

*Dreadnought Britain Germany And The Coming Of The Great War*

**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.**

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**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 anecdotage."—The**

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**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**

**A gripping chronicle of the personal and political rivalries from the birth of Queen Victoria to the unification of Germany during the decades leading up to WW1 from Pulitzer Prize winner Robert K. Massie 2018 marks the centenary of the end of the First World War. How did it all begin? With the biographer's rare genius for expressing the essence of extraordinary lives, Massie brings to life a crowd of glittering figures: 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 revolutionised the British Navy and brought forth the battleship, H.M.S. Dreadnought. Their story, and the story of the era, filled with misunderstanding and tensions, 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. 'History at its best, a fantastic mix of anecdote, observation**

**and intelligent thinking' Dan Snow, Daily Express**

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

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**the design and development of these opposing capital ships, and describes the epic clashes on the high seas that ended with the destruction of the Kriegsmarine's major naval assets.**

**From the Yorkshire Raid to Jutland**

**Treason in the Blood**

**British Dreadnought vs German Dreadnought**

**The Pre-dreadnought Era and the Origins of the First World War**

**Jutland 1916**

**The Ship that Changed the World**

**Nicholas and Alexandra**

From colonial disputes, secret treaties with former foes, high-wire diplomacy, and tit-for-tat building of the terrifyingly powerful dreadnought battleships. DREADNOUGHT is a dramatic re-creation of the diplomatic and military brinkmanship that preceded, and made inevitable, the outbreak of the first world war. Massie brings to vivid life such historical figures as the single-minded Admiral von Tirpitz, the young, ambitious, Winston Churchill, the ruthless, sycophantic Chancellor Bernhard von Bulow, and many others. The relationship between Queen Victoria and Kaiser Wilhelm is particularly intriguing. Wilhelm's admiration, and even envy, for everything British, was to play an important part in the events to come. Their story, and the story of the era, filled with misunderstandings,

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missed opportunities, and events leading to unintended conclusions, unfolds like a Greek tragedy in his powerful narrative. Intimately human and dramatic, DREADNOUGHT is history at its most riveting.

Foreword by Admiral Sir John Woodward. When published in hardcover in 1997, this book was praised for providing an engrossing education not only in naval strategy and tactics but in Victorian social attitudes and the influence of character on history. In juxtaposing an operational with a cultural theme, the author comes closer than any historian yet to explaining what was behind the often described operations of this famous 1916 battle at Jutland. Although the British fleet was victorious over the Germans, the cost in ships and men was high, and debates have raged within British naval circles ever since about why the Royal Navy was unable to take advantage of the situation. In this book Andrew Gordon focuses on what he calls a fault-line between two incompatible styles of tactical leadership within the Royal Navy and different understandings of the rules of the games.

The author of *Blitzkrieg* covers one of the most dramatic events of the Second World War in an “outstanding book about naval warfare” (*World War II History*). When the German battleship *Bismarck*—a masterpiece of engineering, well-armored with a main artillery of eight 15-inch guns—left the port of *Gotenhafen* for her first operation on the night of May 18, 1941, the British battlecruiser *Hood* and the new battleship *Prince of Wales* were

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ordered to find her quickly, as several large convoys were heading for Britain. On May 24, Bismarck was found off the coast of Greenland, but the ensuing battle was disastrous for the British. The Hood was totally destroyed within minutes, with only three crewmen surviving, and Prince of Wales was badly damaged. The chase resumed until the German behemoth was finally caught, this time by four British capital ships supported by torpedo-bombers from the carrier Ark Royal. The icy North Atlantic roiled from the crash of shellfire and bursting explosions until finally the Bismarck collapsed, sending nearly two thousand German sailors to a watery grave. Tamelander and Zetterling's work rests on stories from survivors and the latest historical discoveries. The book starts with a thorough account of maritime developments from 1871 up to the era of the giant battleship, and ends with a vivid account, hour by hour, of the dramatic and fateful hunt for the mighty Bismarck, Nazi Germany's last hope to pose a powerful surface threat to Allied convoys. "Exciting story-telling . . . recreat[es] the thrill of the hunt." —International Journal of Maritime History "[An] epic sea chase and its vivid, human details." —World War II NEW YORK TIMES BESTSELLER • An "absorbing" (Los Angeles Times) biography of one of the most remarkable, powerful, and captivating women in Russian history—from the Pulitzer Prize-winning author of Peter the Great, Nicholas and Alexandra, and The Romanovs "[A] compelling portrait not just of a Russian titan, but also of a flesh-and-blood woman." —Newsweek NAMED ONE OF THE BEST BOOKS OF THE YEAR BY

