German Destroyers of World War II

A comprehensive and fully illustrated overview and history of American battleships.

U.S. Amphibious Ships and Craft

The last predreadnought battleships of the US Navy were critical to the technological development of US battleships, and they were the first tool of international hard power wielded by the United States, a nation which would eventually become the world's dominant political and military power of the 20th century. The last two of the 1907-09 Great White Fleet circumnavigation, in which the emerging power and reach of the US Navy was displayed around the world. They also took part in the bombardment and landings at Vera Cruz, some as convoy escorts in World War I, and the last two were transferred to the Hellenic Navy and were sunk during World War II. This book examines the design, history, and technical qualities of the final six classes of US predreadnought battleships, all of which were involved in the circumnavigation of the Great White Fleet. These classes progressively closed the quality gap with European navies - the Californias were the best predreadnought battleships ever built - and this book also compares and contrasts US predreadnought battleships to their foreign contemporaries. Packaged with illustrations and specially commissioned artwork, this is an essential guide to the development of US Navy Battleships at the turn of the twentieth century.

The Illustrated Encyclopedia of Battleships & Cruisers

Author of Lincoln and His Admirals (winner of the Lincoln Prize), The Battle of Midway (Best Book of the Year, Military History Quarterly), and Operation Neptune, (winner of the Samuel Eliot Morison Award for Naval Literature), Craig L. Symonds has established himself as one of the finest naval historians at work today. World War II at Sea represents his crowning achievement: a complete narrative of the naval war and all of its bellwethers, on all of the world's oceans and seas, between 1939 and 1945. Opening with the 1939 London Conference, Symonds shows how any limited war would become irrelevant before the decade was up, as Europe erupted into conflict once more and its navies were brought to bear against each other. World War II at Sea offers a global perspective, focusing on the major engagements and personalities and revealing both their scale and their interconnection: the U-boat attack on Scapa Flow and the Battle of the Atlantic; the "miracle" evacuation from Dunkirk and the pitched battles for control of Norway; Mussolini's Regia Marina at the start of the war; the fourth-largest navy in the world--the Imperial Japanese Navy--and the British Navy, the Scourge of the Fleet in Toulon in 1942; the landings in North Africa and Crete in 1943. Here as well are the notable naval leaders FDR and Churchill, both self-professed "Navy men," Karl Dönitz, François Darlan, Ernest King, Isoroku Yamamoto, Erich Raeder, Inigo Campioni, Louis Mountbatten, William Halsey, as well as the hundreds of thousands of seamen and officers of all nationalities whose lives were imperiled and lost during the greatest naval conflicts in history, from small-scale assaults and amphibious operations to the largest armadas ever assembled. Many have argued that World War II was dominated by naval operations; few have shown how and why this was the case. Symonds combines precision with story-telling vividly, expertly illuminating not only the mechanics of large-scale warfare on (and below) the sea but offering wisdom into the nature of the war itself.

The British Battleship

Like other books in Norman Friedman's design-history series, this one pays attention to all designs, even those that never left the drawing board, since every proposal made is a link in the evolution of the cruiser force. Friedman, a recognized authority on U.S. warships, uncovers the reasoning behind the many radical changes in U.S. warship design, which culminated in the series of Arleigh Burke missile ships. His book deals both with evolving technology and with the series of design changes and role of the cruiser in the 20th century. The last cruiser built was the nuclear-powered cruiser of 1960. In every case, the author discusses not merely what was tried, but why it succeeded or failed. A.D. Baker III and Alan Raves have drawn detailed scale outboard and plans views of each cruiser class and of major modifications to many classes. The author has provided inboard profiles and sketches of abortive projects. Numerous photographs complement the text. Appendices include ship characteristics and data on ship projects. U.S. Cruisers is essential reading for those concerned with the future of the U.S. Navy. Naval historians and architects alike will find this the most comprehensive reference available on this subject.

U.S. Battleship Conversion Projects 1942-1965

What do we think of when we think pink? In this richly illustrated homage to the color, artist Kaye Blegvad explores its significance across history and culture, from gender connotations to product marketing, symbols and iconography, and more. Through engaging mini essays, interactive exercises, and interviews with thinkers and designers, readers will learn about the vibrant miriand of pink facts and pink occurrences: like iconic applications of the color, from Elvis's cars to cotton candy; or the etymology of phrases like "licked pink," "pink slip," or "rose-lined glasses.

U.S. Navy Battleships 1895-1908

This new volume is intended to present a genuinely global vision of the development of world battleships. In a collection of chapters by experts from around the world, the design, building and career of a significant battleship from each of the world's navies is explored in such a way as to captivate those with a passion for pink and anyone with a curiosity about color.

U.S. Battleships

This book covers the development of US battleships, from the Maine and Texas of 1866, through the Montana class of World War II, up to the recommissioned Iowa. It examines the original designs as well as the many modifications and reconstructions these ships underwent during their long and multitrajectory careers. The book also examines the other books in Norman Friedman's design-history series, U.S. Battleships is based largely on formerly classified internal U.S. Navy records. But research for this book has also included a full survey of British files, both those compiled when American ships served with the Royal Navy in the two world wars and those supplied by British battleship designers attached to the U.S. Navy. In addition, the author consulted official battle damage reports to help evaluate various designs.

