The History Of The Worlds Warships

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Dictionary of American Naval Fighting Ships United States. Naval History Division 1964

Waxing into battle, a warship is much more than a large battleship. It is a self-contained world, with its own economy, society, politics, and history. The history buff and general reader to explore the detritus of this great, destructive conflict in every part of the world. The scattered remains of a German barge on Spitsbergen Island; Sherman tanks waterlogged off Omaha Beach; Japanese merchant ships sunk off the coast of New Guinea. More than 75 years after the end of World War II, the conflict's legacy can still be seen from the Arctic wastes to the Solomon Islands of the South Pacific. The history of Warships of the World to 1900 traces the history of naval warfare through the stories of more than 28 accurately detailed ships includes the ill-fated PT-109, commanded by a young John F. Kennedy, a German U-boat, and the USS Missouri, the battleship on which the Japanese surrendered.

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The torpedo contains much new technical information that has come to light over the past thirty years and covers all of the improved capabilities of the weapon. Heavily illustrated with photos and technical drawings this enthusiast or historian can afford to miss. "The torpedo—one of the most fearsome weapons ever created by man—is well worth its own history."—Forum Navale

War at Sea is a dramatic global tour of this remote museum and other formerly lost traces of humanity's naval heritage. It is a richly researched account by the world's leading naval archaeologist of how underwater exploration has discovered these remains, thus resolving mysteries, adding to our understanding of the past, and providing intimate details of the experience of naval warfare.

This book takes a selection of the best modellers and modellers' books and describes the development of warship construction in all its complexity from the beginning of the 18th century to the end of wooden shipbuilding. For this purpose, it reproduces a large number of model photos, all in full color, and many close-up and detail views. These are captioned in depth, but many are also annotated to focus attention on interesting or unusual features, which can be shown far more clearly than in any other form. This book weaves the pictures into an authoritative text, producing an unusual and attractive form of technical history. "This book includes plentiful visual representations of actual ships in model form and the accompanying graphs make for wonderful reading. I cannot express enough how enjoyable this book is to read."—Spotter Up "A high-quality book which is recommended to all ship historians and modellers. Pel Mellie

Detailed and accurate statistics, charts, graphs, and tables accompany the text. There is also an extensive selection of black-and-white archive photographs from naval and military sources, as well as the battles that claimed them, like Actium, Trafalgar, Tsushima, Jutland, Pearl Harbor, and Midway. Underwater exploration is increasingly discovering long-lost warships from the deepest parts of the ocean, revealing a lost world undersea hidden from modern man and lost, service, sacrifice, and the human costs of warfare. War at Sea is a dramatic global tour of this remote museum and other formerly lost traces of humanity's naval heritage. It is a richly researched account by the world's leading naval archaeologist of how underwater exploration has discovered these remains, thus resolving mysteries, adding to our understanding of the past, and providing intimate details of the experience of naval warfare.

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and French Warships in the Age of Sail 1786–1861, with which it forms the third in a trilogy, it provides a complete, pictorial coverage of the French warships over a period of almost three centuries. **Big Gun Battles** Robert C. Stern 2015-01-30 The outcome of much of the maritime warfare in the Second World War was decided at sea, and the story of the world’s first warships is fascinating, especially as details of recent warships 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 involved in 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 and weaponry. From the early battleships of World War II. It includes armament and armour, full technical specifications where known, date of construction, service and engagement record and ultimate fate.

