

Merchant Navy Retired

'The Trident of Neptune is the Sceptre of the World.' Antoine-Marin Lemierre
By the 19th century, Great Britain truly ruled the waves. But where did the journey to dominance began? This is the first part of that story. Starting in 1500, the narrative begins with emergence of the Tudor navy during the Elizabethan period when England defied the might of the Spanish Empire on the world stage. It continues through to the Act of Union in 1707 when Great Britain was created and the point when the naval and mercantile sea-services parted company. Providing an overview of the 18th century merchant navy and it analyses the conflicts during the Seven Years War and ends with an account of the slave trade until its abolition in 1807. Prize-winning maritime author Richard Woodman restores Great Britain's mercantile marine to its rightful place in the nation's history - alongside that of the Royal Navy, to whose glories it contributed - but not buried beneath it. Truly this is a surprising history. 'If Neptune s Trident sets the standard for what is to follow - we can at least rest assured that there is a series that truly does justice to our proud merchant maritime past.' Nautilus UK Telegraph
'Richard Woodman tells many a good tale in this first volume and it is fascinating to read. I highly recommend this first volume in the Neptune s Trident for anyone with an interest in the early modern period. If the rest of the series is as good as this one, they should all be on the bookshelves of those studying the history of Britain, from the sixteenth to the twentieth centuries.' Open History
Captain Richard Martin Woodman LVO is an English novelist and naval historian who retired in 1997 from a 37 year nautical career, mainly working for Trinity House, to write full-time. His main work is 14 volumes about the career of Nathaniel Drinkwater, and shorter series about James Dunbar and William Kite, but he also written a range of factual books about 18th century and WW2 history. Endeavour Press is the UK's leading independent digital publisher. For more information on our titles please sign up to our newsletter at www.endeavourpress.com. Each week you will receive updates on free and discounted ebooks. Follow us on Twitter: @EndeavourPress and on Facebook via http://on.fb.me/1HweQV7. We are always interested in hearing from our readers. Endeavour Press believes that the future is now.

The WW II Diary of a US Merchant Mariner brings to light previously untold WW II sea action and the wartime experiences of a few seagoing men, their ships, and their voyages. The diary includes high-seas action, drama, and a bizarre event that needs to be told for posterity. The story opens another small door into the lives of the seamen whose stories had heretofore rested dormant and gathered dust. The men of the Merchant Marine and the Navy Armed Guard, who comprise a forgotten gray area, forged a strong chain, and proved an indispensable team in the course of WW II. The narration here gathers together personal significant events of maritime shipboard action, and will provide insight and resources for future generations concerning how the US fought the way to victory. Based upon the WW II wartime voyages of the merchant ships listed in the introduction, the story also relates the daily activities recorded within the ships’ log books, several forms which were consulted for this book. A ship’s secret log book is maintained by the ship’s master, and subsequently is administered by the US Navy. The secret log, a wealth of information, contains voyage routes, ports of call, ship events, and records of longitude, latitude, and enemy action. In addition, the Naval Armed Guard commander also kept a daily log book of the armed guard service activities. And last, the official log book for ship activities and the merchant crew’s welfare and affairs, was kept by the ship’s chief mate. It was required by federal law and provided by the US Coast Guard. These and other records can be found shelved at the Naval District US Government Archived Files.

Detective Henry Carter's life will never be the same after a sixteen year old girl is brutally raped and murdered in the small town of Runcorn on the Manchester Ship Canal in Northern England. Exhaustive efforts reveal no clues, then Henry realises the murderer could have been a crewman on the ship S.S.Rangoon which was docked in Runcorn on the fateful night. With help from Scotland Yard he narrows down the search to four crewmen. Henry joins the S.S.Rangoon in Australia and sails undercover posing as a crewman. He has to deal with the rigours of life in the merchant navy and the seedy and sordid underbelly of tropical port cities. He faces many dangers as the psychopath continues to mutilate and murder at will. A cruel twist of justice sees Henry devastated. However although many years pass he remains determined to bring the killer to account. His meeting with the beautiful sea gypsy Kerstin opens lost chapters in both their lives. In his quest to track down the cruel monster he sails the islands of the Caribbean where he discovers his lost family and much more.