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The New York Times • The Washington Post • USA Today • The Boston Globe • San Francisco Chronicle • Chicago Tribune • Salon • Vogue • St. Louis Post-Dispatch • The Providence Journal Robert K. Massie returns with another masterpiece of narrative biography, the extraordinary story of an obscure German princess who became Catherine the Great. Born into a minor noble family, Catherine transformed herself into empress of Russia by sheer determination. For thirty-four years, the government, foreign policy, cultural development, and welfare of the Russian people were in her hands. She dealt with domestic rebellion, foreign wars, and the tidal wave of political change and violence churned up by the French Revolution. Catherine's family, friends, ministers, generals, lovers, and enemies—all are here, vividly brought to life. History offers few stories richer than that of Catherine the Great. In this book, an eternally fascinating woman is returned to life.

The Late Victorian Navy

Catherine the Great: Portrait of a Woman

The Romanovs: The Final Chapter

Admiralty Plans to Protect British Trade in a War Against Germany

The Admiralty, Germany, and the Home Fleet, 1896–1914

The Struggle for Recognition in International Relations

1941–43



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*A dual biography of Kim Philby, the most remarkable double agent in recent history, and his mentor-father, an intellectual and adventurer who shaped his son's destiny, includes numerous interviews, private papers, KGB memoranda, and never-before-seen photographs. 35,000 first printing. \$35,000 ad/promo.*

*HMS Dreadnought (1906) is closely associated with the age of empire, the Anglo-German antagonism and the naval arms race before the First World War. Yet it was also linked with a range of other contexts - political and cultural, national and international - that were central to the Edwardian period. The chapters in this volume investigate these contexts and their intersection in this symbolically charged icon of the Edwardian age. In reassessing the most famous warship of the period, this collection not only considers the strategic and operational impact of this 'all big gun' battleship, but also explores the many meanings Dreadnought had in politics and culture, including national and imperial sentiment, gender relations and concepts of masculinity, public spectacle and images of technology, and ideas about modernity and decline. The volume brings together historians from different backgrounds, working on naval and technological history, politics and international relations, as well as culture and gender. This diverse approach to the subject ensures that the book offers a timely revision of the Dreadnought and the Edwardian Age.'*

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*The battleship era began with the launch of HMS Dreadnought in 1906 and ended when air power became the dominant force. Many battleships remain household names and the losses of the Hood, Bismarck, Yamato and Arizona still echo through the decades because of their fascinating stories.*

*No description available.*

*Jutland and British Naval Command*

*British Colonial Defense in the Great War*

*The Price of Admiralty*

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

*Warship Builders*

*The Pity of War*

*Castles of Steel*

The story of the love that ended an empire In this commanding book, Pulitzer Prize-winning author Robert K. Massie sweeps readers back to the extraordinary world of Imperial Russia to tell the story of the Romanovs' lives: Nicholas's political naïveté, Alexandra's obsession with the corrupt mystic Rasputin, and little Alexis's brave struggle with hemophilia. Against a lavish backdrop of luxury and intrigue, Massie unfolds a powerful drama of passion and history—the story of a doomed empire and the death-marked royals who watched it crumble. BONUS: This edition

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contains an excerpt from Robert K. Massie's Catherine the Great. Praise for Nicholas and Alexandra “A larger-than-life drama.”—Saturday Review “A moving, rich book . . . [This] revealing, densely documented account of the last Romanovs focuses not on the great events . . . but on the royal family and their evil nemesis. . . . The tale is so bizarre, no melodrama is equal to it.”—Newsweek “A wonderfully rich tapestry, the colors fresh and clear, every strand sewn in with a sure hand. Mr. Massie describes those strange and terrible years with sympathy and understanding. . . . They come vividly before our eyes.”—The New York Times “An all-too-human picture . . . Both Nicholas and Alexandra with all their failings come truly alive, as does their almost storybook romance.”—Newsday “A magnificent and intimate picture . . . Not only the main characters but a whole era become alive and comprehensible.”—Harper’s