**The Battleship Book** Robert M. Farley 2015-12-17 From the moment when the launching of HMS Dreadnought made every capital ship in the world obsolete overnight, we have been fascinated with these powerful surface combatants. This book looks at the history and folklore that makes these ships enduring symbols of national power—and sometimes national futility. From Arizona to Yamato, here are more than sixty lavishly illustrated warships of World War II. Separate essays on each ship look at the history of design, the manufacture, the role of the ship, the fighting it did, the geographical area where it operated, and the ultimate fate. Detailed descriptions of the ships themselves, from the smallest coast defences to the mightiest dreadnoughts, are supported by a photographic tour of each vessel, including many close-up and detail views. These are supported by extensive text and more than 150 photographs. Praise for the first edition: "With a substantial library of good books on the fighting ships of the last century and a half, I am glad to add Richard Worth's Fleets of World War II to my collection." —Frank May, US Naval War College

**Fleets of World War II (revised Edition)** Richard Worth 2021-01-28 Caught up in global chaos, the navies of World War II had to fight campaigns that rarely matched prewar planning. Each country found itself adapting its fighting ships to new circumstances, to ever-changing circumstances and ever-fluctuating resources—with varying degrees of success. An understanding of the successes and failures requires an uncompromising critique of the tools of war. Fleets of World War II pins down the warships' actual capabilities, a nation-by-nation survey covering everything from the mightiest battlewagon to modest patrol craft. After fifteen years as a staple of naval research, Fleets of World War II now appears in this expanded text and more than 150 photographs. Praise for the first edition: "With a substantial library of good books on the fighting ships of the last century and a half, I am glad to add Richard Worth's Fleets of World War II to my collection." —Frank May, US Naval War College

**History of the World's Warships 2000-10-01** Fighting ships have always held our fascination. This book presents the complete historical spectrum from the most primitive fighting vessels to the most sophisticated mammoths in use today — with full technical specifications and illustrations. It is the outstanding reference for marine warfare through the ages.

**The World's Worst Warships** Antony Preston 2002 A serious study of the reasons why some warships have achieved bad reputations. It covers the period from 1860 to the present day, and looks at a wide range of nationalities and ship-types. Some examples are the Russian Popoffka; the French battleship 'Brennus'; and the British vessel 'Captain'.

**Warship** The Great War Era David Hobbs 2014-10-14 The National Maritime Museum in Greenwich houses the largest collection of scale ship models in the world, many of which are official, contemporary artefacts made by the craftsmen of the navy or the shipbuilders themselves, ranging from the seventeenth century to the present day. As such they represent a three-dimensional archive of unique importance and authority. Treated as historical evidence, they offer more detail than even the best plans, and are exactly what the ships looked like in a way that even the finest marine painter could not achieve. This book is one of a series that takes a selection of the best models to tell the story of specific ship types in this case, the various classes of machinery that fought in the First World War, from dreadnoughts to coastal motor boats. It reproduces a large number of model photos, all in full colour, and including many close-up and detail views. These are captured in depth, but many are also annotated to focus attention on interesting unusual features. Although pictorial in emphasis, the book weaves the pictures into an authoritative text, producing an unusual and attractive form of technical history.

**World War II at Sea 300** Symonds 2018-04-02 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 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 battles, personalities, and conflicts. Symonds brings the War to Life, between 1939 and 1945. Opening with the 1930 London Conference, Symonds shows how any limitations on naval warfare 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 fjords; Mussolini's Regia Marina—at the start of the war the fourth-largest navy in the world—and the dominance of the Kido Butai and Japanese naval power in the Pacific; Pearl Harbor then Midway; the struggles of the Russian Navy and the scuttling of the French Fleet in Toulon in 1942; the landings in North Africa and then Normandy. Here as well are the notable naval leaders—FDR and Churchill, both self-proclaimed "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 and argued that this was the case. Symonds combines precision with story-telling verve, 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.

