

Battle Cruisers: A History 1908 48

“ A wonderfully illustrated biography ” of one of history ’ s greatest warships whose sinking “ signaled the end of the surety that Britannia ruled the waves ” (War History Online). Unmatched for beauty, unequalled for size, for twenty years the HMS Hood was the glory ship of the Royal Navy, flying the flag across the world in the twilight years of the British Empire. Here, in words, photos and color illustrations, is the story of her life, her work and her people from keel-laying on the Clyde in 1916 to destruction at the hands of the Bismarck in 1941. Among the eye-catching strengths of the book is a unique gallery of photos, including stills from a recently discovered piece of color footage of the ship, plus a spectacular set of computer-generated images of both the exterior and interior by the world ’ s leading exponent of the art—a man who worked with the film director James Cameron (of Titanic fame). A wealth of new information on Hood ’ s structure and operation make it essential reading for the enthusiast, modeler and historian alike. Hugely successful from its first publication, this is the third printing of the ultimate book on the ultimate ship of the pre-war era. “ The most comprehensive study of a modern warship ever undertaken. ” —Warship World

This new book reviews critically recent studies of fire control, and describes the essentials of naval gunnery in the dreadnought era. With a foreword by Professor Andrew Lambert, it shows how, in 1913, the Admiralty rejected Arthur Pollen's Argo system for the Dreyer fire control tables. Many naval historians now believe that, consequently, British dreadnoughts were fitted with a system that, despite being partly plagiarised from Pollen's, was inferior: and that the Dreyer Tables were a contributory cause in the sinking of Indefatigable and Queen Mary at Jutland. This book provides new and revisionist accounts of the Dreyer/Pollen controversy, and of gunnery at Jutland. In fire control, as with other technologies, the Royal Navy had been open, though not uncritically, to innovations. The Dreyer Tables were better suited to action conditions (particularly those at Jutland). Beatty's losses were the result mainly of deficient tactics and training: and his battlecruisers would have been even more disadvantaged had they been equipped by Argo. It follows the development of the Pollen and Dreyer systems, refutes the charges of plagiarism and explains Argo's rejection. It outlines the German fire control system: and uses contemporary sources in a critical reassessment of Beatty's tactics throughout the Battle of Jutland.

For over twenty years the battlecruiser HMS 'Hood' toured the world as the most iconic warship in the Royal Navy. Unmatched in her beauty and charisma, 'Hood' is one of history's greatest warships. During the twilight years of the British Empire the 'Hood' toured the world showing the flag as a symbol of British power. As the Royal Navy's show-ship, 'Hood' came to command a special place in the hearts and minds of the British public. Such was the regard for HMS 'Hood' that her destruction in the Denmark Strait on the morning of 24 May 1941 by the German battleship 'Bismarck' created dismay across the world. Within minutes of entering battle 'the Mighty Hood' as she was affectionately known, was destroyed by a catastrophic explosion which had echoes of Jutland a quarter of a century earlier. Out of a crew of a crew of 1,418, only 3 survived. The sinking of HMS 'Hood' was the single largest disaster ever sustained by the Royal Navy. This book charts the life and death of this legendary battlecruiser in both peace and war from her early origins, through the interwar years, to her destruction.

A gripping chronicle of the personal and national rivalries that led to the twentieth century ’ s first great arms race, from Pulitzer Prize winner Robert K. Massie With the biographer ’ s rare genius for expressing the essence of extraordinary lives, Massie brings to life a crowd of glittery figures: the single-minded Admiral von Tirpitz; the young, ambitious Winston Churchill; the ruthless, sycophantic Chancellor Bernhard von Bülow; Britain ’ s greatest twentieth-century foreign secretary, Sir Edward Grey; and Jacky Fisher, the eccentric admiral who revolutionized the British navy and brought forth the first true battleship, the H.M.S. Dreadnought. Their story, and the story of the era, filled with misunderstandings, missed opportunities, and events leading to unintended conclusions, unfolds like a Greek tragedy in this powerful narrative. Intimately human and dramatic, Dreadnought is history at its most riveting. Praise for Dreadnought “ Dreadnought is history in the grand manner, as most people prefer it: how people shaped, or were shaped by, events. ” —Time “ A classic [that] covers superbly a whole era . . . engrossing in its glittering gallery of characters. ” —Chicago Sun-Times “ [Told] on a grand scale . . . Massie [is] a master of historical portraiture and anecdote. ” —The Wall Street Journal “ Brilliant on everything he writes about ships and the sea. It is Massie ’ s eye for detail that makes his nautical set pieces so marvelously evocative. ” —Los Angeles Times