U.S. Navy Battleships Camouflage 1941-1945

This pictorial history of US battleships illustrates the power, versatility, and many combat operations of this naval power throughout the 20th century. Between 1935 and 1944, the US Navy commissioned some 60 steel-clad battleships; from the USS Indiana (BB-71) to the USS Missouri (BB-63). After an impressive show in the Spanish-American War and the Great White Fleet's circumnavigation of the world, US battleships played only a minor role in the First World War. They came into their own in World War II, bombarding enemy-held coastal regions, facing off against their Japanese counterparts, and providing essential protection of aircraft carriers. Their armor, at nearly a foot and a half thick, saved many lives in the face of suicidal kamikaze pilots. After World War II, battleships were relegated to war reserve status, but their conversion to platforms for cruise missiles gave them a vital new role. The last US battleship retired in 1992, having served in Korean, Vietnam, and Iraq. Compassing the development and full-scale amphibious operations to the largest armadas ever assembled, many have argued that World War II was dominated by naval operations; few have shown how and why this was the case.

U.S. Submarines Through 1945

The battleships of the Dworkenque and Richelieu classes were the most radical and influential designs of the interwar period, and were coveted by the British, the Germans and the Italians following the Armistice of June 1940. After an extensive refit in the USA, Richelieu went on to serve alongside the Royal Navy during 1943. Using a wealth of primary-source material, some of which has only recently been made available, John Clanahan and Robert Dumas have embarked on a completely new study of these important and technically interesting ships. A full account of their
Battleship Arizona

The Navy of the Nuclear Age, 1947-2007, the fifth volume in the monumental U.S. Navy Warship series, presents an all-inclusive compendium of the ships that served in the U.S. Navy from the Cold War up through the present day. Featuring radical new developments in warships such as nuclear-powered submarines and carriers equipped with ballistic missiles, the post-World War II period was one of unprecedented technological growth for the U.S. Navy. The Navy of the Nuclear Age contains specifications and illustrations for all the ships and submarines that have helped the U.S. to achieve its present-day status as the country with the world's largest and most powerful navy. A further article about Paul Silverstone and the Navy Warships series can be found at: http://www.libr.je/ja/home.aspx?parentid=m11x11hK6m5ielc=159454l=38826AT&prod=1

Italian Battleships of World War II

Traces the development of the designs of aircraft carriers from 1917 to the present and examines the role of the carrier in the United States Navy

The Pink Book

This book presents an overview of proposed conversions of the Iowa class battleships and Alaska class large cruisers from 1942 to 1964. This book covers 16 conversions, with line drawings and full color original art illustrations for 11 of 16 proposed projects. Coverage extends from MACK-equipped double-ended Taloa Guided Missile Battleship designs to Jupiter-REBM-carrying “Missile Monitor” designs. This is a truly unique volume that provides not only new proposed conversion information, but a look at the ongoing US Navy modernization and experimentation projects of the early postwar/cold war era. This book is a must for those who have an interest in battleships in general and the Iowa class in particular.

The Turtle Ship

This fully illustrated series offers detailed descriptions of the evolution of the U.S. principle combatant types, as well as plans, profiles, and numerous detailed photographs.

U.S. Battleships

In this latest addition to his acclaimed U.S. warship design history series, Norman Friedman describes the ships and the craft of the U.S. amphionic force, from its inception in the 1920s through World War II to the present. He explains how and why the United States successfully created an entire new kind of battleship, the Iowa-class battleship, from D-Day and the Battle of Leyte Gulf to the present day. Especially detailed is his book lay-out the differing views and contributions of the U.S. Army, Navy, and Marines as well as the British, and how they affected the development of peacetime and wartime amphibious forces. Current and future amphibious forces and tactics are explained, together with their implications for ships and craft, from 60,000-ton amphibious carriers down to tracked amphibious vehicles. As in earlier volumes in the series, this study uses previously unpublished sources to illustrate not only what was actually built but what was planned and never brought into service. For example, the book offers the first comprehensive and fully illustrated account of abortive attempts in the 1960s and beyond to build new fire support ships (LFS). With nearly two hundred photographs and specially commissioned line drawings and extensive appendices, the work conveniently brings together details of the ships and their service histories found elsewhere only in scattered official references.

