

Death Of The Uss Thresher Cossmo

*Includes pictures *Includes contemporary accounts of the submarine's sinking *Discusses various theories surrounding its demise *Includes online resources and a bibliography for further reading "The Navy has extensively investigated the loss of Scorpion through the initial court of inquiry and the 1970 and 1987 reviews by the Structural Analysis Group. Nothing in those investigations caused the Navy to change its conclusion that an unexplained catastrophic event occurred." - Excerpt from a Navy report It takes a special type of person to serve in a nation's navy, especially on long voyages that separate men and women from their loved ones, and no service is both loved and hated as that aboard submarines, for very few people ever serve on them on a whim. For one thing, the psychological impact of being trapped for long periods underwater in tight, cramped quarters is more than many people can stand. Also, submarine service is uncharacteristically hazardous; after all, if a surface vessel is sunk, the crew has a reasonable chance of escaping death in lifeboats or being rescued out of the water by another ship. Conversely, if a submarine is badly damaged while submerged, the crew's chances of survival are at best remote. On the other hand, for those who choose to make the careers as submariners, there is no more beloved service. That is, one hopes, how it was for the 99 men who were serving on the USS Scorpion on May 22, 1968, the fateful day the submarine is believed to have sank. It appears that the crew members died quickly, but however it happened, the grief experienced by their family members dragged on for decades, exacerbated both by the Navy's lack of information about the submarine's final moments and the government's unwillingness to share what little knowledge it had. It is easy in hindsight to criticize the military for its secrecy, but it must be remembered that the Scorpion disappeared at the height of the Cold War, and therefore, little could be said publicly about its fate. Coincidentally, 3 other nuclear submarines suffered mysterious sinkings the same year, and the Cold War adversaries were interested in locating them and gleaning any secrets or technology that they could from the other side's bad luck. Indeed, it was only after the fall of the Soviet Union that the truth could be told, bringing closure to family members and a dark lesson in espionage to the American people. The Disappearance of the USS Scorpion: The History of the Mysterious Sinking of the American Nuclear Submarine looks at one of the Navy's enduring mysteries. Along with pictures of important people, places, and events, you will learn about the USS Scorpion like never before. Examines the life, career, controversies, accomplishments, and blunders of the man in charge of the Navy's nuclear power program for over 30 years.

The Deadly Trade takes readers on an epic and enthralling voyage through submarine warfare, including how U-boats in two world wars tried to achieve victory, first for the Kaiser and then 20 years later for Adolf Hitler. It tells the story of how

such tiny craft took on mighty battleships, including U-boats sinking HMS Royal Oak and HMS Barham in WW2, along with the incredible exploits of British submariners in the Dardanelles and Baltic during WW1. The action-packed narrative includes bitterly contested Atlantic convoy fights of WW2 and submarines in the clash of battle fleets at Midway. Iain Ballantyne also reveals how the US Navy submarine service brought the Japanese empire to its knees in 1945, even before the atomic bombs were dropped. The Deadly Trade tells the amazing stories of not only pioneers such as Drebbel, Fulton and Holland, but also of legendary submarine captains, including Max Horton and Otto Weddigen in WW1. During WW2 we sail to war with Otto Kretschmer, Gunther Prien, Fritz-Julius Lemp, Malcolm Wanklyn, Dudley Morton, Richard O'Kane and Sam Dealey. We get involved in the famous fights of Britain's ace submarine-killing escort group leaders Frederic 'Johnny' Walker, Donald Macintyre and Peter Gretton. There is a dive into unconventional submarine warfare, including Japanese midget subs in the notorious Pearl Harbor raid plus British X-craft against the Tirpitz in Arctic waters. Iain Ballantyne plunges readers into famous Enigma machine captures that played a key role in deciding the outcome of WW2. He explains what the Nazis were up to at the end of WW2, pursuing Total Underwater Warfare, partly via the revolutionary Type XXI U-boat. Ballantyne reveals the incredible story of a proposed cruise missile attack on New York and considers the likelihood (or otherwise) of Hitler escaping to South America in a U-boat. The Deadly Trade takes us into the post-WW2 face-off between the Soviets and NATO, the sinking of the Indian frigate INS Khukri by Pakistan's PNS Hangor and attack on the Argentine cruiser ARA Belgrano by HMS Conqueror. The Deadly Trade concludes with today's growing submarine arms race and Putin's 'missile boat diplomacy' along with the use of cruise missiles by the British and Americans to try and decapitate rogue regimes. The Deadly Trade is the perfect companion to Hunter Killers, Iain Ballantyne's real-life Cold War submarine thriller.