The Mariner's Mirror

A Naval History of the First World War

British Battlecruisers 1905-1920

The Battle of Jutland

The Great War at Sea

THE GREAT WAR COLLECTION – The Battle of Jutland, The Battle of the Somme & Nelson's History of the War (9 Books in One Volume)

Pictorial History of the World War

Scapegoat: The Death of Prince of Wales and Repulse' is a radical new account of one of Britain's greatest naval disasters. Making full use of modern research and unaccess to private family papers, it suggests that Admiral Sir Tom Phillips, the commander of the so-called 'Force Z', was made the scapegoat for a battle in which he

blameless, and that Winston Churchill, the Admiralty and chronic failures in ship design and Intelligence were what sank the ships. The book also shows what a very close thing the sinkings were, and how Japanese success depended on them having luck on their side. 'Scapegoat' is a convincing attempt to right a wrong that has been allowed to stand for over 70 years, as well as a prime illustration of the way in which the Establishment always protects itself first.

This book analyzes the world of 1914 by combining the approaches of traditionalist hermeneutics and 20th century geopolitics. The juxtaposition of these two frameworks incorporated in the principles of Sacred Geography and Sea Power, allows for a Traditionalist perspective on the choices facing the Ten Great Powers on the eve of the Great War. The book's multifaceted approach follows the iconoclastic "culture critique" method of the Traditional School that was developed by René Guénon, Frithjof Schuon and Julius Evola; it shows the pre-war world as essentially different from the post-war world. Thus, the Ten Great Power protagonists of the Great War may be understood on their own terms, rather than through a backward projection of politically-correct values on the existentially different human life-world of 1914. Dislodging the historical-materialist "progress" premise that underpins contemporary academic historiography, this book reasserts the highest claim of the Art of History: meta-narrative meaning.

This carefully crafted ebook: "THE GREAT WAR COLLECTION – The Battle of Jutland, The Battle of the Somme & Nelson's History of the War (9 Books in One Volume)" is formatted for your eReader with a functional and detailed table of contents. John Buchan (1875-1940) was a Scottish novelist, historian and also served as Canada's first Governor General. With the outbreak of the First World War, Buchan worked as a correspondent in France for The Times. Content: Days to Remember: The British Empire in the Great War The Battle of Jutland The Battle of the Somme, First Phase The Battle of the Somme, Second Phase Nelson's History of the War (Volumes I-V) "The definite history of the war is not now to be written, or for many a day. Still it may be possible to disentangle from this struggle of armed nations over hundreds of miles some explicit narrative which may help all of us who are hungering for help and guidance. At present we do not authentically know even the subtle causes which produced this convulsion over half the world. What is on the surface is clear enough, but it is what is under the surface that matters. I am reluctant to believe in a diabolical and cold-blooded scheme to bring about the war; at least, this does not seem to be proved. We must, then, I think, suspend our judgment as to the real causes of war till time and documents give us the clue. Perhaps the most pregnant word "mobilization" may explain much. Meanwhile we can only conjecture by the light of a few facts..." (Excerpt; Nelson's History of the War)