More than the story of the intense battleship-building competition between Great Britain and Imperial Germany before the First World War, this is a study in envy: Kaiser Wilhelm II, grandson of Queen Victoria, reflected Prusso-German resentment at Britain's world power, and longed for a fleet to rival the Royal Navy. It is a fact, disgracefully unrecognised by the historical establishment, that his admiral, Alfred Tirpitz, designed the German battlefleet from the start as an instrument to smash the British fleet. Britain's First Sea Lord, Admiral 'Jackie'

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Fisher, and Winston Churchill, when appointed First Lord of the Admiralty, reacted by laying down more, larger and better battleships. Tirpitz was forced to respond, but the escalating costs of the competition lost him the support of the Army and other interest groups. Almost alone, Wilhelm continued to back him, thereby ensuring that Britain would be an enemy when war came in 1914 - a war which Peter Padfield shows with irrefutable evidence from the German naval archives was provoked by Berlin. 'Mr Padfield is much more than a skilled populariser. He has his own specialised contribution to make on the development of the battleship, especially its gunnery equipment.' Times Literary Supplement 'Important, readable and scholarly new book... adds immeasurably to our understanding of the events which carried much of the civilised world into the war of 1914-18.' Texas Times 'A fascinating story, well told.' The Seafarer

Launched in 1906, HMS Dreadnought was the first all big-gun battleship and, as such, revolutionized battleship design for more than a generation. Though she saw little action during her career, her influence was profound.

“A very detailed operational account of the highly successful German amphibious landings in October of 1917 on the Russian islands of Osel and Dago.”—The NYMAS Review In late 1917, the Russians, despite the revolution, were still willing to continue the war against Germany. This is an account of Operation Albion, the

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highly successful seaborne operation launched by the Germans to change their minds. The Baltic Islands were pivotal for the defense of the Finnish Gulf and St. Petersburg, so their capture was essential for any campaign towards the Russian capital. Only after the fall of the islands did Russia begin peace negotiations (freeing nearly half a million German soldiers for the Kaiser's last gamble on the Western Front). This then was a campaign of great significance for the war on both Eastern and Western fronts. A large part of the High Sea Fleet took part in the invasion of the Baltic islands, including the most modern dreadnought battleships. The Russians mounted a resolute defense despite being heavily outgunned and over a ten-day period there were many naval clashes around the islands as well as the campaign ashore, all of which are described in detail with the use of both Russian and German firsthand accounts. This book shatters the myth that the Imperial German Navy spent the last two years of the war cowering in port. "Should be a blueprint for other military history books . . . The maps are some of the best I have seen in military books . . . The author tells the story of the campaign from the smallest mine sweeper to the various battleships involved."—A Wargamers

Needful Things

Dreadnought

The Kaiser's Battlefleet

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The Battleship Dreadnought

After the Victorians

The Evolution of Naval Warfare from Trafalgar to Midway

H. St. John Philby, Kim Philby, and the Spy Case of the Century

German Capital Ships 1871–1918

Stanley Weintraub, biographer of Victoria and other major figures of her era, here unveils for the first time the largely hidden role of Albert, establishing him as one of the greatest men of his days. Drawing on previously unexplored sources, Weintraub delves into Albert's political, familial, financial, medical, and sexual life. As a youth, Albert had few choices of vocation. Plucked from foreign obscurity - literally a "student prince" - he would sire the succession in what was then the most powerful empire on earth. His marriage, arranged as it was and stormy at times, remains one of the most surprising and arresting of love stories. Yet while Victoria adored him, his adopted people never accepted him, nor were they pleased with his behind-the-scenes behavior as surrogate sovereign. He was active, often secretly, in foreign affairs and in military affairs. He played a major part in running the Crimean War, and early in the American Civil War played a major part in keeping Britain from intervening for the South. He was Britain's leading exponent of industrial and technological progress, culminating in the renowned Crystal Palace exhibition, the first - and most successful - World's Fair. Indeed, virtually all royal instructions from the Queen to her officials, were drafted by the Prince Consort.