Beware Raiders!

Steady as She Goes

Classic Naval Gun Actions

The Constitutional Year Book

Brannan's Chase

Outlook Money

On September 4, 1939, Admiral Creighton, who had retired from the Navy five years earlier, reported again to the Admiralty for service as a Commodore of Ocean Convoys. In the following three years he conducted 24 convoys to various parts of the world. The greater part of this time was spent on the North Atlantic route with its violent storms and the continual menace of U-boat attack. But there were other destinations, such as Suez via the Cape of Good Hope, and Casablanca—where the convoy sailed to repatriate 15,000 French troops after the fall of France, and found itself under arrest. In 1941 Admiral Creighton narrowly escaped with his life when the ship he was in was sunk by a U-boat near Gibraltar. Another ship in which he was travelling as a passenger, accompanied by his wife, was torpedoed and sunk by German aircraft. Besides a wealth of personal experiences Admiral Creighton gives us a broader picture of the work done by convoys throughout the last war. From his senior position, and with an intimate knowledge of the subject, he is able to convey graphically the true nature of this dangerous and vital task. “Rear-Admiral Creighton served for the three opening years of World War II as Commodore of ocean convoys, mainly in the dour North Atlantic. He was twice sunk, once near Gibraltar, the second time when going to take up a final appointment in Egypt. His narrative is enthralling....The life of an ocean commodore in war has rarely been described in detail; its responsibilities have never been better conveyed.”—British Book News “Twenty-five convoys...some fast, most of them slow, some to hot climates, but mostly that gruelling trip across the Atlantic to Halifax, Nova Scotia, in the face of westerly gales, snow and ice which were often worse enemies than the U-boats.”—Evening News

Robert Howe's short time in the Merchant Navy gave him a wealth of experiences and took him around the world. He saw some of Africa and Hong Kong when they were still British Protectorates, and South Africa under apartheid. He has had such diverse occupations as a cook at a London hospital to serving in the Diplomatic Corp. This, his fourth book follows on from his memoir, I?I Give It Six Months, and covers his time in the Merchant Navy. A rare look at life at sea in the 60s. Now retired, he lives near his favourite city Chester with his wife Linda Fraser-Webb and now only goes to sea as a passenger.

The Ships from Field’s Point by C. Roger Wallin, Commander, US Navy Reserve, retired
The Ships from Field’s Point commemorates an episode of local and regional history that occurred during World War II. At that time, an emergency shipyard was established at a waterfront neighborhood of Providence, Rhode Island. The yard at Field’s Point employed as many as 21,000 workers, and it built three types of ocean-going ships to support the war effort. Since the end of the war, there have been occasional articles in local newspapers that recalled the past existence of the shipyard, but there never has been an adequate description of the sixty-four ships that were produced there. Author C. Roger Wallin has focused his attention on those ships. This book describes the three types of ships and explains how they were armed and equipped to perform their assigned missions. It also addresses the wartime operational history of the ships, and continues with their use during the post war years. Finally, an appendix is included that indicates the significant milestone dates and the ultimate disposition of each of the 64 vessels.

Churchill's Thin Grey Line

US Merchant Mariner’s WW II Diary: a Small Window of Tens of Thousands

Spices and Slaves 1500-1807 (a History of the British Merchant Navy)

Brannan's Chase

Merchant Navy - Retired!

Brannan's Run

Writing with years of experience of sea life, Bernard Edwards vividly recounts a varied selection of truly classic warships gun actions, emphasising the often sudden change from routine sailing to devastating and potentially lethal combat with an almost unseen enemy. Specific actions include one of the earliest naval gun battles between ironclads at the Yalu River in 1894, celebrated battle honour epics such as the Falkland Islands in 1914 and Cape Matapan in 1941, night encounters in the Pacific or the busy English Channel, confused and fickle battles such as Dogger Bank and Heligoland Bight in 1914, and lone duels to the death on the high seas such as Carmania and Cap Trafalgar in 1914 and Stephen Hopkins and Stier in 1942. Bernard Edwards skilfully sets the scene for each action, explaining the background to the naval war at the time as well as that of the individual ships involved before retelling the stirring and dramatic story of each actual clash. Throughout all accounts too there is the recognition that the warship against warship gun battle, while now part of naval history, was a unique experience that often epitomised the most splendid traditions of navies and courage in the face of the enemy.

