaedt thought he had found the long lost nurse. And as far as almost everyone could determine, he had. For the next thirty years Edith Shain was known as the woman in the photo of V-J DAY, 1945, TIMES SQUARE. In 1980 LIFE attempted to determine the sailor's identity. Many aging warriors stepped forward with claims, and experts weighed in to support one candidate over another. Chaos ensued. For almost two decades Lawrence Verria and George Galdorisi were intrigued by the controversy surrounding the identity of the two principals in Eisenstaedt's most famous photograph and collected evidence that began to shed light on this mystery. Unraveling years of misinformation and controversy, their findings propelled one claimant's case far ahead of the others and, at the same time, dethroned the supposed kissed nurse when another candidate's claim proved more credible. With this book, the authors solve the 67-year-old mystery by providing irrefutable proof to identify the couple in Eisenstaedt's photo. It is the first time the whole truth behind the celebrated picture has been revealed. The authors also bring to light the couple's and the photographer's brushes with death that nearly prevented their famous spontaneous Times Square meeting in the first place. The sailor, part of Bull Halsey's famous task force, survived the deadly typhoon that took the lives of hundreds of other sailors. The nurse, an Austrian Jew who lost her mother and father in the Holocaust, barely managed to escape to the United States. Eisenstaedt, a World War I German soldier, was nearly killed at Flanders.

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