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Genesis of the Grand Fleet: The Admiralty, Germany, and the Home Fleet, 1896–1914 tells the story of the prewar predecessor to the Royal Navy's war-winning Grand Fleet: the Home Fleet. Established in early 1907 by First Sea Lord Sir John Fisher, the Home Fleet combined an active core of powerful armored warships with a unification of the various reserve divisions of warships previously under the control of the three Royal Navy home port commands. Fisher boasted that the new Home Fleet would be able to counter the growing German Hochseeflotte. While these boasts were accurate, they were not the sole motivation behind the Home Fleet's establishment. The Liberal Party's landslide victory in the 1906 General Election made fiscal economy on the part of the Admiralty even more important than before, and this significantly influenced the Home Fleet's creation. Subsequently the Home Fleet suffered a sustained campaign of criticism by the commander-in-chief of the Channel Fleet, Lord Charles Beresford. This campaign ruined many careers including Beresford's and resulted in the assimilation of the Channel Fleet into the Home Fleet in 1909. From 1910 onward the Home Fleet steadily evolved and became the most important single command in the Royal Navy, and the Home Fleet's successive commanders-in-chief had influence on strategic policy rivaled only by the Board of Admiralty. The last prewar commander of the Home Fleet, Admiral Sir George Callaghan achieved this influence by impressing the civilian head of the Admiralty, Winston Churchill. A driven reformer, Churchill's influence was almost as important as Fisher's. Against this backdrop of political

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drama, *Genesis of the Grand Fleet: The Admiralty, Germany, and the Home Fleet, 1896–1914* explains how Britain maintained its maritime preeminence in the early twentieth century. As Christopher Buckey describes, 'the fleet sustained Britain and her allies' path to victory in World War I. ? ?

In *The Pity of War*, Niall Ferguson makes a simple and provocative argument: that the human atrocity known as the Great War was entirely England's fault. Britain, according to Ferguson, entered into war based on naïve assumptions of German aims—and England's entry into the war transformed a Continental conflict into a world war, which they then badly mishandled, necessitating American involvement. The war was not inevitable, Ferguson argues, but rather the result of the mistaken decisions of individuals who would later claim to have been in the grip of huge impersonal forces. That the war was wicked, horrific, inhuman, is memorialized in part by the poetry of men like Wilfred Owen and Siegfried Sassoon, but also by cold statistics. More British soldiers were killed in the first day of the Battle of the Somme than Americans in the Vietnam War; indeed, the total British fatalities in that single battle—some 420,000—exceeds the entire American fatalities for both World Wars. And yet, as Ferguson writes, while the war itself was a disastrous folly, the great majority of men who fought it did so with enthusiasm. Ferguson vividly brings back to life this terrifying period, not through dry citation of chronological chapter and verse but through a series of brilliant chapters focusing on key ways in which we now view the First World War. For



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anyone wanting to understand why wars are fought, why men are willing to fight them, and why the world is as it is today, there is no sharper nor more stimulating guide than Niall Ferguson's *The Pity of War*.

The years leading to World War I were the 'Age of the Dreadnought'. The monumental battleship design, first introduced by Admiral Fisher to the Royal Navy in 1906, was quickly adopted around the world and led to a new era of naval warfare and policy. In this book, Roger Parkinson provides a re-writing of the naval history of Britain and the other leading naval powers from the 1880s to the early years of World War I. The years before 1914 were characterised by intensifying Anglo-German naval competition, with an often forgotten element beyond Europe in the form of the rapidly developing navies of the United States and Japan. Parkinson shows that, although the advent of the dreadnought was the pivotal turning-point in naval policy, in fact much of the technology that enabled the dreadnought to be launched was a continuity from the pre-dreadnought era. In the annals of the Royal Navy two names will always be linked: those of Admiral Sir John 'Jacky' Fisher and the ship he created, HMS Dreadnought. This book shows how the dreadnought enabled the Royal Navy to develop from being primarily the navy of the 'Pax Britannica' in the Victorian era to being a war-ready fighting force in the early years of the twentieth century. The ensuing era of intensifying naval competition rapidly became a full-blooded naval arms race, leading to the development of super-dreadnoughts and escalating tensions between the European

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powers. Providing a truly international perspective on the dreadnought phenomenon, this book will be essential reading for all naval history enthusiasts and anyone interested in World War I.