The story of a young boy who left school at 14 to work in the shipyard of Harland Wolff, Belfast. He went to sea at 16 years as an officer cadet and eventually became a captain. He struggled to start his own shipping company, not for the love of the business but to be in shore employment, and to be with his family during the political problems in Northern Ireland. His return to the Merchant Navy and the formation in Northern Ireland of the Merchant Navy Association in the Province for the benefit of retired seafarers.

The long-awaited consolidation of the UK merchant shipping legislation finally arrived with the passing of the Merchant Shipping Act 1995 which replaced the thirty or so Acts dating from the Merchant Shipping Act 1894. This new edition of Merchant Shipping Act 1995 - An Annotated Guide provides an authoritative and practical guide to the implications of this important legislation. Written in a clear and accessible style, the authors guide you chronologically through each of the Act's 313 sections. They include expert commentary and analysis to assist your understanding and interpretation of the Act. Merchant Shipping Act 1995 - An Annotated Guide is an essential first-stop reference guide, providing guidance on the appropriate authorities and more detailed texts to which further reference can be made. It is also annotated throughout with comprehensive tables and indexes, making it a truly practical working tool. Thoroughly revised and up-dated, the second edition includes details of Amendments to the Merchant Shipping Act 1995 The Merchant Shipping and Maritime Security Act 1997 Statutory instruments and regulations introduced to supplement the Merchant Shipping Act The most recent case law Updated references to other texts, which have themselves been updated in the last 4 years

Vietnam-shipping Policy Review

Bob Jackman’s Scotland

Providence RI 1942-1945 by C. Roger Wallin, Commander, US Navy Reserve, retired

Waters of the Night

Amendments to Merchant Shipping Statutes: Interoastal Shipping Act Penalties, Terms of Office of Maritime Commissioners, Mobile Trade Fairs, Construction Differential Subsidy Ceiling, War Risk Insurance, Waiver of Coastwise Laws Salvo!

'The Trident of Neptune is the Sceptre of the World.' Antoine-Marin Lemierre
By the 19th century, Great Britain truly ruled the waves. But where did the journey to dominance began? This is the first part of that story. Starting in 1500, the narrative begins with emergence of the Tudor navy during the Elizabethan period when England defied the might of the Spanish Empire on the world stage. It continues through to the Act of Union in 1707 when Great Britain was created and the point when the naval and mercantile sea-services parted company. Providing an overview of the 18th century merchant navy and it analyses the conflicts during the Seven Years War and ends with an account of the slave trade until its abolition in 1807. Prize-winning maritime author Richard Woodman restores Great Britain's mercantile marine to its rightful place in the nation's history - alongside that of the Royal Navy, to whose glories it contributed - but not buried beneath it. Truly this is a surprising history. 'If Neptune s Trident sets the standard for what is to follow - we can at least rest assured that there is a series that truly does justice to our proud merchant maritime past.' Nautilus UK Telegraph
'Richard Woodman tells many a good tale in this first volume and it is fascinating to read. I highly recommend this first volume in the Neptune s Trident for anyone with an interest in the early modern period. If the rest of the series is as good as this one, they should all be on the bookshelves of those studying the history of Britain, from the sixteenth to the twentieth centuries.' Open History
Captain Richard Martin Woodman LVO is an English novelist and naval historian who retired in 1997 from a 37 year nautical career, mainly working for Trinity House, to write full-time. His main work is 14 volumes about the career of Nathaniel Drinkwater, and shorter series about James Dunbar and William Kite, but he also written a range of factual books about 18th century and WW2 history.

