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The World's Merchant Fleets, 1939 A Merchant Fleet in War Convoy Churchill's Thin Grey Line Merchant Fleets of the World, September 1, 1939-December 31, 1951 The Fourth Service Churchill's Thin Grey Line Life Line Roll of Honour of the Merchant Navy and Fishing Fleets, 1939-1945 Roll of Honour of the Merchant Navy and Fishing Fleets 1939-1945 The Fourth Service Merchant Fleets of the World, September 1, 1939-December 31, 1951 The Real Cruel Sea Roll of Honour of the Merchant Navy and Fishing Fleets, 1939-45 Merchant Fleets of the World. September 1, 1939-December 31, 1951, Etc The Mediterranean Fleet, 1930-1939 U-boat Prey: Merchant Sailors at War, 1939 – 1942 Mr. Roosevelt's Navy The Ben Line A Merchant Fleet at War The Japanese Merchant Marine in World War II The Ben Line Heroes in Dungarees The Ben Line The Merchant Navy Seaman Pocket Manual 1939 – 1945 The War at Sea, 1939-1945: The defensive The Empire Ships A Merchant Fleet in War. Alfred Holt & Co., 1939-1945. By ... S.W. Roskill German Navy Handbook, 1939-1945 Merchant Ship Shapes Churchill's Navy War at Sea, 1939-1945 U.S. Merchant Marine at War Britain's Anti-submarine Capability 1919-1939 Merchant Shipping and the Demands of War British Merchantmen at War The United States Merchant Marine at War WORLD WAR TWO SEA WAR The World's Merchant Fleets, 1939 The Unknown Navy

Here at last is the true story of the merchant fleet during World War II, the non-fighting service in which 32,000 men died yet whose essential role has never been fully appreciated. The author, himself a member of the service from 1941-47, relates the stories of merchantmen and their crews with unique insight. From the early days of the war to the day of victory on the Rhine, through combined operations in the Mediterranean and at Normandy, the complete operation of the fleet is examined, with vivid accounts of the horrific losses undergone, the heroism of the crews and the sacrifices endured to ensure that Britain received its essential supplies of food, oil, and raw materials. Highly illustrated, this book will be absorbing for the war historian, maritime enthusiast and general reader alike. The Merchant Seaman never faltered. To him we owe our preservation and our very lives - The Right Hon. Alfred Barnes, Minister of War Transport. During the first stages of the Second World War, all forces were

rallied in an attempt to support the Allied effort. With trade and supply routes to Britain suddenly being placed at great risk, a stalwart team of merchant sailors were required to protect vital supplies for the British people, as well as shipping vital army necessities back and forth. The efforts of the sailors involved really can't be overstated. Despite the fact that they didn't wear uniforms, and few were rewarded with medals or memorials, they were certainly as worthy of the title 'front-line warrior' as the guardsmen and fighter pilots to whom they transported necessary combat supplies. Indeed, many are in agreement that their efforts stood between the might of German forces and the domination of the world. Over 30,000 men fell victim to the German U-boats between 1939 and 1945. This publication serves as a tribute to their efforts, and will be followed by a second volume covering the final stages of the war, from 1943-45. Images of some of the most imposing merchant ships feature, accompanied by a lucid narrative describing the various roles enacted by the sailors on board and the wartime context in which they worked. Publisher description. Empire Ships of World War II is the story of British merchant shipping during the 1939-45 war years, providing a complete record of ships built in the United Kingdom or acquired for the British flag during this period - the Empire Ships - with their details and subsequent histories. 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. Tells what was required of the British ships in various phases of the war, how they met them and the costs involved. A superbly illustrated history of the naval operations of World War II, this book describes the inter-related nature of the events that took place in the Baltic and North Seas, the Arctic, the Mediterranean, the Atlantic, the Indian Ocean, and the Pacific. Rare photographs from all the countries involved bring fresh insight into the events of half a century ago. Britain's Anti-Submarine Capability, 1919-1939 is the first unified study of the development of Britain's anti-submarine capability between the armistice in 1919 and the onset of the second world German submarine attack on Britain's maritime trade in 1939. Well researched and yet accessibly written, this book challenges the widespread belief that the Royal Navy failed to anticipate the threat of the U-boat in the Second World War. 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* Dag til dag begivenheder, primært til søs, august 1939 til om med marts 1940, opført i tabelform for forskellige farvandsafsnit. Indeholder også opsummeringer. At the outbreak of war in 1939 over 600 ships traded across the world's oceans and they were to become the pawns in the global conflict which was to permeate the operations of every shipping line on every continent. This book gives the details of all those ships which were extant in 1939 and describes the fate of all those which were lost between 1939 and 1945. In this remarkable book, now reissued in paperback, Brian Lavery examines every aspect of the Royal Navy, both ashore and at sea, during the Second World War, and casts a lucid eye over the strengths and weaknesses of an organisation that was put under acute strain during the period, yet rose to the challenge with initiative and determination. Divided into twelve sections, the book delves into the structure of naval power from the Board of Admiralty and shore commands to officers and crews, their recruitment and training, daily life and discipline. The roles of the Reserves, Merchant Navy, Royal Marines and Wrens within this structure are also explained. Developments in ship design and technology, as well as advances in intelligence, sensors and armament are all discussed and set in context. The different divisions are dealt with one by one, including the Submarine Service, Fleet Air Arm, Coastal Forces, and Combined Operations. The text is complemented by over 300 illustrations and the personal accounts of those who served. Making extensive use of Japanese and U.S. sources, including wartime intelligence reports from the National Defense Archives in Tokyo and recently declassified U.S. documents, this book examines the reasons for Japan's failure to protect its merchant fleet. The Mediterranean Fleet entered the 1930s looking back to the lessons of Jutland and the First World War but also seeking to incorporate new technologies, notably air power. Unfortunately in the depression years of the early 1930s there was a lack of funds to remedy deficiencies. The

