

German Capital Ships Of The Second World War The Ultimate Photograph Album

The five volumes that constitute Arthur Marder's *From the Dreadnought to Scapa Flow* represented arguably the finest contribution to the literature of naval history since Alfred Mahan. A J P Taylor wrote that 'his naval history has a unique fascination. To unrivalled mastery of sources he adds a gift of simple narrative . . . He is beyond praise, as he is beyond cavil.' The five volumes were subtitled *The Royal Navy in the Fisher Era, 1904–1919* and they are still, despite recent major contributions from Robert Massie and Andrew Gordan, regarded by many as the definitive history of naval events leading up to and including the Great War. The third volume deals with the controversial clash between the German High Seas fleet and the British Grand Fleet and Battlecruiser Fleet at Jutland and its immediate aftermath, and the author's intricate charting of this great battle is still recognised and a major step forward in our understanding of the events. A new introduction by Barry Gough, the distinguished Canadian maritime and naval historian, assesses the importance of Marder's work and anchors it firmly amongst the great naval narrative histories of this era. This new paperback edition will bring a truly great work to a new generation of historians and general readers.

This volume covers the history of the Deutschland to Osfriesland classes of German battlecruisers, beginning with the last of the pre-dreadnought battleships and explaining the revolutionary developments, particularly the vast increases in size and armament, that took place within the German Imperial Navy as it readied itself for war. Gary Staff describes the design and technology of these classes, focusing on the development and combat experiences of individual ships. Supported by official documents, first-hand accounts and drawings, this book also contains specially commissioned artwork depicting the battleship Pommern fighting at Jutland and ships of the Osfriesland class destroying HMS Black Prince in a dramatic night-time engagement. A superbly illustrated study of the major warships of Nazi Germany's Kriegsmarine. While the Kriegsmarine's capital ships became less important to Hitler following the outbreak of war, these vessels played a key role in projecting power in northern waters in the opening years of the war, disrupting Allied shipping and supporting operations. The opposing heavy cruisers of the German Kriegsmarine and the Royal Navy engaged in a global game of cat and mouse during the opening years of World War II. This was a period in which the heavy cruiser still reigned supreme in open waters, with the opposing sides reluctant to risk their battleships, and aircraft yet to dominate the seas. These swift vessels fought each other in the South Atlantic, North Atlantic, the frigid waters of the Denmark Strait and the Arctic approaches to Russia, capturing the public imagination in the process. This fascinating and beautifully illustrated book examines the design, development and technical performance of these opposing warships, and explores the clashes between them at the Battle of the River Plate in December 1939, the Christmas Day Battle 1940 and the Battle of the Denmark Strait in May 1941. The ships examined include the Deutschland-class Panzerschiffe and Admiral Hipper-class cruisers, and the Royal Navy County- and York-class heavy cruisers.

"This book examines the different nature of the war on the Eastern and Western fronts; the disparate treatment afforded the two groups of POWs and civilians; and Hitler's scorched-earth policy, adopted after his primary objective proved beyond his grasp"-

First published in 1935, in this volume E.L. Woodward reconstructs with his usual painstaking industry the various phases of Anglo-German naval relations from the enactment of the German navy laws of 1898-1900 to the months of the apparent détente just before the outbreak of war in 1914. The principle documentary collections have been carefully consulted and the material drawn from them is woven into an extended account of negotiations which for several years kept London and Berlin preoccupied with comparative shipbuilding programmes, fleet ratios and political formulas. With excellent judgement the author skilfully sets his central theme against the background of concurrent developments in the realm of European diplomacy. Though the importance of the Navy as an international power is indubitably diminished at the moment, the matter of the actual strength of the Navy is still a matter of controversy. To some extent today we can say of this book as the reviewer in *The Times Literary Supplement* said on its first publication in 1935: "The circumstances of today in which naval competition has again begun may differ from those of thirty years ago; but those who read and digest this balanced and accurate account of that period will not fail to observe familiarities in the two situations."