What was a merchant seamans life like in the past, what experiences would he have had, what were the ships like that he sailed in, and what risks did he run? Was he shipwrecked, rewarded for bravery, or punished? And how can you find out about an ancestor who was a member of the long British maritime tradition? Simon Wills concise and informative historical guide takes the reader and researcher through the fascinating story of Britains merchant service, and he shows you how to trace individual men and women and gain an insight into their lives. In a series of short, information-packed chapters, he explains the expansion of Britains global maritime trade and the fleets of merchant ships that sustained it in peace and war. He describes the lives, duties and tribulations of the generations of crews who sailed in these ships, whether as ordinary seamen or as officers, stewards, engineers and a myriad of other roles. In addition, he identifies the websites you can explore, the archives, records and books you can read, and the places you can visit in order to gain an understanding of what your seagoing ancestor did and the world he knew. Simon Wills practical handbook will be essential reading and reference for anyone who is keen to discover for themselves the secrets of our maritime past and of the crewmembers and ships that were part of it.

Ing. Joseph Amato was born on the island of Malta during the years of WWII and started his sailing days while the island was a major British naval base in the Mediterranean. Having received his education at St. Augustine's College and later his engineering apprenticeship at the then Royal Naval Dockyard in Malta, he went on to follow a thirty-year sea-going career in the British Mercantile Marine, starting from coastal British and European ports, Baltic and Irish seas as far as Spitzbergen, Greenland and Icelandic ports. At twenty-nine years he obtained his class I, followed with a tanker endorsement on steam and motor propulsion and moved on to deep sea shipping, engaging himself on long distance voyaging, and as requested by various shipping companies. Now Joseph has retired from “pushing” tankers (VLCC) around the globe and prefers to enjoy his days afloat, propelled by the wind on his ketch-rigged sailing boat.

Merchant Sailors at War, 1939-1945

Convoy

Admiral Chan Chak's Christmas Day Dash, 1941

Brannan's Run

An Alternate History

Disaster at Stalingrad

More Stories from Bob Jackman; author of 'Merchant Navy: Heroes and Halfwits', 'Merchant Navy: What a Life!' and 'Merchant Navy: Retired'. This collection tells of Bob's time before and after his many years in the Merchant Navy, recalling memories of his childhood in tenements in Glasgow during the depression, and of his adapting to retirement and settling down to 'civvy-life' as a newsagent in the Scottish town of Kingussie.

Twenty contestants have won the right to compete in the final game of Ultimate Survivor. They are abducted en route and transported to a gaming world far from Earth. Technology, in the form of bio-chips implanted into each of the contestants, transforms them into living cameras. Subscribers to the program can log on to any of the contestants and see the game unfold through their eyes. Virtual reality is taken to the extreme, as the team is placed in a life or death game for the amusement of others. Death stalks the team, and more than one of them dies horribly on their journey through a living nightmare. Because there is no other help available, they can only rely on their fellow contestants if they are to live another day. The prize for winning is five million dollars. The price for losing could be fatal. After nearly thirty years at sea in the Merchant Navy, Len retired on health grounds and returned to college to learn a new trade: cooking. At age 62, and fully retired, he has used the time to write Ultimate Survivor at his home in Dover, England. Married to Norma for forty years, he has one daughter.

*With the turn of a new century comes a new kind of war. One which the Merchant Navy will play a key role By the end of the nineteenth century the British Merchant Navy had become the world's largest carrier of people, manufactured goods and raw materials. It supported the growing populations of Canada, Australia and New Zealand within the British Empire and provided a universal service to all parts of the world. Almost every British family had a member serving in merchant ships whose variety and type are bedazzling in these last years of sail and the final coming of age of both the ocean liner and the deep-sea tramp-ship. All this was achieved against a ceaseless struggle against the elements and then, after 1914, against the malice of a new enemy, the German U-Boat, which brought Britain close to surrender in 1917. Only the dogged courage of an almost defenceless Merchant Navy avoided this catastrophe. In this volume, 1885 to 1920, Woodman continues his fascinating insight into the development of the merchant navy. Praise for Richard Woodman's History of the British Merchant Navy: 'Richard Woodman reminds us of the importance of merchant ships and our debts to the seafarers - men and women - who manned.' HRH Princess Anne 'If Neptune's Trident sets the standard for what is to follow - we can at least rest assured that there is a series that truly does justice to our proud merchant maritime past.' Nautilus UK Telegraph
'Richard Woodman tells many a good tale in this first volume and it is fascinating to read. I highly recommend this first volume in the Neptune s Trident for anyone with an interest in the early modern period. If the rest of the series is as good as this one, they should all be on the bookshelves of those studying the history of Britain, from the sixteenth to the twentieth centuries.' Open History
Captain Richard Martin Woodman LVO is an English novelist and naval historian who retired in 1997 from a 37 year nautical career, mainly working for Trinity House, to write full-time. His main work is 14 volumes about the career of Nathaniel Drinkwater, and shorter series about James Dunbar and William Kite, but he also written a range of factual books about 18th century and WW2 history. Endeavour Press is the UK's leading independent digital publisher. For more information on our titles please sign up to our newsletter at www.endeavourpress.com. Each week you will receive updates on free and discounted ebooks. Follow us on Twitter: @EndeavourPress and on Facebook via http://on.fb.me/1HweQV7. We are always interested in hearing from our readers. Endeavour Press believes that the future is now.*

