

# **Type lxc40**

**Werner Hirschmann,Donald E. Graves**

**Second U-Boat Flotilla** Lawrence Paterson, 2002-05-06 Fritz-Julius Lemp's tragic sinking of the Athenia in a Second U-Boat Flotilla boat opened Germany's U-boat war against England. The following six years of bitter combat found the flotilla at the forefront of distant operations. Leading the attack, Legendary commanders such as Albrecht Achilles, Werner Hartenstein and Reinhard Hardegen littered the Atlantic and Indian Oceans with the twisted steel of sunken ships. Drawn extensively from various war diaries and veterans' personal reminiscences, the Second U-Boat Flotilla describes the tumultuous fortunes of the most successful unit of Karl Donitz's Grey Wolves.

**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.

**The Defeat of the German U-boats** David Syrett, 1994 The largest, most complex naval battle and its impact on World War II's outcome.

U-boats Destroyed Paul Kemp, 1997

**The Milk Cows** John F. White, 2009-09-19 "A comprehensive look at the German submarine tanker program during World War II . . . engaging." —The NYMAS Review During the Second World War the Germans developed a specially adapted U-boat oil tanker with two aims. First, by refueling the attack U-boat fleet their range of operations and duration of patrol could be significantly increased. Secondly, these underwater tankers were far more likely to avoid detection than surface support ships. The submarine tankers, affectionately known as "Milk Cows," were regarded by both the Germans and the Allies as the most important element of the U-boat fleet. Allied forces had orders to attack the tankers first whenever a choice was presented. Until late 1942 the German Milk Cows operated with great success and few losses. But from 1943 onwards the German rendezvous ciphers were repeatedly broken by the Allies and losses mounted rapidly. The Milk Cows were highly vulnerable during the lengthy refueling procedure as they lay stationary on the surface, hatches open. By the end of the war

virtually every tanker had been sunk with severe loss of life. The story of this critical campaign has been thoroughly researched by the author and is told against the background of changing U-boat fortunes. "The author is to be congratulated on his research and writing such a thorough and readable account of such an interesting subject." —Windscreen Magazine, Military Vehicles Trust "Readers will be fascinated not just by the mainstream replenishment work but also by the book's accounts of German submarine operations far afield." —Navy News

U-Boat Attack Logs Daniel Morgan, Bruce Taylor, 2011-11-09

During the Second World War over 250 Allied warships from a dozen navies were sent to the bottom by German U-boats. This ground-breaking study provides a detailed analysis of every sinking for which source material survives from both the Allied and the German sides, resulting in detailed treatment of the fate of 110 vessels, with the remainder summarised in an extensive appendix. Uniquely, each entry is built around a specialist translation of the relevant segment of the war diary (log) of the U-boat in question, taken directly from the surviving originals — remarkably, this represents the first large-scale publication of the U-boat war diaries in any language. The book offers a wealth of new information, not only with respect to the circumstances of the sinkings from both the Allied and German perspectives, but also to the technical environment in which they lived as well as the fate of the crews. The entries include background details on the vessels concerned and the men involved, with a selection of rare and carefully chosen photos from archives and collections around the world. Each entry is itself a compelling narrative, but is backed with a list of sources consulted, including documents, published works and websites. A decade in the making, this is probably the most important book on the U-boat war to be published for many a year

**U-boats of the Second World War: Their Longest Voyages** Jak P. Mallmann Showell, 2014-03-24 Ocean-going U-

boats, each one not much longer than four European articulated lorries with up to sixty men inside them, sailed the far-off seas to reap havoc in hot inhospitable waters. The air forces and navies from Britain, the United States and other colonial countries followed to make this a daring and death-threatening venture. The facts of what the U-boats achieved against massive odds have been told before, but *U-Boats of the Second World War: Their Longest Voyages* is different. It concentrates more on how it was done. How the men survived, how they lived and died and how they still found time to carry out their orders. The book is based on masses of previously unpublished documents from the German U-boat Museum, many of them written during or shortly after the war by men who survived this bitter conflict. This is the story of how specially built long-range ocean-going U-boats started out one step ahead of the Allied navies and air power, how they fell one step behind and how they finally vanished into the depths of the biggest and deepest oceans. This is a remarkable story of endurance, courage and comradeship that terrified the world for the most critical period of the Second World War. The author, Jak P. Mallmann Showell, is the son of a U-boat diesel mechanic who disappeared in those warm waters two months before the author was born.