Submarines had a vital, if often unheralded, role in the superpower navies during the Cold War. Their crews carried out intelligence-collection operations, sought out and stood ready to destroy opposing submarines, and, from the early 1960s, threatened missile attacks on their adversary's homeland, providing in many respects the most survivable nuclear deterrent of the Cold War. For both East and West, the modern submarine originated in German U-boat designs obtained at the end of World War II. Although enjoying a similar technology base, by the 1990s the superpowers had created submarine fleets of radically different designs and capabilities. Written in collaboration with the former Soviet submarine design bureaus, Norman Polmar and K. J. Moore authoritatively demonstrate in this landmark study how differing submarine missions, antisubmarine priorities, levels of technical competence, and approaches to submarine design organizations and management caused the divergence.

The Cold War was the first major conflict between superpowers in which victory and defeat were unambiguously

determined without the firing of a shot. Without the shield of a strong, silent deterrent or the intellectual sword of espionage beneath the sea, that war could not have been won. John P. Craven was a key figure in the Cold War beneath the sea. As chief scientist of the Navy's Special Projects Office, which supervised the Polaris missile system, then later as head of the Deep Submergence Systems Project (DSSP) and the Deep Submergence Rescue Vehicle program (DSRV), both of which engaged in a variety of clandestine undersea projects, he was intimately involved with planning and executing America's submarine-based nuclear deterrence and submarine-based espionage activities during the height of the Cold War. Craven was considered so important by the Soviets that they assigned a full-time KGB agent to spy on him. Some of Craven's highly classified activities have been mentioned in such books as *Blind Man's Bluff*, but now he gives us his own insights into the deadly cat-and-mouse game that U.S. and Soviet forces played deep in the world's oceans. Craven tells riveting stories about the most treacherous years of the Cold War. In 1956 *Nautilus*, the world's first nuclear-powered submarine and the backbone of the Polaris ballistic missile system, was only days or even hours from sinking due to structural damage of unknown origin. Craven led a team of experts to diagnose the structural flaw that could have sent the sub to the bottom of the ocean, taking the Navy's missile program with it. Craven offers insight into the rivalry between the advocates of deterrence (with whom he sided) and those military men and scientists, such as Edward Teller, who believed that the United States had to prepare to fight and win a nuclear conflict with the Soviet Union. He describes the argument that raged in the Navy over the reasons for the tragic loss of the submarine *Thresher*, and tells the astonishing story of the hunt for the rogue Soviet sub that became the model for *The Hunt for Red October* -- including the amazing discovery the Navy made when it eventually found the sunken sub. Craven takes readers inside the highly secret DSSP and DSRV programs, both of which offered crucial cover for sophisticated intelligence operations. Both programs performed important salvage operations in addition to their secret espionage activities, notably the recovery of a nuclear bomb off Palomares, Spain. He describes how the Navy's success at deep-sea recovery operations led to the takeover of the entire program by the CIA during the Nixon administration. A compelling tale of intrigue, both within our own government and between the U.S. and Soviet navies, *The Silent War* is an enthralling insider's account of how the submarine service kept the peace during the dangerous days of the Cold War. "Red November delivers the real life feel and fears of submariners who risked their lives to keep the peace." —Steve Berry, author of *The Paris Vendetta* W. Craig Reed, a former navy diver and fast-attack submariner, provides a riveting portrayal of the secret underwater struggle between the US and the USSR in *Red November*. A spellbinding true-life adventure in the bestselling tradition of *Blind Man's Bluff*, it reveals previously undisclosed details about the most dangerous, daring, and decorated missions of the Cold War, earning raves from New York Times bestselling authors

David Morrell, who calls it, “palpably gripping,” and James Rollins, who says, “If Tom Clancy had turned The Hunt for Red October into a nonfiction thriller, Red November might be the result.”

Offers a detailed view of the U.S.S. Scorpion, a nuclear submarine, and its sinking on Memorial Day, 1968, by a Soviet submarine, the exact circumstances of which were covered up by the United States government.