More Days More Dollars: the Universal Bucket Chain 1885 - 1920 (a History of The

The Royal Naval Medical Service: Administration

Neptune's Trident

Brannan: The Movie

Memoirs of a Maltese Mariner

The Navy List

BRANNAN'S BACK! As Captain of a dive boat operating out of Thailand's sin city Pattaya Joe Brannan is living the dream. His only problem is paying the bills. So when he lands a lucrative charter he thinks his luck has changed.....it has, for the worse. Plunged into a shadowy war of staggering proportions he must survive a bloody life-or-death struggle if he's to intervene in a series of events that will bring the whole world to the brink of conflict. Caught between mobsters and government agencies, deadly females and military madmen time is running out as the clock ticks towards zero hour. Amid the storm, the heat, the slaughter and the courage, Brannans chase is on.....

"Rafiq remembered the first time he'd passed the Gulf of Aden. It had also been one of the most traumatic passages he'd ever sailed, and he'd never had the courage to put himself through it again. The nights were the worst. Navigating through the endless patch of black water there would be a growing tension within the crew to see a white dot slowly creeping up towards the ship, getting closer by the minute. With no visibility, you had no idea what was approaching towards you. The deafening silence could make the smallest of waves splashing against the ship seem terrifying. The smiles would vanish, the sleep would disappear and everyone would unite in silent prayer to get across the line." Waters of the Night depicts the drama and emotion as Somali pirates try and take over two vessels in international waters where they're least expecting it. Little do they know the pirates are following the orders of the officers of Guliztan, a terror state wishing to inflict maximum damage to the Indian coastline on the eve of their 75th Independence Day. This fictional novel gives insight into the minds of the ship's crew as they fight against piracy and terror for their lives, for their ship and, above all, for the country they love.

A description of the author's time as a deck officer on Irish merchant ships. A young Irishman with a love of the sea and a thirst to visit far away places, John Molloy takes the reader around the world on a journey to great ports and out of the way places.

Hearings, Eighty-ninth Congress, First Session on S. 1141 ..., S. 1348 ..., S. 1772 ..., H.R. 4346 ..., H.R. 4526 ..., H.R. 6164. May25, 27, 1965

Ultimate Survivor

Escape from Hong Kong

The Atlas Murders

Hearings, Eighty-ninth Congress, Second Session

Amendments to Merchant Shipping Statutes (Interoastal Shipping Act Penalties, Terms of Office of Maritime Commissioners, Mobile Trade Fairs, Construction Differential Subsidy Ceiling, Wae Risk Insurance, Waiver of Coastwise Laws), Hearing, 89-1, May 25-27, 1965 "ADVENTURE IS BACK" Joe Brannan owner and Captain of a dive boat working out of Thailand's sin city Pattaya is desperate to keep his business afloat, so when an old acquaintance comes to him with a tale of sunken riches he simply can't resist taking a look. But nobody warned him he would risk losing everything as he is caught up in a maelstrom of twists and turns, malevolent villains, close calls and Cambodian pirates. And he certainly didn't count on falling in love. "BRANNAN'S RUN-THE ULTIMATE BEACH READ."