In a work of extraordinary narrative power, filled with brilliant personalities and vivid scenes of dramatic action, Robert K. Massie, the Pulitzer Prize-winning author of *The Great Game*, *The Great Sea*, *The Great North*, *The Great South*, *The Great East*, *The Great West*, *The Great North*, *The Great South*, *The Great East*, and *The Great West*, elevates to its proper historical importance the role of sea power in the winning of the Great War. The predominant image of this first world war is of mud and trenches, barbed wire, machine guns, poison gas, and slaughter. A generation of European manhood was massacred, and a wound was inflicted on European civilization that required the remainder of the twentieth century to heal. But with all its sacrifice, trench warfare did not win the war for one side or the other. Over the course of four years, the lines on the Western Front moved scarcely at all; attempts to break through led only to the lengthening of the already unending long casualty lists. For the true story of military upheaval, we must look to the sea. On the eve of the war in August 1914, Great Britain and Germany possessed the two greatest navies the world had ever seen. When war came, these two fleets of dreadnoughts—gigantic floating castles of steel able to hurl massive shells at an enemy miles away—were ready to test their terrible power against each other. Their struggles took place in the North Sea and the Pacific, at the Falkland Islands and the Dardanelles. They reached their climax when Germany, suffocated by an implacable naval blockade, decided to strike against the British ring of steel. The result was Jutland, a titanic clash of fifty-eight dreadnoughts, each the home of a thousand men. When the German High Seas Fleet retreated, the kaiser unleashed unrestricted U-boat warfare, which, in its indiscriminate violence, brought a reluctant America into the war. In this way, the German effort to "seize the trident" by defeating the British navy led to the fall of the German empire. Ultimately, the distinguishing feature of *Castles of Steel* is the author himself. The knowledge, understanding, and literary power Massie brings to this story are unparalleled. His portrayals of Winston Churchill, the British admirals Fisher, Jellicoe, and Beatty, and the Germans Scheer, Hipper, and Tirpitz are stunning in their veracity and artistry. *Castles of Steel* is about war at sea, leadership and command, courage, genius, and folly. All these elements are given magnificent scope by Robert K. Massie's special and widely admired literary mastery. BONUS: This edition contains an excerpt from Robert K. Massie's *Catherine the Great*.

Sacred Vessels

New Crusade

HMS Hood

British Battlecruisers, 1905-1920

Researching World War I

The Battlecruiser

Catalogue of Copyright Entries: Books, Dramatic Compositions, Maps and Charts

In 1908 the most incredible naval arms race in history began. Flush with cash from rubber and coffee, Brazil decided to order three of the latest, greatest category of warship available – the dreadnought battleship. One Brazilian dreadnought by itself could defeat the combined gunnery of every other warship of all the other South American nations.

Brazil's decision triggered its neighbour Argentina to order its own brace of dreadnoughts, which in turn forced Chile (which had fought boundary disputes with Argentina) to order

some. In the process, the South American dreadnought mania drove the three participants nearly into insolvency, led to the bankruptcy of a major shipyard, and triggered a chain of events which led Turkey to declare war on Great Britain. It also produced several groundbreaking dreadnought designs and one of the world's first aircraft carriers.

The Battle of Jutland was the greatest naval engagement of the First World War, if not any war. Admiral Scheer had adopted a policy of launching attacks against the British coast. What he did not know was that the British had broken his naval codes and that they knew of his plans. Consequently, when Scheer threw his entire fleet in a mission to attack the British mainland in May 1916, he could not know that the Royal Navy at Scapa Flow were underway. This is a fresh account of this greatest naval engagement, it offers fascinating insight into the events preceding the action, the tactics during the battle and the political and military fall-out. The book draws on released official records and personal accounts. Jellicoe failed to ensnare Scheer and the bulk of the German fleet which escaped battered, but intact. The Germans knew however that despite their great fleet, it was the Royal Navy that controlled the North Sea.

Fast cruisers, the eyes of the fleet, were the standard-bearers of empire, the ultimate warships of gunboat diplomacy—no other vessel class was so well equipped to serve as both a working war machine and a projection of national might.

"The battlecruisers, brainchild of Admiral Sir John Fisher, combined heavy guns and high speed in the largest hulls of their era. Conceived as 'super-cruisers', to hunt down and destroy commerce raiders, their size and gun-power led to their inclusion in the battlefleet as a fast squadron of capital ships. This book traces the development of Fisher's original idea into the first battlecruiser *Invincible* of 1908, through to the 'Splendid Cats' of the *Lion* class, and culminating in *HMS Hood* in 1918, the largest warship in the world for the next twenty years. The origins of the unusual 'light battlecruisers' *Courageous*, *Glorious* and *Furious*, later to find fame as aircraft carriers, are also covered. The problems the class suffered are also examined, including the catastrophic loss of three battlecruisers at Jutland in 1916." "The developmental history of the battlecruisers is complemented by chapters covering machinery, armament and armour and a full listing of important technical information. With its superb plans and drawings and entirely original research, this book is essential reference for all naval historians, enthusiasts and modelmakers with an interest in the most charismatic and controversial warships of the battleship era."--BOOK

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Castles of Steel

Britain, Germany, and the Coming of the Great War

Pride of the Royal Navy

An Illustrated History of Their Impact

How the Allies Hunted and Destroyed Hitler's Warships

The Royal Navy in the First World War

The Battlecruiser HMS Hood

Lists annotations related to the role of the Royal Navy in World War II, categorized by naval campaigns and significant battles, allied and axis forces, and writings such as correspondence and poetry.