Dispatches in this volume include those relating to the sinking of the German battleship Graf Spee in the Battle of the River Plate in 1939, the loss of the battleships HMS Prince of Wales and HMS Repulse in the Far East, the sinking of the German battle cruiser Scharnhorst in 1943, the attack on Tirpitz by midget submarines, the contribution by British Pacific Fleet to the assault on Okinawa in 1945 (which included four Royal Navy battleships), and the sinking of Bismarck in 1941. This unique collection of original documents will prove to be an invaluable resource for historians, students and all those interested in what was one of the most significant periods in British military history.

Alfred von Tirpitz (1849-1930), who joined the Prussian Navy in 1865 as a midshipman, was chiefly responsible for rapidly developing and enlarging the German Navy, especially the High Seas Fleet, from 1897 until the years immediately prior to the First World War. Epkenhans uses newly discovered documents to provide a fresh treatment of this important naval leader. In 1897, Tirpitz became the Secretary of State of the Imperial Navy Department. In four major building acts of 1898, 1900, 1908, and 1912, and, in working closely with Kaiser Wilhelm II, Tirpitz expanded the Imperial Navy from a small coastal force into a major blue-water navy. Great Britain, reacting with alarm to this challenge to its overseas trade and naval supremacy, accelerated the naval arms race by launching a revolutionary type of battleship, the Dreadnought, in 1906 and entering into strategic alliances with France and Russia. By the start of the First World War in 1914, the British Royal Navy still held a sizable advantage in capital ships over Germany, so that only one notable fleet action, Jutland in 1916, took place during the war. Tirpitz, who had become the German Navy commander with the outbreak of the war, thereafter became a staunch advocate of unrestricted submarine warfare. This policy did not differentiate between neutral and belligerent shipping and proved so controversial with the neutral United States that Germany was forced to retract it, albeit only temporarily. In the meantime, Tirpitz tendered his resignation to the Kaiser, who surprisingly accepted it. Tirpitz remained a minor figure thereafter, later serving the right-wing Fatherland Party as a deputy in the Reichstag.

The Battle of Jutland, May 31–June 1, 1916, pitted Great Britain and Imperial Germany—the two largest fleets of World War I—against one another for the first time. At that time, it would be the largest clash of capital ships in the history of modern naval warfare. Arguably, the outcome of World War I was at stake. Focusing on the many fine studies of naval encounters in the North Sea and the primary sources that appeared as the centennial of this clash approached, Eric Dorn Brose seized an opportunity to reexamine Jutland, its pre-history, and aftermath. Considering new scholarship within the context of extant literature, the author reveals why each side claimed a victory that belonged to Britain and its cautious admiral, Sir John Jellicoe by examining the key roles naval and political leaders in Germany and Great

Britain played during the fight. With an awareness of previous research, and a lively, fresh approach, Brose provides a concise history of the Jutland clash and the era of naval combat itself.

The warships of the World War II era German Navy are among the most popular subject in naval history with an almost uncountable number of books devoted to them. However, for a concise but authoritative summary of the design history and careers of the major surface ships it is difficult to beat a series of six volumes written by Gerhard Koop and illustrated by Klaus-Peter Schmolke. Each contains an account of the development of a particular class, a detailed description of the ships, with full technical details, and an outline of their service, heavily illustrated with plans, battle maps and a substantial collection of photographs. These have been out of print for ten years or more and are now much sought after by enthusiasts and collectors, so this new modestly priced reprint of the series will be widely welcomed. The first volume, appropriately, is devoted to the Kriegsmarine's largest and most powerful units, the battleships Bismarck and Tirpitz, whose careers stand in stark contrast to each other one with a glorious but short life, while the other was to spend a hunted existence in Norwegian fjords, all the time posing a threat to Allied sea communications, while attacked by everything from midget submarines to heavy bombers.

