

German Destroyers Of World War Ii

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The Imperial German Navy of WWI is a series of books (Warships, Campaigns, & Uniforms) that provide a broad view of the Kaiser's naval forces through the extensive use of photographs. Every effort has been made to cover all significant areas during the war period. In addition to the primary use of photographs, technical information is provided for each warship along with its corresponding service history; with a special emphasis being placed on those warships that participated in the Battle of Skagerrak (Jutland). Countless sources have been used to establish individual case studies for each warship; multiple photos of each warship are provided. The entire series itself is unprecedented in its coverage of the Kaiser's navy.

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First time in paperback: A unique portrait of American military action through the stories of the seventy-one U.S. destroyers sunk in World War II.

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"This volume is translated from Die deutschen Zerstörer 1935-1945, first published by Bernard & Graefe Verlag, Bonn, 1995. First published in the English language by Greenhill Books, Lionel Leventhal Ltd., 2003. This edition first published in Great Britain in 2014 by Seaforth Publishing, Pen & Sword Books., Ltd."--T.p. verso.

After the end of World War I, the German Navy came up with the concept of the Panzerschiffe, or Pocket Battleship, as a method of circumventing treaty limitations on the size and types of ship Germany was permitted to build. New, more modern production methods, where welded construction prevailed over the older riveting process, were combined with the development of modern engines capable of fast speeds and a very powerful armament, far superior to that on any enemy Cruisers. This book covers these three sister ships, the 'Deutschland', the 'Admiral Graf Spee' and the 'Admiral Scheer', which formed the core of the Kriegsmarine's fighting power at the start of World War II.

The definitive study of Germany's destroyer arm throughout World War II.

The 'ShipCraft' series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeler through a brief history of the subject class, highlighting differences between sister-ships and changes in their appearance over their careers. This includes paint schemes and camouflage, featuring color profiles and highly detailed line drawings and scale plans. The modeling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing of the ships, and provides hints on modifying and improving the basic kit. This is followed by an extensive photographic gallery of selected high-quality models in a variety of scales, and the book concludes with a section on research references – books, monographs, large-scale plans and relevant web sites. This volume covers the large and powerful German destroyers of the Second World War era. Always popular as modeling subjects, interest in them has been further increased recently by the release of a number of very fine large scale kits. With its unparalleled level of visual information – paint schemes, models, line drawings and photographs – this

book is simply the best reference for any model maker setting out to build one of these unusual ships.

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Fully illustrated, this reference is compiled from a series of confidential books produced by British Intelligence during World War I.

In April 1940, British and German destroyers clashed at Narvik, a strategically vital harbor on the Norwegian coast. David Greentree charts both sides' development of destroyer tactics and technologies, the battles themselves and their impact on subsequent naval operations in this absorbing study.

This new edition of a classic work on British battleships is the most sought after book on the subject. Containing many new photographs from the author's exhaustive collection this superb reference book presents the complete technical history of British capital ship design and construction during the dreadnought era. Beginning with Dreadnought, all of the fifty dreadnoughts, 'super-dreadnoughts' and battlecruisers that served the Royal Navy during this era are described and superbly illustrated with photographs and line drawings.

From the year 1066 the English Channel has provided Great Britain with a natural defensive barrier, but never more than in the early days of World War Two. This book relates how the Royal Navy defended that vital seaway throughout the war. From the early days of the Dover Patrols, through the traumas of the Dunkirk evacuation, the battles of the Channel convoys; the war against the E-boats and U-boats; the tragic raids at Dieppe and St Nazaire; the escape of the German battle-fleet; coastal convoys; the Normandy landings and the final liberation of the Channel Islands. Many wartime photographs, charts and tables add to this superb account of this bitterly contested narrow sea.

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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.

The most complete--and immensely readable--operational history yet published of the German navy's seven great World War II capital ships. Even greatly outnumbered by the Royal Navy, these fast, powerful, well armored and armed ships created havoc. Researched from the original German sources and from post-war Allied analyses and reports, profusely illustrated with line drawings, maps and photographs, the technical chapters cover planning, design, construction, and modifications.

Covers the ships, commanders, harbors, bases, uniforms and insignia of the U-Boot Waffe in over 270 photos.

This WWII pictorial history of Nazi anti-tank vehicles illustrates the Germans' ever-increasing need for defense against Allied armor. During World War II, combatants on both sides developed

increasingly effective armored vehicles and tactics. The German military's answer to American Shermans and British Cruisers was to create dedicated anti-tank vehicles such as the Panzerjäger I, Sturmgeschütz, Marders, Nashorn, Hetzer, Jagdpanzer, Elefant, Jagdtiger IV and Jagdpanther. Fully illustrated with rare wartime photographs, Hitler's Tank Destroyers covers each of these models, detailing their development and technology throughout the war. As the war progressed, larger and more powerful tank destroyers entered the battlefield. Due to the overwhelming enemy opposition, they were compelled to not only attack armor, but also support ground troops. This comprehensive account covers all the Nazis mobile anti-tank vehicles in words and images.