The period between the mid-1880s and the First World War was the high point of the navalist movement - but the idea of 'navalism' took many forms, and meant different problems and different solutions to various groups within British society and the British government. *New Crusade* examines one form of the British navalist movement: directed navalism. As opposed to the broader cultural conception of British naval power, directed navalism consisted of a cooperative, symbiotic working relationship between three elite and self-selecting groups: serving naval officers (professionals), naval correspondents and editors working for national newspapers and periodicals (press), and members of Parliament who dealt with naval issues (politicians). Directed navalism meant agitation for a specific, achievable goal. It was the bedrock upon which the more popular and ultimately more successful cultural navalism of fleet reviews and music halls was built. Though directed navalism collapsed before the First World War, it was extraordinarily successful in its time, and it was a necessary precursor for the creation of a national discourse in which cultural navalism could thrive. Its rise and fall is the story of this book.

Discusses the historical changes from which the European wars of the twentieth century emerged, examining international relations, political and social changes, and the effects of industrialization on the world

The brainchild of Admiral Sir John Fisher, battlecruisers combined heavy guns and high speed in the largest hulls of their era. Conceived as "super-cruisers" whose job it was to hunt down and destroy commerce raiders, their size and gun-power led to their inclusion in the battlefleet as a fast squadron of capital ships. This book traces in detail the development of Fisher's original idea into the first battlecruiser *Invincible* of 1908, through to the "Splendid Cats" of the *Lion* class, and culminating in *HMS Hood* in 1920, the largest warship in the world for the next twenty years. The origins of the unusual "light battlecruisers" of the *Courageous* type are also covered. The well-publicized problems of British battlecruisers are examined, including the

latest research throwing light on the catastrophic loss of three of the ships at the Battle of Jutland. The developmental history is backed by chapters covering machinery, armament, and armor, with a full listing of important technical data. The comprehensive collection of illustrations includes the author's superb drawings and original Admiralty plans reproduced in full color. This revised and updated edition of the classic work first published in 1997 will be welcomed by anyone with an interest in the most charismatic and controversial warships of the dreadnought era.

Warships of the Great War Era

Selected Works from the Acclaimed War Correspondent about World War I Greatest Battles & Strategies , Including His Personal Perspective and Experience During the War

A Handbook

The Cult of the Battleship and the Rise of the U.S. Navy

Battle-cruisers

Dreadnought Gunnery and the Battle of Jutland

The Question of Fire Control

World War One was the cause, catalyst, trigger and accelerator of revolutionary change on an unprecedented scale. This is an indispensable new introduction to the global history of the conflict and its revolutionary consequences from the war's origins to the making of peace and across all of its theatres, including the home fronts and the war at sea. Lawrence Sondhaus sets out a new framework for understanding key themes such as the war aims which inspired the belligerents, the technological developments that made the war so deadly for those in uniform, and the revolutionary pressures that led to the collapse of the Romanov, Habsburg and Ottoman empires. He also highlights the war's transformative effects on societal norms and attitudes, gender and labour relations, and international trade and finance. The accessible narrative is supported by chronologies, personal accounts, guides to key controversies and debates, and numerous maps and photographs.

This is the most comprehensive study yet in the English language of the German Imperial Navy's battlecruisers that served in the First World War. Known as Panzerkreuzer, literally 'armoured cruiser', the eight ships of the class were to be involved in several early North Sea skirmishes before the great pitched battle of Jutland where they inflicted devastating damage on the Royal Navy's battlecruiser fleet. In this new book the author details their design and construction, and traces the full service history of each ship, recounting their actions, largely from first-hand German sources and official documents, many previously unpublished in English. 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 details of damage sustained in action and many aspects of their design can be viewed in close up. A superb series of full-colour, specially-commissioned computer graphics show full length profiles and top-down views of each ship in precise and clear detail. This stunning book is a major new contribution to German naval history in this country and will become a 'must-have' volume on the shelves of historians, enthusiasts and modellers and indeed for anyone interested in the navies of the First World War and steel warships in general.

The battlecruiser was a type of capital ship of the first half of the 20th century. They were similar in displacement, armament and cost to battleships, but differed slightly in form and balance of attributes.