Joseph Moretz's innovative work focuses on what battleships actually did in the inter-war years and what its designed war role in fact was. In doing so, the book tells us much about British naval policy and planning of the time. Drawing heavily on official Admiralty records and private papers of leading officers, the author examines the navy's operational experience and the evolution of its tactical doctrine during the interwar period. He argues that operational experience, combined with assumptions about the nature of a future naval war, were more important in keeping the battleship afloat than conservatism in Navy. The German Navy of World War II was small in number, but contained some of the most technologically advanced capital ships in the world. This meant that although the Kriegsmarine never felt capable of encountering the might of the British Navy in a fleet action, her ships were individually more than a match for the outdated vessels of the Royal Navy. Nowhere was this more the case than in Germany's fleet of light cruisers. There were only six vessels in this fleet: the Emden, Leipzig, Köln, Königsberg, Karlsruhe and Nurnberg. This book describes their design, development and varied operational history throughout the course of the Second World War.

1918, the fifth year of the war to end all wars, is documented in archive photographs in this series covering the naval war in detail.

This is a compendium volume of three Battle Summaries or Naval Staff Histories. The documents in this book cover the actions during the period 1939-1941 that resulted in the sinking of the German warships Bismark and Graf Spee.

German Capital Ships and Raiders in World War II Volume I: From Graf Spee to Bismarck, 1939-1941 Routledge

This volume is a compendium of four Battle Summaries or Naval Staff Histories produced soon after the war by the Naval Historical Branch of the Admiralty. Originally classified and designed for internal use only, these histories are published here for the first time. The documents in this book cover the actions that resulted in the sinking or immobilising of the German warships "Bismarck" and "Graf Spee", and records the struggle to rid the seas of the menace of the armed merchant raiders.

While bookshelves groan with works on the capital ships of the German Third Reich, there is little in English devoted to their predecessors of the Second Reich, so this new book will fill a clear gap in its study of German cruisers of the period, from wooden-hulled corvettes, through the fusion of 'overseas' and 'home' vessels into the modern small cruisers that evolved and fought in the First World War. The book covers the full range of cruising vessels operated or ordered by the Imperial German Navy between 1871 and 1918, excluding the large cruisers, previously covered by the author's companion volume The Kaiser's Battlefleet. These include corvettes, avisos, sloops, torpedo cruisers, III- and IV-class cruisers and small cruisers, and are described and arranged in a chronological narrative. This includes both design and operational histories, the latter continuing down to the end of ships' service after the fall of Imperial Germany, and it is accompanied by an extensive selection of many rare photographs. The ships' technical details are tabulated in the second half of the book which also includes sketches of ships' internal layouts and armour and changes in appearance over time. The authors have made extensive use of archival material, particularly relating to the political and technical background to design and procurement, and present a developmental history of this ship class which is unique in the English language. It will have huge appeal to all those with an interest in the German navy and to those who have been waiting avidly for the sequel to The Kaiser's Battlefleet.

The Nineteenth century and after (London)

For its final battleship design Italy ignored all treaty restrictions on tonnage, and produced one of Europe's largest and most powerful capital ships, comparable with Germany's Bismarck class, similarly built in defiance of international agreements. The three ships of the Littorio class were typical of Italian design, being fast and elegant, but also boasting a revolutionary protective scheme – which was tested to the limits, as all three were to be heavily damaged in the hard-fought naval war in the Mediterranean; Roma had the unfortunate distinction of being the first capital ship sunk by guided missile. These important ships have never been covered in depth in English-language publications, but the need is now satisfied in this comprehensive and convincing study by two of Italy's leading naval historians. The book combines a detailed analysis of the design with an operational history, evaluating how the ships stood up to combat. It is illustrated with an amazing collection of photographs, many fine-line plans, and coloured artwork of camouflage schemes, adding up to as complete a monograph on a single class ever published. Among warship enthusiasts battleships enjoy a unique status. As the great success of Seaforth's recent book on French battleships proves, that interest transcends national boundaries, and this superbly executed study is certain to become another classic in the field.

This lavishly-illustrated volume, first published in 1976 and back by popular demand, presents the full story of the design and construction of every British battleship and battlecruiser class that served in World War II--from the Queen Elizabeth class to the Vanguard. Noted authors Alan Raven and John Roberts include a comprehensive review of each ship's initial configuration and refits as well as developments in weapons, gunnery, fire control, radar, protection, and propulsion. There are also sections devoted to combat actions involving British battleships and comparisons with battleships of other navies. Six hundred photographs and illustrations, including sixteen fold-out pages, complement the authoritative history of the vessels. For other books in the battleship series, see page 26.