The Rules of the Game

Arms, Economics and British Strategy

British Battleship vs German Battleship

Learning Empire

Status, Revisionism, and Rising Powers

Journey

Battle for the Baltic Islands, 1917

The distinguished historian A.N. Wilson has charted, in vivid detail, Britain's rise to world dominance, a tale of how one small island nation came to be the mightiest, richest country on earth, reigning over much of the globe. Now in his much anticipated sequel to the classic *The Victorians*, he describes how in little more than a generation Britain's power and influence in the world would virtually dissolve. In *After the Victorians*, Wilson presents a panoramic view of an era, stretching from the death of Queen Victoria in 1901 to the dawn of the cold war in the early 1950s. He offers riveting accounts of the savagery of World War I

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and the world-altering upheaval of the Communist Revolution. He explains Britain's role in shaping the destiny of the Middle East. And he casts a bright new light on the World War II years: Britain played a central role in defeating Germany but at a severe cost. The nation would emerge from the war bankrupt and fatally weakened, sidelined from world politics, while America would assume the mantle of dominant world power, facing off against the Soviet Union in the cold war. Wilson's perspective is not confined to the trenches of the battlefield and the halls of parliament: he also examines the parallel story of the beginnings of Modernism—he visits the novelists, philosophers, poets, and painters to see what they reveal about the activities of the politicians, scientists, and generals. Blending military, political, social, and cultural history of the most dramatic kind, A.N. Wilson offers an absorbing portrait of the decline of one of the world's great powers. The result is a fresh account of the birth pangs of the modern world, as well as a timely analysis of imperialism and its discontents.

In 1916, in the seas near Jutland, two fleets of armoured dreadnoughts met in open battle. This book tells the story of the British and German

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battleships of these two great fleets – from their development as the first generation of fullyarmoured warships – to their combat experiences. The differing weapon systems and crew training of the British and German fleets are examined in detail, as is the titanic struggle of Jutland, through an hour-by-hour, shot-by-shot, reconstruction. Finally, it analyzes the outcome of the struggle, explaining the successes and failures of these great battleships. A “masterful” (The Washington Post Book World) account of the quest to solve one of the great mysteries in Russian history—from the Pulitzer Prize-winning author of Peter the Great, Nicholas and Alexandra, and Catherine the Great “Riveting . . . unfolds like a detective story.”—Los Angeles Times Book Review In July 1991, nine skeletons were exhumed from a shallow mass grave near Ekaterinburg, Siberia, a few miles from the infamous cellar room where the last tsar and his family had been murdered seventy-three years before. But were these the bones of the Romanovs? And if these were their remains, where were the bones of the two younger Romanovs supposedly murdered with the rest of the family? Was Anna Anderson, celebrated for more than sixty years in newspapers, books, and film,

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really Grand Duchess Anastasia? The Romanovs provides the answers, describing in suspenseful detail the dramatic efforts to discover the truth. Pulitzer Prize winner Robert K. Massie presents a colorful panorama of contemporary characters, illuminating the major scientific dispute between Russian experts and a team of Americans, whose findings, along with those of DNA scientists from Russia, America, and Great Britain, all contributed to solving one of the great mysteries of the twentieth century.

This book integrates strategy, technology and economics and presents a new way of looking at twentieth-century military history and Britain's decline as a great power. G. C. Peden explores how from the Edwardian era to the 1960s warfare was transformed by a series of innovations, including dreadnoughts, submarines, aircraft, tanks, radar, nuclear weapons and guided missiles. He shows that the cost of these new weapons tended to rise more quickly than national income and argues that strategy had to be adapted to take account of both the increased potency of new weapons and the economy's diminishing ability to sustain armed forces of a given size. Prior to the development of nuclear weapons, British strategy was based on an ability to wear down

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an enemy through blockade, attrition (in the First World War) and strategic bombing (in the Second), and therefore power rested as much on economic strength as on armaments.