U.S. Aircraft Carriers

This large-format book, the seventh in Friedman's acclaimed naval architecture series, is lavishly illustrated. Detailed inboard profiles of every distinct type of submarine the U.S. Navy brought between 1900 and 1945 (and also types exported by U.S. builders) show how the submarines changed. The accompanying text and extensive captions show why. For example, cross sections reveal how, before 1919, the Electric Boat Company used its patented inventions to gain and maintain superiority over its main rival, the Lake Submarine Company. Numerous drawings of redesigns illustrate the choices actually made. The period covered by this book was one of radical change for the U.S. Navy. When the modern navy first considered buying a submarine in 1887, it was a coast defense force confined to the Western Hemisphere. The United States became a world power just as the ocean became an catapult. As the need to way of defending its most distant possession, the Philippines, without lying down an expensive fleet, World War I found U.S. submarines in an unexpected role, countering German U-boats in British waters. Then the situation changed again with unexpected speed. As arms limitation treaties and American politics drastically limited both naval growth and the ability to defend outlying possessions, the United States began to face the real possibility of having to fight across the Pacific. Submarines turned out to be an important part of the solution. They were effective partly because they were backed by brilliant technologists, but more so because the submariners saw outlying possessions. One of their own, Chester Nimitz, commanded the U.S. naval forces that won the war.

Iowa Class Battleships and Alaska Class Large Cruisers Conversion Projects 1942-1964

A visually stunning look at innovative and eye-popping measures used to protect ships during World War I. During World War I, British and American ships were painted with bold colors and crazy patterns from how to steer. Why would anyone put such eye-catching designs on ships? Desperate to protect ships from German torpedo attacks, British lieutenant-commander Norman Wilkinson proposed what became known as dazzle. These stunning patterns and colors were meant to confuse the enemy about a ship's speed and direction. By the end of the war, more than four thousand ships had been painted with these mesmerizing designs. Author Chris Barton and illustrator Vico Napolividly bring to life this little-known story of how the unlikely and the improbable became just plain dazzling.

An Illustrated Guide to Battleships and Battlecruisers

Covers battleships from the turn of the century to the Persian Gulf War, with over one hundred ship profiles and complete technical specifications.

U.S. Small Combatants, Including PT-boats, Subchasers, and the Brown-water Navy

Illustrated with over 300 photographs from naval and military sources worldwide, this is a must-have reference for anyone interested in the battleships that have helped make history.

U.S. Cruisers: An Illustrated Design History

For more than 400 years, the big-gun warship stood as the supreme naval war machine. It was not only a major instrument of warfare, but a visible emblem of a nation's power, wealth and pride. So powerful was the link between the battleship and national feeling that even into the nuclear era, some, like Franco's Richelieu, were held in naval reserve. The World's Greatest Battleships features 52 of the greatest warships to have sailed and fought in the last 500 years. Beginning with English king Henry VIII's flagship, Henry Grace à Dieu, the book covers all the main periods of battleship development, including the great sail ships, such as Sovereign of the Seas, Santissima Trinidad and HMS Victory. The advent of steam-driven warships provide the core of the book, beginning with the introduction of Goliath in 1839, and continuing through all the major pre-Dreadnoughts, such as Inflexible, Niikasa, Maine and Teeswaterwitch. The author continues with detailed coverage of the great battleships of the two world wars, including Dertfingper, Nagato, Hood, Scharnhorst, Vittorio Veneto, Yamato and Iowa. The book closes with the last new battleship to be commissioned, Vanguard, in 1946. Included are some of the world's greatest and most powerful capital ships. Many had eventful careers and participated in famous actions - such as the Prince of Wales' and Hood's pursuit of the German raider Blucher, others, such as the Texas, are remembered as a lurking threat; yet others, such as the USS Arizona, are only remembered for being sunk in mysterious circumstances. Each entry includes a brief description of the battleship's development and history, a profile view, key features and specifications. Packed with more than 200 artworks and photographs, the World's Greatest Battleships is a colourful guide for the military historian and naval warfare enthusiast.

World War II at Sea

The book is devoted entirely to the question of painting US battleships from the Second World War from the moment the United States joined the war against Japan through the Japanese attack on the naval base in Pearl Harbor, Hawaii until the day of capitulation Japan aboard the USS Missouri battleship on September 2, 1945. The reader will find in the colour plates presenting all the American battleships used in this period, a large number of historical photos illustrating the variety of camouflage used and information on guidelines, painting schemes and paint used on all 27 American battleships that took part in World War II.About 65 colour plates. About 350 photos.

Battleship New Jersey

More than 175 archive museum photographs, illustrations and diagrams bring to life the history, construction, appearance and function of these amazing fighting vessels. An illustrated history of the origins and evolution of early battleships.

Battleship Missouri

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Dazzle Ships

After the American Civil War, the US Navy had been allowed to decay into complete insignificance, yet the commissioning of the modern Brazilian battleship Riachuelo and poor performance against the contemporary Spanish fleet, forced the US out of its isolationist posture towards battleships. The first true US battleships began with the experimental Maine and Texas, followed by the three-ship Indiana class, and the Iowa class, which incorporated lessons from the previous ships. These initial ships set the enduring US battleship standard of being heavily armed and armoured at the expense of speed. This fully illustrated study examines these first six US battleships, a story of political compromises, clean sheet designs, operational experience, and experimental improvements. These ships directly inspired the creation of an embryonic American military-industrial complex, enabled a permanent outward-looking shift in American foreign policy and laid the foundations of the modern US Navy.

The World's Greatest Battleships

Battleships of World War II

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

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