

German Type Vii Submarine Papercraft Viic U Boat

Gordon Williamson

Type VII Marek Krzyształowicz,2012-05-02 “Describ[es] the Type VII and its place in the history of warfare . . . probably the finest book on German submarines of WWII available in print.”—Firetrench First conceived in the mid-1930s, the Type VII was still in production in the closing stages of the Second World War a decade later. Subject to continuous improvement through six major variants and with around 650 completed, it was built in larger numbers than any other submarine design in history. It formed the backbone of the Kriegsmarine’s campaign against merchant shipping for the whole of the war, and in terms of tonnage sunk was by far the most successful U-boat type. This encyclopedic work combines a technical description of the type in all its variations with a history of its development and an overview of its most significant operations—especially those convoy battles that were to have a crucial impact on the evolution of the design and its equipment. A particular attraction of the book is the comprehensive visual coverage—photographs of virtually every aspect of design, construction, fittings and shipboard life; highly detailed general arrangement plans and close-up scale drawings; and, with modelmakers in mind, a stunning collection of full-color three-dimensional illustrations of every external feature and variant of the boats. There have been many books on U-boats reflecting an enduring public interest so any new offering has to be special. With its unique concentration of information and illustrative reference, Type VII is unrivalled. “A comprehensive history of the Kriegsmarine’s most potent weapon . . . includes detailed modelmakers’ plans together with over 320 photographs.”—Maritime Advisor

Type VII U-Boats Roger Chesneau,2012-01-20 The ShipCraft series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeller through a brief history of the subject class, highlighting differences between sister-ships and changes in their appearance over their careers. This includes paint schemes and camouflage, featuring colour profiles and highly-detailed line drawings and scale plans. The modelling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing of the ships, and provides hints on modifying and improving the basic kit. This is followed by an extensive photographic gallery of selected high-quality models in a variety of scales, and the book concludes with a section on research references books, monographs, large-scale plans and websites.This volume is devoted to the largest class of submarines ever built, the Type VII, which formed the backbone of the German effort in the critical Battle of the Atlantic. A pre-war design, the Type VII was developed as the campaign progressed and was still in frontline service in 1945. All the major variants, as well as minor changes to equipment, are covered here. With its unparalleled level of visual information paint schemes, models, line drawings and photographs it is simply the best reference for any modelmaker setting out to build one of these famous boats.

The Type VII U-boat David Westwood,2003 The Type VII U-boat was the backbone of the fighting strength of Nazi Germany's U-boats at the outbreak of the Second World War in 1939. This volume provides a full description of the class.

Type VII U-boats Robert Cecil Stern,1991 The Type VII U-boat was the quintessential U-boat, the one that comes to mind whenever the subject of the Battle of the Atlantic in World War Two is raised. This book describes in detail the technological war fought by and against the Type VII U-boat and is illustrated with a marvellous selection of photographs and line drawings. Interviews with U-boat veterans and access to plentiful naval records have given the author the means to provide a fascinating insight into both life aboard a cramped vessel and the practical methods used both to track and destroy the enemy and to avoid his often fatal searches. As the war turned against Germany, this led to experimentation with technical systems that were often years ahead of their time. With its appendixes on paint schemes, boats built and a profile of Donitz, this is a valuable contribution to the study of the U-boat arm, which will be warmly welcomed by naval enthusiasts.

Register of Type VII U-boats Thomas A. Adams,David J. Lees,1991-01-01

Hitler's Attack U-Boats Jak P. Mallmann Showell,2020-09-30 “A definitive introduction by a highly recognized authority who writes beautifully and clearly.” —Naval Historical Foundation The fact that German submarines almost managed to cut off Britain’s vital imports during the First World War hadn’t been forgotten by Hitler—and when, in 1935, he repudiated the Treaty of Versailles, Britain, magnanimously, signed an Anglo-German Naval Agreement. This allowed the Germans to build their submarine strength up to one third of the Royal Navy’s tonnage. When war broke out in 1939, German U-boats went quickly into action, but with only four years of production and development, the main armament of these submarines was considerably weaker than equivalent boats in other navies and many other features, such as living conditions, were also significantly inferior. Yet, the German U-boat onslaught against British merchant ships in autumn 1940 was highly successful because the attacks were made on the surface at night and from such close range that a single torpedo would sink a ship. Soon, though, Allied technology was able to detect U-boats at night, and new convoy techniques, combined with powerfully armed, fast modern aircraft searching the seas, meant that by 1941 it was clear that Germany was losing the war at sea. Something had to be done. The new generation of attack U-boats that had been introduced since Hitler came to power needed urgent improvement. This is the story of the Types II, VII, and IX that had already become the ‘workhorse’ of the Kriegsmarine’s submarine fleet and continued to put out to sea to attack Allied shipping right up to the end of the war. The Type II was a small coastal boat that struggled to reach the Atlantic; the Type VII was perfectly at home there, but lacked the technology to tackle well protected convoys; while the Type IX was a long-range variety modified so it could operate in the Indian Ocean. This book by the renowned Kriegsmarine historian explores these attack U-boats at length, including details of their armament, capabilities, and crew facilities; the story of their development and operational history; and just what it was like to operate such a vessel.