The break of the German battleship Bismarck into the North Atlantic in May 1941 was one of the most dramatic episodes of World War II. It began with a battle between the Bismarck and the British battleship Prince of Wales and the heavy cruiser Hood. The Hood was blown to pieces, while the battered Prince of Wales managed to escape. The British then focused all of their resources on hunting the mighty German battleship and eventually brought her down.

A concise in depth technical reference covering all Soviet Capital Ship designs from 1933 to 1957. There are full sections on the Sevastopol, Imperatritsa Mariya, Archangelsk, and Novorossisk class Battleships. Included are sections on the never completed WWI era Izmail class Battlecruisers, as well as the WWII era P69 Kronstadt class Battlecruisers and P23 Sovetskaya Soyuz class Battleships. Coverage extends and the 'never ordered' P24 Variant XIII and III classes are featured. Also featured is full coverage of captured German and acquired Finnish Capital Ships. Coverage extends to proposed conversions of the damaged Poltava to a battlecruiser, and the unfinished P82 Stalingrad class ships to Guided Missile Battlecruisers. A complete illustrated chronology of Soviet Capital Ship operations is included and each ship has a fully illustrated Class Statistical Data and Chronology. This book covers in detail, every aspect of each ship's modifications and appearance changes. In addition there are

illustrated sections on armor systems, aircraft, radar, fire control directors, and camouflage. Illustrated with 28 original paintings, 59 line drawings, and 190 photographs.

“Outstanding . . . covers the major units starting with the Deutschland Class, through the Scharnhorst and Gneisenau, to the Bismarck and Tirpitz.” —WW2 Cruisers The Kriegsmarine's capital ships—Deutschland, Admiral Scheer, Graf Spee, Scharnhorst, Gneisenau, Bismarck, and Tirpitz—continue to generate intense interest among warship enthusiasts, despite the fact that no new source of information has been unearthed in decades. What has come to light, however, is a growing number of photographs, many from private albums and some that lay forgotten in obscure archives. These include many close-ups and onboard shots of great value to modelmakers, as well as rare action photos taken during wartime operations. This book is a careful selection of the best of these, but on a grand scale, with around one hundred images devoted to each ship, allowing in-depth coverage of its whole career, from launching and fitting out to whatever fate the war had waiting for it. For sake of completeness, there are even sections reproducing the various design studies that led to each class, while an appendix covers the uncompleted Graf Zeppelin, Germany's only attempt to build an aircraft carrier, the vessel which clearly displaced the battleship as the capital ship of the world's navies during the war. Essays on technical backgrounds and design origins by the well-known expert Siegfried Breyer and explanatory captions by Miroslaw Skwiot draw out the full significance of this magnificent collection of photos. “Highly recommended for those who wish to admire seven of the most magnificent warships built anywhere in the twentieth century. We will certainly never see their like again.” —Journal of the Australian Naval Institute

This is a compendium volume of three Battle Summaries or Naval Staff Histories produced soon after the war by the Naval Historical Branch of the Admiralty. Originally classified and designed for internal use only, these histories are published here for the first time. The documents in this book cover the actions during the period 1939-1941 that resulted in the sinking or immobilising of the German Warships Bismarck and Graf Spee, and record the struggle to rid the seas of the menace of the armed merchant raiders.