Warship Builders: Thomas Heinrich 2020-11-15 Warship Builders is the first scholarly study of the U.S. naval shipbuilding industry from the early 1920s to the end of World War II, when American shipyards produced the world's largest fleet that helped defeat the Axis powers in all corners of the globe. A colossal endeavor that absorbed billions and employed virtual armies of skilled workers, naval construction mobilized the nation's leading industrial enterprises in the shipbuilding, engineering, and steel industries to deliver warships whose technical complexity dwarfed that of any other weapons platform. Based on systematic comparisons with British, Japanese, and German naval construction, Thomas Heinrich pinpoints the distinct features of American shipbuilding methods, technology development, and management practices that enabled U.S. yards to vastly outproduce their foreign counterparts. Throughout the book, comparative analyses reveal differences and similarities in American, British, Japanese, and German naval construction. Heinrich shows that U.S. and German shipyards introduced electric arc welding and prefabrication methods to a far greater extent than their British counterparts between the wars, laying the groundwork for their impressive production records in World War II. While the American and Japanese navies relied heavily on government-owned navy yards, the British and German navies had most of their combatants built in corporately-owned yards, contradicting the widespread notion that only U.S. industrial mobilization depended on private enterprise. Lastly, the U.S. government's investments into shipbuilding facilities in both private and government-owned shipyards dwarfed the sums British, Japanese, and German counterparts expended. This enabled American builders to deliver a vast fleet that played a pivotal role in global naval combat.

Nemesis: Adrian G. Marshall 2015-10-23 The Nemesis was the first of a generation of iron-clad, steam-powered naval vessels that established British dominance in Asian waters in the nineteenth century. The world's first iron warship, the first vessel with truly watertight compartments, and the first iron vessel to round the Cape of Good Hope, Nemesis represented a staggering superiority over the oar- and sail-powered naval forces of Britain's Asian rivals. Yet strangely her story has never been told to modern audiences, and her origins and actions have until now been shrouded in mystery. In Nemesis, Oliver W. L. Harris finally breaks through the historical context of the last years of the East India Company, and in the history of steam power and iron ships. It tells of her exploits in the First Opium War, in pirate suppression and naval actions across Asia, from Bombay to Burma to the Yangtze River and beyond. The Influence of Sea Power Upon History, 1660-1783 Alfred Thayer Mahan 1918 Today, war is more complicated than it has ever been. When considering military strategy, a commander must be aware of several theaters of war. There's ground strength, air power, naval combat and even cyber warfare. In the late 19th century, however, the true military might of a nation rested primarily on the strength of its navy. In 1890, United States Navy Captain Alfred Thayer Mahan published a book titled "The Influence of Sea Power Upon History." The monumental text addressed the importance of both military and commercial fleets in the success of a nation in war and peacetime. Mahan begins with a discussion of the elements he considers to be the key to a nation's success on the seas. He theorizes that a ground force could not sustain the pressure of a naval blockade. Mahan then describes his principles in the context of the past. He analyzes the use of a navy in various engagements and considers the resulting influence on the outcome of the wars. The book was readily accepted by commanders and tacticians all over the world and his principles and theories were utilized throughout the 20th century. His arguments, along with technological advances, were influential in the strengthening of the United States Navy. Presently, Mahan's work is considered the most important work on naval strategy in history.

Italian Battleships of World War II Mark Stille 2011-08-20 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 how the Italian battleships were able to maintain a solid reputation, examining their impressive designs and the courage and determination of the fleet at Calabria, Sirte, Cape Spartiveto and Cape Matapan, all illustrated with stunning photographs from the Italian Navy's own archives.

Warships of the Ancient World: Adrian K. Wood 2013-01-20 The world's first war machines were ships built two millennia before the dawn of the Classical world. Their influence on the course of history cannot be overstated. A wide variety of galleys and other types of warships were built by successive civilizations, each with their own distinctive appearance, capability and utility. The earliest of these were the Punt ships and the war galleys of Egypt which defeated the Sea People in the first known naval battle. Following the fall of these civilizations, the Phoenicians built biremes and other vessels, while in Greece the ships described in detail in the 'Trojan' epics established a tradition of warship building culminating in the pentekonters and triaconters. The wars of the period are abundantly illustrated on pottery and carved seals, and depicted in inscriptions and on bas-reliefs. The subject has been intensively studied for two and a half millennia, culminating in the contemporary works of authoritative scholars such as Morrison, Kelly, Rogers and Casson. To date there are no works covering the subject which are accessible and available to non-academics.