On the eve of World War II, the Squalus, America's newest submarine, plunged to the bottom of the North Atlantic. Miraculously, thirty-three crew members still survived in the stricken vessel. While their loved ones waited in unbearable tension onshore, their ultimate fate would depend upon one man, US Navy officer Charles 'Swede' Momsen - an extraordinary combination of visionary, scientist and man of action. In this thrilling true story, prize-winning author Peter Maas vividly re-creates a moment-by-moment account of the disaster and the man at its centre. Could he actually pluck those men from a watery grave? Or had all his pioneering work been in vain?'Gripping' New York Times'A white knuckle read' Publishers Weekly

The ocean is one of the few untamed places on earth, unpredictable and unsympathetic to the lives lost there. For this reason people remain fascinated by its tides, currents, and mysteries. Life and Death at Cape Disappointment is the author's first-hand account of life as a surfman at one of the Coast Guard's most dangerous stations, Cape Disappointment is one of the most notorious Coast Guard units on the Pacific Coast, its area of responsibility referred to as the “Graveyard of the Pacific.” The book focuses on five of the most significant search and rescue cases during the author's tour and how such work affected him and his colleagues mentally and physically. It's armchair entertainment for those enthralled by the ocean. During the author's tenure at Station Cape Disappointment, he amassed over 2,200 hours of underway time, routinely operating on the hazardous Columbia River bar, where he earned a reputation as one of the most skilled boat handlers in the Coast Guard. He has worked on and supervised over 430 search and rescue cases. One of his rescues earned him the Association for Rescue at Sea's gold lifesaving medal.

"Collects 300 of the thousands of condolence letters written to Jacqueline Kennedy following the assassination of her husband, President John F. Kennedy, in the first book to ever examine this extraordinary array of heartfelt correspondence. 50,000 first printing."

The Czech Legion was not just a single military unit, but a volunteer army that fielded up to 100,000 troops on the Allied side on all three main fronts of the war. Since only the defeat of Austro-Hungary and Germany offered any hope for Czech national independence, they were amongst the most motivated and steadfast of the Allied forces. After the Bolshevik Revolution, they fought their way across Russia, captured the Russian national gold reserves and used this as a bargaining chip to force the Bolsheviks to allow them to return home. Today the Legion is recognised as the founding fathers of Czech nationhood. This very colourful force of World War I has never before been detailed in English and is illustrated with an astonishing array of never-before-published photographs.

Hyman G. Rickover was not long removed from his Jewish roots in Poland when he graduated from the U.S. Naval Academy in 1922. After a respectable career spent mostly in unglamorous submarine and engineering billets, he took command of the U.S. Navy's nuclear propulsion program and revived his career, being retired--involuntarily--some thirty years later in early 1982. He was not only the architect of the nuclear Navy but also its builder. In the process, he erected a network of power and influence that rivaled those who were elected to high office, and

that protected him from them when his controversial methods became objectionable or, as critics would suggest, undermined the nation's vital interests. Authors Thomas B. Allen and Norman Polmar, whose full-length biography of Rickover (in manuscript in 1981) was consulted by the Reagan Administration during the decision to remove him from active duty, are eminently qualified to write an essential treatment on the controversial genius of Admiral Rickover.

Over seventy merchant ships sailed in the Task force sent by Britain to recapture the Falkland islands in 1982. Some were Royal Fleet Auxiliary vessels, but the majority were STUFT-ships taken up from trade-and the officers and crew of these merchant vessels, all volunteers, suddenly found themselves thrust into a war zone in the South Atlantic. Remarkably little has been written about the part played by the Merchant navy, summarised by the official history of the campaign as 'an impenetrable mystery, girt about by seasickness' This book lifts the curtain on that mystery, to reveal something of the experiences of the merchant seamen and women who made possible the retaking of the Falkland islands. John Johnson-Allen, maritime historian and former merchant naval officer, combines personal accounts, documents and comment to bring to life the events of the Falklands War, as seen from the merchant ships that played such a vital role in that conflict Naval historian George E. Buker presents a compelling defense of Commodore Dudley Saltonstall— a man court-martialed for the 1779 rout of the U.S. Navy in the Penobscot Bay—with his fascinating study of the naval technology and political intrigues of the time.