U-boats Under the Swastika Jak P. Mallmann Showell,1974

Kriegsmarine U-boats 1939–45 (1) Gordon Williamson,2012-04-20 This, the first of two volumes on Germany's World War II U-boats, traces their development from the early U-boats of the Kaiser's Navy, the prohibition on Germany having U-boats following the Armistice in 1918 and the subsequent Treaty of Versailles, the secret development of U-boats using a 'cover-firm' in Holland, culminating in the formation of the 1st U-boat Flotilla in 1935 with the modern Type II. The operational history section includes examples from the Classes Type VIIA, Type VIIB, VIID, VIIE and VIIF before concentrating on the mainstay of the U-boat arm, the Type VIIC. Comparisons are also made with the standard allied submarines, their strengths, weaknesses and U-boat tactics.

The VIIC Type U-Boot Waldemar Góralski,Mieczysław Jastrzębski,2011-03 The type VIIC was a slightly modified version of the successful VIIB. They had basically the same engine layout and power, but were slightly larger and heavier which made them not quite as fast as the VIIB. 5 torpedo tubes (4 at the bow and one at the stern) were installed in all but the following boats; only two bow tubes (U-72, U-78, U-80, U-554 and U-555) and no stern tube (U-203, U-331, U-351, U-401, U-431 and U-651). The VIIC was the workhorse of the German U-boat force in World War Two from 1941 onwards and boats of this type were being built throughout the war. The first VIIC boat being commissioned was the U-69 in 1940. The VIIC was an effective fighting machine and was seen in almost all areas where the U-boat force operated although their range was not as great as the one of the larger IX types. The VIIC came into service as the Happy Days were almost over and it was this boat that faced the final defeat to the Allied anti-submarine campaign in late 1943 and 1944. Perhaps the most famous VIIC boat was the U-96 which is featured in the movie Das Boot, other noticeable boats were the U-flak boats. Many of these boats were fitted with the Schnorkel in 1944-1945. This design saw one more improvement in the type VIIC/41 boat. The larger mine-laying type VIID was a direct variant of the VIIC.

The U-boat Century Jak P. Mallmann Showell,2006 On a sweltering day in August 1906 U-1, or Unterseeboot 1, meaning underwater boat, was lifted into

Kiel's waters for trials; 100 hundred years later Kiel still witnesses the launching of U-boats, modern submarines with fuel cell propulsion systems, built for navies worldwide. In the years in between Germany fought two world wars, in which the U-boat almost defeated the Allies. --The U-boat was one of the most potent weapons of the 20th century, and here Mallmann Showell, perhaps the world's leading U-boat historian, explains how it was developed and designed and then deployed to wreak havoc in European waters and further afield in the Atlantic and the Far East. This is not a dry technical book but a work that looks behind the scenes at the men who built and fought in them. Weapons systems, operational areas, bases, builders and fleet organisation are covered, and as well as dealing with the world wars, the author brings the story up to date with the third, latest, generation of U-boats. The text is augmented by over 300 images, many never published before. --Publisher description.

U-995 German Type VIIC U-Boat Uboataces,2007-01-01
German U-Boat Losses During World War II Axel Niestlé,2014-06-30 A deep dive into the fate of German submarines lost during the Second World War. “This has to be the best reference you can find on the subject.”—Military Modelling No other publication on this subject comes even close to including the amount of detail provided in this book. An introduction both summarizes previous works on the subject and describes the difficulties of obtaining and verifying information from either the Germans or the Allies on U-boat losses. The main part of the book lists by hull number each U-boat’s date of commissioning, its commanding officer, and the date and port of departure for its last patrol. It also gives the date, position, and cause of loss of each submarine, with complete details on Allied units involved in the sinking, the names and ranks of their commanding officers and pilots, and the number of crew killed or rescued. An appendix neatly summarizes data on the disposition of surviving U-boats at the end of the war and provides valuable statistical data on German U-boat losses. “Highly recommended for every serious scholar of the Atlantic war, and every library in naval history and the history of the Second World War.”—The Mariner’s Mirror “The level of detail is quite impressive and this edition is the result of 16 years of further research since the first edition . . . If you are seeking data on the fate of U-Boats then this book should be your ‘first place of call’—no other book has such detailed data.”—Military Archive Research