The naval historian and retired merchant navy captain recounts the contributions of Britain’s civilian ships during WWII in this “cracking read” (The Bridgend & Porthcawl Gem). The first British casualties of the Second World War were not members of the Royal Navy, the army, or the Royal Air Force. They were British merchant seamen on the transatlantic passenger liner SS Athenia, torpedoed by a German U-30 submarine on September 3, 1939. For the duration of the war, Britain’s merchant fleet performed a vital role, carrying the essential supplies that kept the country running during the darkest days and made victory possible. Their achievements came at a terrible cost with 2,535 British oceangoing merchant

ships being sunk and, of the 185,000 men and women serving in the British Merchant Navy at the time, 36,749 sacrificed their lives. Another 4,707 were wounded and 5,720 ended up as prisoners of war. Their casualty rate of twenty-five percent was second only to RAF Bomber Command's. Thoroughly researched and full of fascinating true accounts, Bernard Edwards's Churchill's Thin Grey Line tells the inspiring story of those brave civilian volunteers who fought so gallantly to defend their ships, cargo, and country. "A cracking read which brings home to the reader how much we in [England] owe to the Merchant Navy . . . Bernard Edwards has done them proud." —The Bridgend & Porthcawl Gem

Joe Brannan is living the good life; as skipper and owner of a charter dive-boat operating out of Thailand's sin city Pattaya he has everything. Everything that is, except the cash flow it takes to keep his beloved boat operating. Then, due to an unexpected twist of fate, he is approached by a beautiful movie starlet with a lucrative proposition that could change his fortunes forever. All he has to do is rescue a superstar hostage from the clutches of a gang of international terrorists. TROPIC HEAT. IMPOSSIBLE RESCUE. INSANE ODDS. Is Joe Brannan finally out of his depth?

German Surface Raiders in the Second World War
Merchant Shipping Act 1995: An Annotated Guide
Lost at Sea
A Medley of Memories
Tracing Your Merchant Navy Ancestors
Hearings, Eighty-eighth Congress, First Session, on S. 222. December 4-6, 1963

A fascinating "what if" history of one of World War II's most iconic battles. It is early September 1942 and the German commander of the Sixth Army, General Paulus, assisted by the Fourth Panzer Army, is poised to advance on the Russian city of Stalingrad. His primary mission was to take the city, crushing this crucial center of communication and manufacturing, and to secure the valuable oil fields in the Caucasus. What happens next is well known to any student of modern history: a brutal war of attrition, characterized by fierce hand-to-hand combat, that lasted for nearly two years, and the eventual victory by a resolute Soviet Red Army. A ravaged German Army was pushed into full retreat. This was the first defeat of Hitler's territorial ambitions in Europe and a critical turning point of World War II. But the outcome could have been very different, as Peter Tsouras demonstrates in this fascinating alternate history of this fateful battle. By introducing minor—and realistic—adjustments, Tsouras presents a scenario in which the course of the battle runs quite differently, which in turn throws up disturbing possibilities regarding the outcome of the whole war.

On 25 December 1941, the day of Hong Kong's surrender to the Japanese, Admiral Chan Chak—the Chinese government's chief agent in Hong Kong—and more than 60 Chinese and British intelligence, naval and marine personnel made a dramatic escape from the invading army. They travelled on five small motor torpedo boats—all that remained of the Royal Navy in Hong Kong—across Mirs Bay, landing at a beach near Nanao. Then, guided by guerrillas and villagers, they walked for four days through enemy lines to Huizhou, before flying to Chongqing or travelling by land to Burma. The breakout laid the foundations of an escape trail jointly used by the British Army Aid Group and the East River Column for the rest of the war. Chan Chak, the celebrated "one-legged admiral", became Mayor of Canton after the war and was knighted by the British for his services to the Allied cause. His comrade in the escape, David MacDougall, became head of the civil administration of Hong Kong in 1945. This gripping narrative account of the escape draws on a wealth of primary sources in both English and Chinese and sheds new light on the role played by the Chinese in the defence of Hong Kong, on the diplomacy behind the escape, and on the guerillas who carried the Admiral in a sedan chair as they led his party over the rivers and mountains of enemy-occupied China. Escape from Hong Kong will appeal not just to military historians and those with a special interest in Hong Kong and China but also to anyone who appreciates a good old-fashioned adventure story.