NOW A MAJOR MOTION PICTURE A riveting, brilliantly researched account of the deadliest submarine disaster in history and its devastating human cost. On a quiet Saturday morning in August 2000, two explosions--one so massive it was detected by seismologists around the world--shot through the shallow Arctic waters of the Barents Sea. Russia's prized submarine, the Kursk, began her fatal plunge to the ocean floor. Award-winning journalist Robert Moore presents a riveting, brilliantly researched account of the deadliest submarine disaster in history. Journey down into the heart of the Kursk to witness the last hours of the twenty-three young men who survived the initial blasts. Visit the highly restricted Arctic submarine base to which Moore obtained secret admission, where the families of the crew clamored for news of their loved ones. Drawing on exclusive access to top Russian military figures and the Kursk's highly restricted Arctic submarine base, Moore tells the inside story of the Kursk disaster with factual depth and the compelling moment-by-moment tension of a thriller.

A SUNDAY TIMES BESTSELLER 'Cussler is hard to beat' Daily Mail The thrilling first Dirk Pitt classic from multi-million-copy king of the adventure novel, Clive Cussler. Fully armed and with all hands on board, the nuclear submarine Starbuck sailed into the calm Pacific Ocean for sea trials - and vanished. No wreckage, no signals, no survivors: nothing . . . until ace maritime troubleshooter Dirk Pitt finds a single, chilling clue in the shark-torn surf off Hawaii - the log of the Starbuck. 'Do not search for us, it can only end in vain . . . ' A crazed journal of madness and death is all that remains. And the Captain's final, scrawled, fear-crazed note locates the Starbuck's grave hundreds of miles from her last known position! The search for the Starbuck plunges Dirk Pitt into his most shattering assignment to date - a whirlpool of deep-sea mystery and terror - the Pacific Vortex! 'Clive Cussler is the guy I read' Tom Clancy 'The Adventure King' Daily Express
Death of the USS ThresherThe Story Behind History's Deadliest Submarine DisasterRowman & Littlefield

Noted historian Jeremy Black traces naval warfare from the 1860s into the future. He focuses on the interplay of technological development, geopolitics, and resource issues to provide a dynamic account of strategy and warfare worldwide. Through a global frame, he assesses not only leading powers but all those involved in naval conflict. He masterminded the most devastating surprise attack against the United States in its history. He was a marked man in

the war that followed. A key intelligence breakthrough enabled the military to pinpoint his location. An elite team was assembled and charged not with his capture and subsequent trial but with his execution. Osama bin Laden? No – this was Admiral Isoroku Yamamoto, the Commander-in-Chief of the Japanese Combined Fleet during World War II. This new title analyses the origins, implementation, and outcomes of Operation Vengeance, the long-range fighter interception of Admiral Yamamoto's transport aircraft that sent him to his death on 18th April, 1943. Author Si Sheppard examines every angle of the operation in detail, including the role of intelligence work in pinpointing the time and location of Yamamoto's flight, the chain of command at the highest level of the US political and military establishment who ordered the attack, and the technical limitations that had to be overcome in planning and conducting the raid. It also provides a close study of the aerial combat involved in completing the mission, offering a holistic exploration of the operation which avenged Pearl Harbor.

A close-up look at the untold story of the 1968 tragedy describes the Scorpion's final voyage, the discovery of the submarine's shattered hull, and the U.S. Navy's efforts to unravel the mystery.

An incredible true tale of espionage and engineering set at the height of the Cold War—a mix between *The Hunt for Red October* and *Argo*—about how the CIA, the U.S. Navy, and America's most eccentric mogul spent six years and nearly a billion dollars to steal the nuclear-armed Soviet submarine K-129 after it had sunk to the bottom of the Pacific Ocean; all while the Russians were watching. In the early hours of February 25, 1968, a Russian submarine armed with three nuclear ballistic missiles set sail from its base in Siberia on a routine combat patrol to Hawaii. Then it vanished. As the Soviet Navy searched in vain for the lost vessel, a small, highly classified American operation using sophisticated deep-sea spy equipment found it—wrecked on the sea floor at a depth of 16,800 feet, far beyond the capabilities of any salvage that existed. But the potential intelligence assets onboard the ship—the nuclear warheads, battle orders, and cryptological machines—justified going to extreme lengths to find a way to raise the submarine. So began Project Azorian, a top-secret mission that took six years, cost an estimated \$800 million, and would become the largest and most daring covert operation in CIA history. After the U.S. Navy declared retrieving the sub “impossible,” the mission fell to the CIA's burgeoning Directorate of Science and Technology, the little-known division responsible for the legendary U-2 and SR-71 Blackbird spy planes. Working with Global Marine Systems, the country's foremost maker of exotic, deep-sea drilling vessels, the CIA commissioned the most expensive ship ever built and told the world that it belonged to the reclusive billionaire Howard Hughes, who would use the mammoth ship to mine rare minerals from the ocean floor. In reality, a complex network of spies, scientists, and politicians attempted a project even crazier than Hughes's reputation: raising the sub directly under the watchful eyes of the Russians. *The Taking of K-129* is a riveting, almost unbelievable true-life