problem became critical during the Abyssinian crisis of 1935. The crisis wound down by mid-1936 but the respite did not last long. In June 1936 the Spanish Civil War broke out and the Mediterranean Fleet was soon involved in evacuations of British and other endangered foreigners from Spanish ports as well as the protection of British flagged merchant ships in the war zone. In addition to the Spanish Civil War there was an increase of tension with Germany in 1938 that culminated with the Czechoslovak crisis in September. The situation of the Mediterranean Fleet and its possible actions had the Munich agreement not been reached are described. The Spanish Civil War ended in 1939 with the victory of the Nationalists and the Mediterranean Fleet was again involved in evacuations. By now the prospect of war with Germany and possibly Italy was quite clear and serious preparations for war continued. The plans for war in the Mediterranean are reproduced in detail. "The first British casualties of the Second World War were not members of either the Royal Navy, the Army or the Royal Air Force but British merchant seamen on the liner Athenia, torpedoed by U-30 on 3 September 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 then made victory possible. Their achievements came at a terrible cost with 2,535 British ocean-going 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. A further 4,707 were wounded and 5,720 ended up in prisoner of war camps. Their casualty rate of 25 percent was second only to RAF Bomber Command's. Using casebook examples, this well researched book tells the inspiring story of those brave civilian volunteers who fought so gallantly to defend their ships and the cargoes." --Publisher description. For the British, the Battle of the Atlantic was a fight for survival. They depended on the safe transit of hundreds of convoys of merchant ships laden with food, raw materials and munitions from America to feed the country and to keep the war effort going, and they had to export manufactured goods to pay for it all. So Britain's merchant navy, a disparate collection of private vessels, became the country's lifeline, while its seamen, officially non-combatants, bravely endured the onslaught of the German U-boat offensive until Allied superiority overwhelmed the enemy. In this important, moving and exciting book, drawing extensively on first-hand sources, the acclaimed maritime historian Richard Woodman establishes the importance of the British and Allied merchant fleets in the struggle against Germany and elevates the heroic seamen who manned them to their rightful place in the history of the Second World War. A view into the world of the intrepid but often forgotten seamen who helped the Allies win WWII. They may not have worn gold braid or medals, but the Allied Merchant Navies in World War II provided a vital service to

their countries' war efforts. Hundreds of thousands of British and American sailors—some as young as fourteen—faced considerable risks to maintain an essential flow of armaments, equipment, and food: submarines, mines, armed raiders and destroyers, aircraft, kamikaze pilots, and the weather itself. Life on board a merchant ship could be tense, with hour after hour spent battling high seas, never knowing if a torpedo was about to hit. In the Arctic convoys, sailors had to cope with extreme cold and ice. But there was also comradeship and more open society than was the norm at the time, free of distinctions of class, race, religion, age, or color, and a mixture of nationalities, especially in the British fleet. The Merchant Navy Seaman Pocket Manual provides a fascinating glimpse into the world of these brave sailors, many of whom did not return. Drawing on documents, diagrams, and illustrations from British and American archives, it combines information on training, gunnery, convoys, and antisubmarine techniques with dramatic personal accounts. Covering the Battle of the Atlantic, the Arctic Convoys, and the Pacific, this book pitches the reader into the heart of this vital but often forgotten arena of WWII. Synonymous with such infamous battleships as the Bismarck, Scharnhorst and Tirpitz, the German Navy (or Reichsmarine) was renamed the Kriegsmarine in 1935, shortly after the emergence of the Nazi State, and went through a major re-organization in 1939. During World War II, it became a much-feared adversary both on and beneath the high seas, with its marauding U-boat wolf packs coming close to defeating Britain in the Battle of the Atlantic. The author of this text examines the different roles of the Fleet, and its organization and training activities during the war years. Incidents and operations are described, together with technical data for ships, U-boats and their weaponry. A guide to German Navy uniforms and insignia is included, together with full details of rank structure and specialist trades. This heavily illustrated book presents the details and fates of merchant ships lost between 1939 and 1945. All theaters of operation using U.S. merchant ships are covered - a fact that makes this book unique. Others on the subject are limited to particular areas or periods and offer few personal experiences.