U-boats of the Kaiser's Navy Gordon Williamson,2012-03-20 As was the case in World War II, one of the greatest threats to Britain during World War I was the German U-boat menace. This book traces the development of the U-boat threat from the Brandtaucher, designed by Wilhelm Bauer, the father of the German submarine arm, in 1850, through to the commissioning of Germany's first U-boat to go into service, the U-1, in 1906. It then covers the main types of World War I U-boat, detailing the operational history of the U-boat service in depth, with a particular focus on the campaigns in the Atlantic and Mediterranean, as well as the slow build up of anti-submarine measures by the allies.

Kriegsmarine U-boats 1939–45 (2) Gordon Williamson,2012-04-20 This title follows from New Vanguard 51: Kriegsmarine U-boats 1939–45 (1) and charts the continuing development of the U-boat in German service, including the evolution of the Type IX as a long range 'cruiser' intended for solo operations in distant waters. Also covered is the revolutionary Type XXI, conceived of in 1942 and launched in April 1944, the first true submarine rather than submersible, whose arrival was just too late to influence the war. Other vessels covered are the Type XXIII, a small vessel armed with only two torpedoes but technically highly advanced, and the Type X minelayers, which were rarely used in their intended role and more often used as supply boats.
German U-Boat Type VII Heinz J. Nowarra,1992 The Kriegsmarine's most famous and successful U-boat of World War II.

The U-boat Eberhard Rössler,1981
The U-boat War David Westwood,2005 This book is an in-depth study of the U-boat section of the German navy, which came so very close to bringing Britain to its knees during the Battle of the Atlantic in 1941-2. It looks at pre-war German efforts to buildup and reinvigorate the U-boat theory of war, consulting hitherto lightly-researched material in the Bundesarchiv, and the U-Boat Diary during the war. It follows the clandestine U-boat research of the 1920s and early 1930s, and the effects of the assumption of power by the Nazi Party in 1933. It investigates Doentiz’s early career and his subsequent efforts to run the U-boat arm during the Second World War. It does not stop here; it will constitute a thorough new look at the entire U-boat campaign from the start of the war through to the final days, and points out the moments when fortunes changed for both sides.

Enigma U-boats Jak P. Mallmann Showell,2000
History of the U-Boot Kittel & Graf,2015-03-10 U-Boot is the German term to refer broadly to submarines, and is short for Unterseeboot, literally submarine boat. The objectives of the U-boat campaigns in both wars were the convoys carrying supplies from the US to Europe. The term U-Boot, followed by a number, such as U-Boot 47 indicates a specific vessel, while U-Boot Type II a particular class, the only U-boats that can be considered true submarines, and submarines, are those that belong to the Type XXI and Type XXIII. During the Second World War, the attacks of the U-boats were the main component of the Battle of the North Eastern, which lasted until the end of the war. During the early stages of the war and immediately after the entry of the United States, the U-boats were extremely effective in the destruction of merchant allies. Improvements in tactical convoys, sonar, the depth charges, the deciphering of the Enigma code used by the Germans and the range of escort aircraft served to turn the fate against the U-boats. At the end of the U-boat fleet suffered extremely heavy losses, losing 789 units (three British submarines captured) of 1157 (of which 25 Allied captured) and about 30,000 sailors on a total of 50.000. The German U-boats and Japanese submarines and Italian sank around 2,828 Allied ships, for a total of about 15 million tons. Between 1939 and 1942 the U-boats also bombed the oil fields of Florida and Americans of many coastal areas causing extensive damage; when the British found a way to decipher Enigma allies were able to predict the movements, yet the Germans did not interrupt the use of U-boats in the Atlantic. During World War II, the Kriegsmarine (German Navy) produced different types of U-boats, as the technology improved. In this volume are indicated in detail the characteristics of all the classes of U-Boot, from Type I to Type XXIII, in addition to the history of the U-boats that made the protagonists during the Second World War.

U-boats Destroyed Paul Kemp,1997

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