tale of military history, engineering genius, and high-stakes spy-craft set during the height of the Cold War, when nuclear annihilation was a constant fear, and the opportunity to gain even the slightest advantage over your enemy was worth massive risk.

On the morning of April 10, 1963, the world's most advanced submarine was on a test dive off the New England coast when she sent a message to a support ship a thousand feet above her on the surface: experiencing minor problem . . . have positive angle . . . attempting to blow . . . Then came the sounds of air under pressure and a garbled message: . . . test depth . . . Last came the eerie sounds that experienced navy men knew from World War II: the sounds of a submarine breaking up and compartments collapsing. When she first went to sea in April of 1961, the U.S. nuclear submarine Thresher was the most advanced submarine at sea, built specifically to hunt and kill Soviet submarines. In *The Death of the USS Thresher*, renowned naval and intelligence consultant Norman Polmar recounts the dramatic circumstances surrounding her implosion, which killed all 129 men on board, in history's first loss of a nuclear submarine. This revised edition of Polmar's 1964 classic is based on interviews with the Thresher's first command officer, other submarine officers, and the designers of the submarine. Polmar provides recently declassified information about the submarine, and relates the loss to subsequent U.S. and Soviet nuclear submarine sinkings, as well as to the escape and rescue systems developed by the Navy in the aftermath of the disaster. *The Death of the USS Thresher* is a must-read for the legions of fans who enjoyed the late Peter Maas's New York Times best-seller *The Terrible Hours*.

The Gift of the Magi is a treasured short story written by O. Henry. A young and very much in love couple can barely afford their one-room apartment, let alone the extra expense of getting Christmas presents for one another. But each is determined to show their love for the other in this traditional time of giving; each sells a thing they hold most dear in order to afford a present, with poignant and touching results that capture their love for one another.

Describes the events preceding and during the mysterious sinking of a United States submarine in 1968, using interviews and recent evidence to determine the act was a retaliation by the Soviet Union for a similar attack.

Briefly describes Admiral Rickover's complex personality, explains how he helped create the nuclear Navy, and traces the development of nuclear powered vessels

This is the 11th Volume in the series *Memorial Tributes* compiled by the National Academy of Engineering as a personal remembrance of the lives and outstanding achievements of its members and foreign associates. These volumes are intended to stand as an enduring record of the many contributions of engineers and engineering to the benefit of humankind. In most cases, the authors of the tributes are contemporaries or colleagues who had personal knowledge of the interests and the engineering accomplishments of the deceased. Through its members and foreign associates, the

Academy carries out the responsibilities for which it was established in 1964. Under the charter of the National Academy of Sciences, the National Academy of Engineering was formed as a parallel organization of outstanding engineers. Members are elected on the basis of significant contributions to engineering theory and practice and to the literature of engineering or on the basis of demonstrated unusual accomplishments in the pioneering of new and developing fields of technology. The National Academies share a responsibility to advise the federal government on matters of science and technology. The expertise and credibility that the National Academy of Engineering brings to that task stem directly from the abilities, interests, and achievements of our members and foreign associates, our colleagues and friends, whose special gifts we remember in this book.

Fatal Dive: Solving the World War II Mystery of the USS Grunion by Peter F. Stevens reveals the incredible true story of the search for and discovery of the USS Grunion. Discovered in 2006 after a decades-long, high-risk search by the Abele brothers—whose father commanded the submarine and met his untimely death aboard it—one question remained: what sank the USS Grunion? Was it a round from a Japanese ship, a catastrophic mechanical failure, or something else—one of the sub's own torpedoes? For almost half the war, submarine skippers' complaints about the MK 14 torpedo's dangerous flaws were ignored by naval brass, who sent the subs out with the defective weapon. Fatal Dive is the first book that documents the entire saga of the ship and its crew and provides compelling evidence that the Grunion was a victim of "The Great Torpedo Scandal of 1941-43." Fatal Dive finally lays to rest one of World War II's greatest mysteries.