A History of the Modern Battleship

Clash of the Capital Ships

Britain, Germany and the Coming of the Great War

From the Nineteenth to the Twenty-First Century

Fisher's Face

Explaining World War I

Britain and Germany in the Age of Empire

***An innovative study of the cult of the navy in the age of empire.***

***A Great and Urgent Imperial Service investigates the reasons behind Great Britain's combined military and naval offensive expeditions of Europe during the Great War. These campaigns have been branded by various historians as unnecessary sideshows to the conflict waged on the European continent. Pattee argues that the various campaigns were necessary adjuncts to the war in Europe, and fulfilled an important strategic purpose by***

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*protecting British trade where it was most vulnerable. Since international trade was essential for maintaining the island nation's way of life, Great Britain required freedom of the seas in order to maintain its global trade. While the German High Seas Fleet constituted a serious threat that placed the British coast at grave risk, forcing the Royal Navy to concentrate in home waters, the importance of the island empire's global trade made it a valuable and vulnerable target to Germany's various commerce raiders—as Admiral Tirpitz's risk theory had anticipated.*

*Dreadnought Britain, Germany, and the Coming of the Great War*  
Ballantine Books

*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 Peter the Great, Nicholas and Alexandra, and Dreadnought, 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*

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*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 lose it for 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 unbearably 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,*



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*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 hailed literary mastery. BONUS: This edition contains an excerpt from Robert K. Massie’s Catherine the Great.*

*The Great Naval Race*

*An Industrial History of U.S. Naval Shipbuilding, 1922–1945*

*Triumph of the Imperial German Navy*

*At War in Distant Waters*

*The Final Days of Germany’s Greatest Battleship*

*Dreadnoughts and Super-Dreadnoughts*

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## ***Arms Races in International Politics***

Offers a new and original account of the efforts made by the Royal Navy to prepare for war with Germany in the decade and a half before 1914. Seligmann demonstrates that from being unready for an assault on British seaborne trade, the Royal Navy had given a great deal of thought to its protection.

This volume provides a survey of the history of arms races in the modern period. It contains sections on arms races before the First World War, between the two world wars, during the Cold War, and in the post-Cold War periods. Its coverage includes not only Europe but also East and South Asia and the Middle East. It seeks to analyse arms races and what causes them, and examines the connections between arms races and the outbreak of wars.

"As Bush I took the United States into the Gulf War he proclaimed it an "historic moment" that would afford the United States "the opportunity to forge for ourselves and for future generations a new world order." This unipolar moment for the US was anchored in a dense web of economic, political, and military institutions that allowed it to assert its power worldwide. Two decades later the United States still holds this power position but, as history demonstrates, its moment will inevitably come to an end as new great powers, like China, rise and challenge the prevailing international order. Leaders in the United States have emphasized that a strong and prosperous China has the potential to be a stabilizing force in the world. Even so, many analysts worry that as China's power continues to grow, so too will the assertiveness of its foreign policy and territorial ambitions, leading to an inevitable clash with the United States over the terms of

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the international order. Thus, the challenge facing policymakers-and the subject of this book-is the question of what happens when an established power and a rising power meet? Or, rather, how can an established power manage the peaceful rise of a new major power? This book provides a framework, grounded in the struggle of rising powers for recognition, for understanding the social factors that shape the outcome of a power transition"--

As riveting as the man it portrays, Warlord is a masterful, unsparing portrait of Winston Churchill, one of history's most fascinating and influential leaders. "Epic. . . . A brilliantly exciting narrative. . . . D'Este has given us, finally, the lion not only in winter, but at war: impetuous, brazen, misguided, but indefatigable, indomitable, and magnanimous: the greatest and most energetic generalissimo of the 20th century." —Boston Globe Carlo D'Este's definitive chronicle of Churchill's crucial role in the major military campaigns of the 20th century, Warlord uses extensive, untapped archival materials to provide "a very human look at Churchill's lifelong fascination with soldiering, war, and command." (Washington Post)

The Life of Prince Albert

From Dreadnoughts to Hydrogen Bombs

The Dreadnought and the Edwardian Age

Bismarck

The Decline of Britain in the World

Genesis of the Grand Fleet

A Life of Winston Churchill at War, 1874-1945

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The First World War marked the end point of a process of German globalization that began in the 1870s. Learning Empire looks at German worldwide entanglements to recast how we interpret German imperialism, the origins of the First World War, and the rise of Nazism.