The five volumes that constitute Arthur Marder's *From the Dreadnought to Scapa Flow* represented arguably the finest contribution to the literature of naval history since Alfred Mahan. A J P Taylor wrote that 'his naval history has a unique fascination. To

A man, a ship, a crew, and the world at war—the ideal setting to examine the life of a captain suffering from PTSD in an age that considered it cowardice. An impressive but flawed Horatio Hornblower emerges in the opening phases of World War II. Captain Sheppard McCloud, a captain among captains, valiantly fought the Japanese at Pearl Harbor. Nearly losing a leg and now haunted by the deaths of many of his previous crew, Sheppard must rise above his trauma to meet the navy's expectations of their hero. Still recovering from his physical wounds, Sheppard is handpicked to command the United States' latest capital ship. The strategic situation in the Atlantic is critical with a German task force set to sortie from France bent on raiding the vital English convoys. The only force capable of meeting them is a scratch American effort that includes the Argonne and only Sheppard is considered capable enough to command her and overcome the odds. Burdened by his injuries and the immediate need to understand his new ship and assignment, Sheppard must use his leadership skills to forge a team from his officers and men. Interesting personalities and backgrounds create challenges and dilemmas Sheppard must overcome. When the American task force sails, they are ambushed by a German submarine. Sunk in the fight by Sheppard's scout planes, the U-boat's commanding officer is captured. Using subterfuge, Sheppard and his Marines gain critical intelligence for the war in the Atlantic and the impending German sortie. Unknown to the Americans, British forces also sail from Gibraltar. Horrifically a blue on blue situation develops as Argonne and her sister ship Belleau Wood engage an enemy intelligence predicted for this time and place. Total disaster looms when an admiral's son courageously intervenes at the risk of what little is left of his professional reputation. During the engagement, Argonne's heavy guns are found to be misaligned and Sheppard's primary weapon is ineffective and uncorrectable as the impending showdown with the Germans comes ever closer. An American air attack is repulsed by German fighters. The success or failure of the American mission now depends on a gun action between American and German capital ships. Of the two Americans, one (the Argonne) is of limited effectiveness and the other is incompetently commanded. In a desperate attempt to save the day, Sheppard initiates a creative plan using his aircraft to cripple the Germans, resulting in the horrific death of thousands of sailors including the German admiral's son. Sheppard knows his plan could leave him open to charges as a war criminal, but the attack must be executed to save England as well as the American and British task forces. The novel ends with Sheppard's tactical success, but troubled further by the methods he was forced to employ. Throughout, the environment of World War II naval action has been carefully researched and faithfully presented. The interaction between Sheppard and his crew is the heart of the novel as the primary character struggles to hide his PTSD from seaman and admiral alike. A unique character identified only as “she” provides mystery and an occasional narrative voice. Though the allies were successful in preventing the Germans from raiding convoys, in the process Sheppard has made a personal enemy—the German admiral—who swears vengeance on his son's killer. Follow on novels have been drafted and professionally appraised with glowing comments. Though the action and environment will be easily recognized by veterans as accurate, an alternative history provides drama with outcomes unknown to WWII aficionados.

A highly detailed study of the World War II German battleship that sparred with the British Royal Navy from 1939–43. The Kriegsmarine's Scharnhorst was a German capital ship, described either as a battleship or battlecruiser, and the lead ship of her class, which included one other ship, Gneisenau. She was launched on 3 October 1936 and completed in January 1939, armed with nine 28cm C/34 guns in three triple turrets. She operated with Gneisenau for much of the early portion of World War II, including sorties into the Atlantic to raid British merchant shipping. They took part in Operation Weserübung (April–June 1940), the German invasion of Norway during which they sank the aircraft carrier HMS *Glorious* and her escort destroyers *Acasta* and *Ardent*. Scharnhorst also sank HMS *Rawalpindi* in November 1939. In early 1943, Scharnhorst joined the Tirpitz in Norway to intercept Allied convoys to the Soviet Union. On a sortie from Norway to attack a convoy, the German force was intercepted by British ships and during the Battle of the North Cape (26 December 1943), HMS *Duke of York* and her escorts sank Scharnhorst and most of her crew was lost. This is the most comprehensive examination of Scharnhorst ever published, drawing on new research and technology to tell the full story of the ship. It includes a complete set of detailed line drawings with fully descriptive keys and full-

color artwork, supported by technical details, photographs, and text on the building of the ship, as well as a record of her service history.

[Copyright: 1afecbced501f726c8d15826fef54b0c](#)