A gripping account of the disastrous Russian submarine explosion that killed the entire crew, devastated the Russian people, and defined Vladimir Putin's post-Cold War regime. What were Russian officials thinking when they waited 48 hours to acknowledge their most prized submarine was in trouble? Why did they track the desperate tapings of an unknown number of trapped sailors without sending an international SOS? Why did they repeatedly decline international rescue offers while their own rescue equipment repeatedly failed to make any progress? To a world community still mystified by deadly Russian deceptions surrounding the Kursk submarine disaster, Ramsey Flynn's book uncovers the truth once and for all. Cry from the Deep has quickly become the definitive account of this pivotal moment in modern Russian history, as an angry Russian people – aided and abetted by a fledgling independent media – openly clashed with Vladimir Putin and his new government's Soviet-era tactics of secrecy and deception. Flynn's searing narrative also documents how western officials, in a practiced silence reminiscent of the Cold War era failed to notify their post-Soviet counterparts of the disaster, despite learning of the explosion hours before the Russians did.

A former crewmember offers a detailed description of the U.S. Navy's top-secret, four-hundred-ton submarine, an

expensive, dangerous vessel with a custom-built miniature nuclear reactor designed as a secret weapon during the Cold War. Reprint. 25,000 first printing.

U.S.S. Seawolf: Submarine Raider of the Pacific is the famous first-hand account of the legendary U.S. Navy submarine Seawolf a.k.a. the Wolf which patrolled the Pacific during the conflict with Japan in World War 2. Shoving off the day of Pearl Harbor, Chief Radioman J. (Joseph) M. (Melvin) Eckberg gives the reader a tense and detailed account of his initial 24-month stint aboard the Seawolf and beyond.

In their official report of 29 January 1970, the SCORPION Structural Analysis Group (SAG), which included the Navy's leading experts in submarine design, submarine structures, and the effect of underwater explosions, advised the Navy Court of Inquiry (COI) that the US nuclear submarine SCORPION was lost on 22 May 1968 because of the violent explosion of the main storage battery. The COI disregarded that assessment and concluded SCORPION was lost because of the "explosion of (a) large charge weight external to the submarine's pressure hull." That erroneous conclusion which, by default, has become the Navy's explanation for the tragedy, contributed to the conspiracy theory that SCORPION was sunk by a Soviet torpedo. This book includes six letters sent to the Navy from 2009 to 2011. These letters provide the results of the first reanalysis in 40 years of acoustic detections of the loss of SCORPION. This reanalysis confirms the 1970 SAG battery-explosion assessment and provides important new information on the loss of SCORPION. The author was the lead acoustic analyst at the Office of Naval Intelligence (ONI) for 42 years, ending in 2007. ONI did not receive any SCORPION acoustic data until the author provided it in October 2009. The book includes a prologue signed by 96 members of the Scorpion families asking the Navy to bring forth further information on the causes of the tragedy.

Discover the secret history of America's submarine warfare in this fast-paced and deeply researched chronicle of adventure and intrigue during the Cold War that reads like a spy thriller. Blind Man's Bluff is an exciting, epic story of adventure, ingenuity, courage, and disaster beneath the sea. This New York Times bestseller reveals previously unknown dramas, such as: The mission to send submarines wired with self-destruct charges into the heart of Soviet seas to tap crucial underwater telephone cables. How the Navy's own negligence may have been responsible for the loss of the USS Scorpion, a submarine that disappeared, all hands lost, in 1968. The bitter war between the CIA and the Navy and how it threatened to sabotage one of America's most important undersea missions. The audacious attempt to steal a Soviet submarine with the help of eccentric billionaire Howard Hughes, and how it was doomed from the start. A magnificent achievement in investigative reporting, Blind Man's Bluff reads like a spy thriller, but with one important difference-everything in it is true.