Combining meticulous research with a novelist's flair for storytelling, this book vividly describes the life and times of the sixteen battle-cruisers built for the Royal Navy and Royal Australian Navy.

The First World War was the first real time in 100 years that the reputation of the British Royal Navy was put on the line in defence of the country. This book tells of the creation and development of the Grand Fleet under the drive of the energetic and charismatic admiral of the fleet 'Jacky' Fisher, who modernised the navy with the introduction of the revolutionary Dreadnought battleship. This type of vessel in particular made other nations' battleships obsolete, created a powerful weapon for the defence of Empire and trade, and finally defeated the designs of Kaiser William III. Using unique technical drawings rendered by the author, the history of the Grand Fleet is told in accessible narrative style, with outstanding technical detail which will satisfy naval enthusiasts.

The Royal Navy in World War Two

Scapegoat

South American Battleships 1908 – 59

US Navy Battleships 1895 – 1908

Catalog of Copyright Entries

Battlecruisers

With the Call to action stations in August 1914, the Royal Navy faced its greatest test since the time of Nelson. This classic history of the Great War at sea combines graphic and stirring accounts of all the principal naval engagements - battles overseas, in home waters and, for the first time, under the sea - with analysis of the strategy and tactics of both sides. Geoffrey Bennett brings these sea battles dramatically to life, and confirms the Allied navies' vital contribution to victory. 'Strongly recommended' RUSI Journal 'Excellent balanced accounts and judgements' Richard Hough

The National Maritime Museum in Greenwich houses the largest collection of scale ship models in the world, many of which are contemporary artifacts made by the craftsmen of the navy or the shipbuilders themselves, ranging from the mid-seventeenth century to the present day. Treated as historical evidence, they offer far more detail than even the best plans or the finest marine paintings. This book features a selection of over one hundred ship models, all in full color, of the various classes of warship that fought in the First World War, from dreadnoughts to coastal motor boats, including many close-up views. These color photos are captioned in depth, and many are also annotated to note interesting or unusual features. Although pictorial in emphasis, the book weaves the pictures into an authoritative text, producing an unusual and attractive form of technical history.

The brainchild of Admiral Sir John Fisher, battlecruisers combined heavy guns and high speed in the largest hulls of their era. Conceived as super-cruisers to hunt down and destroy commerce raiders, their size and gun-power led to their inclusion in the battlefleet as a fast squadron of capital ships. This book traces in detail the development of Fisher's original

idea into first battlecruiser Invincible of 1908, through to the Splendid Cats of the Lion class, and culminating in HMS Hood in 1920, the largest warship in the world for the next twenty years. The origins of the unusual light battlecruisers of the Courageous type are also covered.

This is a major new naval history of the First World War which reveals the decisive contribution of the war at sea to Allied victory. In a truly global account, Lawrence Sondhaus traces the course of the campaigns in the North Sea, Atlantic, Adriatic, Baltic and Mediterranean and examines the role of critical innovations in the design and performance of ships, wireless communication and firepower. He charts how Allied supremacy led the Central Powers to attempt to revolutionize naval warfare by pursuing unrestricted submarine warfare, ultimately prompting the United States to enter the war. Victory against the submarine challenge, following their earlier success in sweeping the seas of German cruisers and other surface raiders, left the Allies free to use the world's sea lanes to transport supplies and troops to Europe from overseas territories, and eventually from the United States, which proved a decisive factor in their ultimate victory.

Brazil, Argentina, and Chile's great dreadnought race

Britain, Germany, and the Winning of the Great War at Sea

Naval Battles of the First World War

The Death of Prince of Wales and Repulse

A Traditionalist History of the Great War, Book II

The Mediterranean Naval Situation, 1908-1914

The Global Revolution

Battle-cruisers A History, 1908-48
The Battlecruiser A History From 1908 To 1948: Battle Cruiser Sc2

With provocative insight and wit, this myth-shattering book offers an irreverent history of the modern battleship and its place in American history, from the sinking of the coal-fueled Maine in 1898 to the deployment of the cruise missile-armed Missouri in the Persian Gulf War of 1991. "Breezy, iconoclastic, and readable".--The Observer. Halftone illustrations.