The Italian Royal Navy (Regia Marine or RM) began the Second World War with one of the largest fleets in the world. Included in this was a total of 59 fleet destroyers, and others were added during the war. These were a diverse collection of ships dating back to the First World War, large destroyers built to counter ships of similar size being introduced in the French Navy (the RM's historical enemy), and medium-sized ships which constituted the bulk of the destroyer force. RM destroyers were built for high speed, not endurance since they were only expected to operate inside the Mediterranean. They were also well-armed, but lacked radar. During the war, RM destroyers fought well. With the exception of a small force based in Abyssinia which fought a series of battles in the Red Sea against the British, RM destroyers were active in the Mediterranean. The primary mission of the RM during the war was to keep the supply lines to North Africa open. The Italians were largely successful in this effort, and destroyers were key in the effort. RM destroyers were present at every fleet action with the British Mediterranean Fleet. The intensity of these actions were shown by the fact that the RM lost 51 destroyers during the war.

HMS Venomous was a destroyer of the V & W Class, the most advanced in the world when built and arguably the most successful ever. Sixty-seven were built at the end of the Great War. By the end of World War II all had been sunk or scrapped but thousands of men had served on them. After freezing in the forgotten war in the Baltic in 1919 Venomous spent the 1920s in the Mediterranean. She was in the front line when the German blitzkrieg swept across Europe and the V & Ws made high speed dashes across the Channel to bring the troops (and civilians) back from Calais, Boulogne and Dunkirk. Venomous and her sister ships escorted the Atlantic convoys which kept Britain fed and the Arctic convoys which supplied our Russian allies with the weapons to stop the German advance. She took part in Operation Pedestal which saved Malta and, as the Allies prepared for the landings in North Africa, was ordered to escort the destroyer depot ship HMS Hecla to the invasion beaches. When Hecla was torpedoed off the coast of Morocco Venomous fought the attacking U-boat and rescued 500 survivors (see back cover). Venomous escorted convoys along the coast of north Africa including the first through convoy from Gib to Alex and the invasion force to Sicily, Operation Husky. In October 1943 she returned to Britain and was converted to an Air Target ship for training Barracuda Torpedo Bomber aircrew based at Douglas in the Isle of Man. She was nearly lost in a hurricane off the east coast of Scotland before being sent to Kristiansand in Norway to accept the surrender of German naval forces. Venomous and her sister ships were all scrapped after the war but this ship biography is a fitting memorial to the V & Ws and the men who served in them.

The German destroyer fleet of World War II consisted of nine classes: the Diether Von Roeder Class, the Leberecht Maas Class and the wartime classes Z23, Z35, Z37, Z40, Z43, Z46 and Z52. These vessels, though fewer in number than the British destroyer fleet, tended to be much bigger and more powerful than their allied counterparts. They served their country well in operations in the Channel, North Sea, the Far North and in the rescue of civilians from East Prussia during the final days of the war. This title describes their design, development and operational use from the fjords of Narvik to the final days of the war.

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.

In this, the first of a five volume series covering the capital ships of the German Navy of World War II, Gordon Williamson examines the design, development and operational use of the battleships used by the Kriegsmarine. The 'Schlesien' and 'Schleswig-Holstein' were used mostly as training ships until the end of the war when they took part in bombardment of Soviet troop movements in East Prussia. The 'Scharnhorst' had a successful career until her sinking at the battle of the North Cape, and the 'Gneisenau' with her ignominious end as a block-ship. Bismarck's short but glorious career and Tirpitz's lonely vigil in Norway's distant Fjords until sunk by RAF bombers using the massive 'Tallboy' bombs are also covered.

"This book contains authentic photographs and salient facts covering 358 troopships used in World War II. In addition, other vessels of miscellaneous character, including Victory and Liberty type temporary conversions for returning troops, are listed in the appendices ..."--Pref.

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The most comprehensive English-language study of the German Imperial Navy's WWI battlecruisers, fully illustrated with drawings, diagrams and photographs. In this in-depth study, naval historian and author of Battle on the Seven Seas Gary Staff presents a full analysis of Imperial Germany's battlecruisers. Known as Panzerkreuzer, the eight ships of this class were involved in several early North Sea skirmishes before their historic victory against the Royal Navy in the Battle of Jutland. Staff details the design and construction of these ships, and traces the full-service history of each one, recounting their

actions, largely from first-hand German sources and official documents. Detailed line drawings and maps augment the text throughout, as do a wealth of contemporary photos that depict the vessels at sea as well as in dock, where many aspects of their design—as well as damage sustained in action—can be viewed in close up. A superb series of full-color computer graphics show full length profiles and top-down views of each ship in precise and clear detail. German Battle Cruisers of World War One presents a major contribution to German naval history in the English language. It is a must-have volume for Great War historians and enthusiasts, as well as battlecruiser modelers.