The battleships of the Third Reich have been written about exhaustively, but there is little in English devoted to their predecessors of the Second Reich. This new book fills an important gap in the literature of the period by covering these German capital ships in detail and studying the full span of battleship development during this period. The book is arranged as a chronological narrative, with technical details, construction schedules and ultimate fates tabulated throughout, thus avoiding the sometimes disjointed structure that can result from a class-by-class approach. Heavily illustrated with line work and photographs, many from German sources, the book offers readers a fresh visual look at these ships, beyond the limited range of images available from UK sources. A key objective of the book is to make available a full synthesis of the published fruits of archival research by German writers found in the pre-WW2 books of Koop & Schmolke, Gromers on the construction programme of the dreadnaught era, Forstmeier & Breyer on WW1 projects, and Schenk & Nottelmanns papers in Warship International. As well as providing data not

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available in English-language books, these sources correct significant errors in the standard English sources. This entirely fresh study will appeal to historians of WWI German naval developments as well as to enthusiasts and model makers. A heavily illustrated account of the evolution, design and deployment of dreadnought battleships. When HMS Dreadnought was commissioned into the Royal Navy in 1906 this revolutionary new class of big-gun iron-clad warship immediately changed the face of naval warfare, rendering all other battleships worldwide obsolete. The Admiralty realised that as soon as the ship was revealed to the global naval community Britain would be a in race to stay ahead, and so the first dreadnoughts were built in record time. While there were those who regarded the vessel as a triumphant revolution in naval design, the dreadnought initially had its critics, including those who thought its slower, heavier guns left it vulnerable to the secondary armament of other warships. Nevertheless, other countries, notably Germany, and the United States soon began to lay down dreadnoughts. The culmination of this arms race would be the confrontation of the British and German fleets at the Battle of Jutland in May 1916 – the greatest clash of naval firepower in history. This book gives detailed insights into the design, operation and combat history of these incredible vessels. Military historian John Keegan's gripping history of naval warfare's evolution. In

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The Price of Admiralty, leading military historian John Keegan illuminates the history of naval combat by expertly dissecting four landmark sea battles, each featuring a different type of warship: the Battle of Trafalgar, the Battle of Jutland in World War I, the Battle of Midway in World War II, and the long and arduous Battle of the Atlantic. “The best military historian of our generation.”—Tom Clancy  
“The Price of Admiralty stands alongside Mr. Keegan’s earlier works in its power to impart both the big and little pictures of war.”—The New York Times

The Royal Navy and the German Threat 1901-1914

Uncrowned King

Warlord

Britain, Germany, and the Coming of the Great War

British and German Battlecruisers

The British Navy Book

Warship Builders is the first scholarly study of the U.S. naval shipbuilding industry from the early 1920s to the end of World War II, when American shipyards produced the world’s largest fleet that helped defeat the Axis powers in all corners of the globe. A colossal endeavor that absorbed billions and employed

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virtual armies of skilled workers, naval construction mobilized the nation's leading industrial enterprises in the shipbuilding, engineering, and steel industries to deliver warships whose technical complexity dwarfed that of any other weapons platform. Based on systematic comparisons with British, Japanese, and German naval construction, Thomas Heinrich pinpoints the distinct features of American shipbuilding methods, technology development, and management practices that enabled U.S. yards to vastly outproduce their foreign counterparts. Throughout the book, comparative analyses reveal differences and similarities in American, British, Japanese, and German naval construction. Heinrich shows that U.S. and German shipyards introduced electric arc welding and prefabrication methods to a far greater extent than their British and Japanese counterparts between the wars, laying the groundwork for their impressive production records in World War II. While the American and Japanese navies relied heavily on government-owned navy yards, the British and German navies had most of their combatants built in corporately-owned yards, contradicting the widespread notion that only U.S. industrial mobilization depended on private enterprise. Lastly,

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the U.S. government's investments into shipbuilding facilities in both private and government-owned shipyards dwarfed the sums British, Japanese, and German counterparts expended. This enabled American builders to deliver a vast fleet that played a pivotal role in global naval combat. ?

Admiral of the Fleet Lord 'Jacky' Fisher (1841-1920) was one of the greatest naval reformers in history. He was also a colossal figure to contemporaries, both loved and loathed, a man of exceptional charm, presence and charisma. Since the late 1940s, Jan Morris has been haunted by his face - with its startling combination of 'the suave, the sneering and the self-amused.' This evocation is both biography and a love letter, a perfect expression of her passionate interest in mavericks and outsiders, in travel, ships and the glorious pageantry of the British Empire in its prime.

The Great Naval Game

The Classic Account of the Fall of the Romanov Dynasty