The thunderous roar of exploding depth charges was a familiar and comforting sound to the crew members of the USS Barb, who frequently found themselves somewhere between enemy fire and Davy Jones's locker. Under the leadership of her fearless skipper, Captain Gene Fluckey, the Barb sank the greatest tonnage of any American sub in World War II. At the same time, the Barb did far more than merely sink ships-she changed forever the way submarines stalk and kill their prey. This is a gripping adventure chock-full of "you-are-there" moments. Fluckey has drawn on logs, reports, letters, interviews, and a recently discovered illegal diary kept by one of his torpedomen. And in a fascinating twist, he uses archival documents from the Japanese Navy to give its version of events. The unique story of the Barb begins with its men, who had the confidence to become unbeatable. Each team helped develop innovative ideas, new tactics, and new strategies. All strove for personal excellence, and success became contagious. Instead of lying in wait under the waves, the USS Barb pursued enemy ships on the surface, attacking in the swift and precise style of torpedo boats. She was the first sub to use rocket missiles and to creep up on enemy convoys at night, joining the flank escort line from astern, darting in and out as she sank ships up the column. Surface-cruising, diving only to escape, "Luckey Fluckey" relentlessly patrolled the Pacific, driving his boat and crew to their limits. There can be no greater contrast to modern warfare's long-distance, videogame style of battle than the exploits of the captain and crew of the USS Barb, where they sub, out of ammunition, actually rammed an enemy ship until it sank. *Thunder Below!* is a first-rate, true-life, inspirational story of the courage and heroism of ordinary men under fire.

The term fisherwoman does not exactly roll trippingly off the tongue, and Linda Greenlaw, the world's only female swordfish boat captain, isn't flattered when people insist on calling her one. "I am a woman. I am a fisherman. . . . I am not a fisherwoman, fisherlady, or fishergirl. If anything else, I am a thirty-seven-year-old tomboy. It's a word I have never outgrown." Greenlaw also happens to be one of the most successful fishermen in the Grand Banks commercial fleet, though until the publication of Sebastian Junger's *The Perfect Storm*, "nobody cared." Greenlaw's boat, the *Hannah Boden*, was the sister ship to the doomed *Andrea Gail*, which disappeared in the mother of all storms in 1991 and became the focus of Junger's book. *The Hungry Ocean*, Greenlaw's account of a monthlong swordfishing trip over 1,000 nautical miles out to sea, tells the story of what happens when things go right--proving, in the process, that every successful voyage is a study in narrowly averted disaster. There is the weather, the constant danger of mechanical failure, the perils of controlling five sleep-, women-, and booze-deprived young fishermen in close quarters, not to mention the threat of a bad fishing run: "If we don't catch fish, we don't get paid, period. In short, there is no labor union." Greenlaw's straightforward, uncluttered prose underscores the qualities that make her a good captain, regardless of gender: fairness, physical and mental endurance, obsessive attention to detail. But, ultimately, Greenlaw proves that the love of fishing--in all of its grueling, isolating, suspenseful glory--is a matter of the heart and blood, not the mind. "I knew that the ocean had stories to tell me, all I needed to do was listen." --Svenja Soldovieri

This is a story about a secret mission to find a lost Soviet submarine in the great depths of the Pacific Ocean, a mission never acknowledged by the U.S. Department of Defense. Deeply beneath the searching navy of the Soviet Union, the nuclear submarine hunt was so secret that even the men on the vessel never knew the object of their search. The brave exploits of these sailors and their remarkable commanding officer, enduring near-tragedies at sea and nearly-impossible challenges deep under the Pacific, are described by the author who also provides his own personal experiences under the tightest secrecy ever required for a submarine mission. The failures, the near catastrophes, and the challenges are described in personal detail, and the final outcome bringing critical Cold War information to the president of the United States is a saga like none in the annals of submarine exploits.

William Barker Cushing is considered one of the navy's greatest heroes of the Civil War. After his expulsion from the U.S. Naval Academy in 1861, Cushing managed to get an appointment as a master's mate on one of the warships of a blockading squadron. Cushing's daring and exceptional performance in battle led to a spectacular rise in rank, responsibility, and reputation. His military career culminated in his torpedoing of the Confederate ironclad *Albermarle* on the Roanoke River in 1864, an operation he executed under heavy enemy fire. This new and fully annotated edition of Cushing's memoir, originally written in 1867–1868, conveys the excitement and drama of a truly extraordinary Civil War naval career.

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