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For men on destroyer-class warships during World War I and World War II, battles were waged “against overwhelming odds from which survival could not be expected.” Those were the words Lieutenant Commander Robert Copeland calmly told his crew as their tiny, unarmored destroyer escort rushed toward giant, armored Japanese battleships at the Battle off Samar on October 25, 1944. This action-packed narrative history of destroyer-class ships brings readers inside the half-inch-thick hulls to meet the men who fired the ships' guns, torpedoes, hedgehogs, and depth charges. Nicknamed "tin cans" or "greyhounds," destroyers were fast escort and attack ships that proved indispensable to America's military victories. Beginning with destroyers' first incarnation as torpedo boats in 1874 and ending with World War II, author Clint Johnson shares the riveting stories of the Destroyer Men who fought from inside a "tin can"—risking death by cannons, bombs, torpedoes, fire, and drowning. The British invented destroyers, the Japanese improved them, and the Germans failed miserably with them. It was the Americans who perfected destroyers as the best fighting ship in two world wars. Tin Cans & Greyhounds compares the designs of these countries with focus on the old, modified World War I destroyers, and the new and numerous World War II destroyers of the United States. Tin Cans & Greyhounds details how destroyers fought submarines, escorted convoys, rescued sailors and airmen, downed aircraft, shelled beaches, and attacked armored battleships and cruisers with nothing more than a half-inch of steel separating their crews from the dark waves.

At the outbreak of World War II, the four key Capital German ships comprised the Bismarck, Tirpitz, Scharnhorst and Gneisenau. Their primary threats were the Royal Navy's King George V class battleships, the most modern British battleships in commission during World War II and some of the Navy's most powerful vessels. Five ships of this class were built: HMS King George V, Prince of Wales, Duke of York, Howe (late 1942) and Anson (late 1942). The powerful vessels in this class would clash with the pride of the Kriegsmarine in two major engagements: first, during the Battle of the Denmark Strait and subsequent pursuit of the Bismarck between 24 and 27 May 1941, and again at the Battle of the North Cape on 26 December 1943. Alongside the King George V class, the Royal Navy's two-ship Nelson-class (Nelson and Rodney), comprised Britain's only other battleships built in the interwar years. Both ships served extensively in the Atlantic, Mediterranean, and Indian oceans during the war, but their moment of fame came when Rodney (together with King George V) chased down and bombarded the doomed Bismarck in May 1941. This superbly detailed addition to the Duel series compares and contrasts the design and development of these opposing capital ships, and describes the epic clashes on the high seas that ended with the destruction of the Kriegsmarine's major naval assets.

Commander Krause escorts a beleaguered convoy across the icy North Atlantic in the most critical days of WW II. Exhausted beyond measure, he must make continuous and critical decisions as he leads his small fighting force against the frightfully competent and relentless U-boats. A superlative study of grace under pressure amidst the technical challenge of anti-submarine warfare.

The opening months of World War II saw Britain's Royal Navy facing a resurgent German navy, the Kriegsmarine. Following the German invasion of Denmark and Norway in early April 1940, British and German destroyers would clash in a series of battles for control of the Norwegian coast. The operational environment was especially challenging, with destroyer crews having to contend with variable weather, narrow coastal tracts and possibility of fog and ship breakdowns. In two engagements at Narvik, the Royal Navy entered the harbour and attacked the loitering German destroyers who had dropped off mountain troops to support the German invasion. The raids were devastating, halving at a stroke the number at Hitler's disposal. Employing specially commissioned artwork and drawing upon a range of sources, this absorbing study traces the evolving technology and tactics employed by the British and German destroyer forces, and assesses the impact of the Narvik clashes on both sides' subsequent development and deployment of destroyers in a range of roles across the world's oceans.

In the seventy years that have passed since the tank first appeared, antitank combat has presented one of the greatest challenges in land warfare. Dramatic improvements in tank technology and doctrine over the years have precipitated equally innovative developments in the antitank field. One cycle in this ongoing arms race occurred during the early years of World War II when the U.S. Army sought desperately to find an antidote to the vaunted German blitzkrieg. This Leavenworth Paper analyzes the origins of the tank destroyer concept, evaluates the doctrine and equipment with which tank destroyer units fought, and assesses the effectiveness of the tank destroyer in battle.

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.

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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.

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