From the acclaimed military history author, this action-packed World War II history describes the Allies' brutal naval engagements and daring harbor raids to destroy the backbone of Hitler's surface fleet. The sea had become a mass grave by 1941 as Hitler's four capital warships -- Scharnhorst, Gneisenau, Tirpitz, and Bismarck, the largest warship on the ocean -- roamed the wind-swept waves, threatening the Allied war effort and sending thousands of men to the icy depths of the North Atlantic. Bristling with guns and steeled in heavy armor, these reapers of the sea could outrun and outgun any battleship in the Allied arsenal. The deadly menace kept Winston Churchill awake at night; he deemed them "targets of supreme consequence." The campaign against Hitler's surface fleet would continue into the dying days of World War II and involve everything from massive warships engaged in bloody, fire-drenched battle to daring commando raids in German occupied harbors. This is the fast-paced story of the Allied bomber crews, brave sailors, and bold commandoes who "sunk the Bismarck" and won a hard-fought victory over Hitler's iron sea. Using official war diaries, combat reports, eyewitness accounts and personal letters, Simon Read brings the action and adventure to vivid life. The result is an enthralling and gripping story of the Allied heroes who fought on a watery battlefield.

Discusses secondary historical literature dealing with World War I, with essays organized by country or region and chapters dealing with topics such as the war at sea, air war, the mobilization of industry, and new military technology.

World War I - 9 Book Collection: Nelson's History of the War, The Battle of Jutland & The Battle of the Somme

The Lessons of History

An Illustrated Biography, 1916-1941

An Annotated Bibliography

The Iron Sea

The Naval History of the World War ...: Offensive operations, 1914-1915

Cruisers and Battle Cruisers

This carefully edited collection has been designed and formatted to the highest digital standards and adjusted for readability on all devices. The edition incorporates an interactive table of contents, footnotes and other information relevant to the content which makes the reading experience meticulously organized and enjoyable. Table of Contents: Days to Remember: The British Empire in the Great War The Battle of Jutland The Battle of the Somme, First Phase The Battle of the Somme, Second Phase Nelson's History of the War (Volumes I-V) "The definite history of this war is not now to be written, or for many a day. Still it may be possible to disentangle from this struggle of armed nations over hundreds of miles some explicit narrative which may help all of us who are hungering for help and guidance. At present we do not authentically know even the subtle causes which produced this convulsion over half the world. What is on the surface is clear enough, but it is what is under the surface that matters. I am reluctant to believe in a diabolical and cold-blooded scheme to bring about war at this time; at least, this does not seem to be proved. We must, then, I think, suspend our judgment as to the real causes of war till time and documents give us the clue. Perhaps the pregnant word "mobilization" may explain much. Meanwhile we can only conjecture by the light of a few facts..." (Excerpt; Nelson's History of the War) John Buchan (1875-1940) was a Scottish novelist, historian and also served as Canada's Governor General. With the outbreak of the First World War, Buchan worked as a correspondent in France for The Times.

The Battle of Jutland: At the end of May 1916, a chance encounter with Admiral Hipper's battlecruisers has enabled Beatty to lead the German Battle Fleet into the jaws of Jellicoe's greatly superior force, but darkness had allowed Admiral Scheer to extricate his ships from a potentially disastrous situation. Though inconclusive, at the Battle of Jutland the German Fleet suffered so much damage that it made no further attempt to challenge the Grand Fleet, and the British blockade remained unbroken. Captain Bennett has used sources previously unavailable to historians in his reconstruction of this controversial battle, including the papers of Vice-Admiral Harper explaining why his official record of the battle was not published until 1927, and the secret "Naval Staff Appreciation" of 1922 whose criticism were so scathing that it was never issued to the Fleet. Also included are numerous battle plans, photographs and an introduction by Bennett's son. 2006 is the 90th anniversary of the battle.

During the early part of the twentieth century all the Mediterranean powers were transforming or at least expanding their navies from mere coastal defense forces to modern war machines, thus adding to a highly unstable political situation. The naval challenge of the Triple Alliance to Britain and especially to France was a serious one. Indeed, this study demonstrates that the Mediterranean situation had great influence on the plans and estimates of the British Admiralty. Paul G. Halpern has uncovered new material in London, Paris, Rome, and Vienna that helps to explain the plans and dispositions of Entente and Triple Alliance forces at the outbreak of the war.

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

A History, 1908-48

The Grand Fleet 1914-19

Current History

German Battlecruisers of World War One

Their Design, Construction and Operations

The Times History of the War

A History in Ship Models