When James Clipper, a retired merchant navy captain is nicknamed Granddad Bracey, after teaching his grandson Peter how to swing from the ceiling on his braces, he little realises that it will involve them in an epic adventure on a far-away planet called Seven Seas, where his granddaughter Sally, has to battle against all the odds to save her mother's life.
Granddad Bracey and the flight to Seven Seas
The Ships from Field's Point
Found at Fukushima
British Merchant Ships at War 1939–1945
The Master
Hearings, Reports and Prints of the House Committee on Merchant Marine and Fisheries

The fascinating story of two very different German surface raiders and the havoc they caused amongst Allied shipping in the Second World War. One was the 8-inch gun cruiser Admiral Hipper, fast, powerful and Navy-manned; the other a converted merchantman, Hansa Line's Kandelfels armed with a few 5.9s, crewed largely by reservists, and sailing under the nom de guerre of Pinguin. Contrary to all expectations, the amateur man-of-war reaped a rich harvest and went out in a blaze of glory. Her purpose-built sister, on the other hand, was hard-pressed to make her mark on the war and ended her days in ignominy.

"TWO-FISTED ADVENTURE IS BACK" Joe Brannan, owner and Captain of a dive boat working out of Thailand's sin city Pattaya, is desperate to keep his business afloat, so when an old acquaintance comes to him with a tale of sunken riches he simply can't resist taking a look. But nobody warned him he would risk losing everything, caught up in a maelstrom of twists and turns, malevolent villains, close calls and Cambodian pirates. And he certainly didn't count on falling in love. "BRANNAN'S RUN- THE ULTIMATE BEACH READ."

On a calm, tropical afternoon in the South Atlantic Ocean in April 1942, a British tramp steamer, the SS Willesden, was shelled, torpedoed and sunk by a German raider, the KMS Thor. The Willesden was carrying 47 officers and crew, and a cargo of vital war supplies destined for Britain's 8th Army in North Africa. Five of Willesden's crew were killed in the attack. Among the survivors was Second Mate David Millar, who - along with his crewmen - was rescued by the Germans and interned on a succession of prison ships, before being handed over to the Japanese. Badly wounded, David spent the rest of the war as a POW in a camp at Fukushima, north of Tokyo. The Thor was also responsible for sinking two other steamers, the SS Kirkpool and SS Nankin. Their survivors, who included 38 women and children, were dispatched to the same POW camp. What is remarkable about this story, apart from its inherent drama, is that these civilian POWs - numbering more than 130 in all - were officially listed as Missing at Sea; their presence in the camp remained a closely guarded secret. This meant that it was many months - in some cases, years - before the fog of mystery surrounding their disappearance lifted, and family and friends knew whether their loved ones were dead or alive. Lost at Sea: Found at Fukushima tells the little-known story of these survivors. It is a tale of honour between enemy naval commanders; of suffering, courage and endurance, as months of imprisonment turned to years; and of the powerful relationships that form when people are forced together in life-threatening circumstances. Greatly enhancing the poignancy of this story is the fact that David Millar was the author's father.

Convoy Commodore
A History of the British Merchant Navy: Vol. 1: Neptune's Trident: Spices and Sl
The Naval Reserve of the United States Navy, a Pamphlet for the Instruction and Guidance of Naval Reserve Officers
A Short Life on the Ocean Wave
Settlement of Maritime Interunion Disputes

Murderous gangsters, lethal North Korean assassins, a stolen superweapon. The chase is on... BRANNAN'S BACK! As Captain of a dive boat operating out of Thailand's sin city Pattaya Joe Brannan is living the dream. His only problem is paying the bills. So when he lands a lucrative charter he thinks his luck has changed.....it has, for the worse. Plunged into a shadowy war of staggering proportions he must survive a bloody life-or-death struggle if he's to intervene in a series of events that will bring the whole world to the brink of conflict. Caught between mobsters and government agencies, deadly females and military madmen time is running out as the clock ticks towards zero hour. Amid the storm, the heat, the slaughter and the courage, Brannans chase is on... The ships and men of the Allied merchant navies. Without the British Merchant Navy, the American Merchant Marine and the Canadian Merchant Navy, Britain could not have survived even a few weeks of war.