*U-boat Operations of the Second World War: Career histories, U511-UIT25* Kenneth G. Wynn, 1997

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.

**US Destroyers vs German U-Boats** Mark Lardas,2023-04-27

An absorbing study of the duels fought between the US Navy's escort warships and Hitler's U-boats between December 1941 and May 1945. Although the Battle of the Atlantic lasted several years, its most critical phase began once the United States entered World War II. By December 1941, the British had mastered the U-boat threat in the Eastern Atlantic, only to see the front abruptly expand to regions the US Navy would patrol, chiefly the Atlantic Seaboard. Unless the US Navy overcame the U-boat threat, the Allies would struggle to win. The Battle of the Atlantic was made up of thousands of individual duels: aircraft against U-boats, aircraft against aircraft, aircraft against ships-but most crucially, ships against U-boats. The individual clashes between Germany's U-boats and the Allied warships escorting the vital convoys often comprised one-on-one actions. These stories provide the focus of this detailed work. The technical details of the U-boats, destroyers, and destroyer escorts involved are explored in stunning illustrations, including ship and submarine profiles and weaponry artworks, and key clashes are brought to life in dramatic battlescenes. Among the clashes covered are including USS Kearny vs. U-568, USS Roper (DD-147) vs U-85, USS Eugene E. Elmore (DE-686) vs U-549, and USS Atherton (DE-169) vs U-853.

**The Allied Air Campaign Against Hitler's U-boats** Timothy

S. Good,2022-09-15 No weapon platform sank more U-boats in the Second World War than the Allied aircraft. Whether it was an American 'plane operating from American escort carriers, US

aircraft from Royal Air Force bases, or British aircraft from bases throughout the world, these officers and men became the most decisive factor in turning the tide of the Battle of the Atlantic against the German submarine threat. While the German crews could threaten escort vessels with torpedoes, or avoid them by remaining submerged, their leaders never developed an effective strategy against aircraft. However, the Allied aircraft did not enjoy much early success. British, Canadian and Australian air crews that fought the U-boats from 1939 until 1941 achieved few triumphs. They possessed neither the aircraft nor the bases necessary to deliver consistent lethal attacks against German submarines. In 1941, the Royal Air Force finally began implementing an effective aircraft response when it initiated training on the American-built Consolidated B-24 Liberators. Supported by other types then in service, these four-engine bombers would prove to be decisive. With America's entry into the war, the United States Navy and the United States Army Air Forces also began employing Liberators against the U-boats so that by mid-1943, the Admiral Karl Dönitz, commander of U-boat forces, withdrew his submarines from the North Atlantic in recognition of the Allied aircraft's new dominance. From Dönitz's retreat to the end of the war, Allied aircraft continued to dominate the U-boat battle as it shifted to other areas including the Bay of Biscay. Dönitz eventually ordered his U-boats to remain on the surface and engage Allied aircraft as opposed to submerging. This approach did lead to the demise of some Allied aircraft, but it also resulted in even more U-boat being sunk. Most critically, Dönitz acknowledged with his new policy that he knew of no tactics or weapons that would defend his submarines from Allied aircraft. In the end, it was a matter of choosing whether his submariners would die submerged or die surfaced. Either way, Allied aircraft prevailed. The Allied Air Campaign Against Hitler's U-Boats is the most comprehensive study ever undertaken of this most crucial battle which helped turn the Battle of the Atlantic irrevocably in

favour of the Allies.

**German U-boat Commanders of World War II** Rainer Busch,Hans-Joachim Röhl,1999 Details the service records of some 1,400 officers of the German Kriegsmarine known to have commanded a U-boat between the commissioning of U-1 in June 1935, and the final surrender of U-977 to Argentina in August 1945.

**Sailors' Journey Into War** Robert A. Maher,James E. Wise,1998 In 1943, the navy destroyer, USS Borie, and a German U-boat, were engaged in a fierce battle north of the Azores Islands. This personal account from a crew member of the Borie follows the action, as well as illustrating the determination and courage shown by servicemen during the war as a whole.

Dark Sky, Deep Water Norman Franks,2000-06 Startling first-hand accounts from both sides detailing the hard fought war between Allied airmen and German submarines. The campaigns over the Bay of Biscay and the Atlantic are especially noteworthy and are covered here.

*Coal Handling and Stowage* United States. Navy Department. Bureau of Ships,1943

**German Warships, 1815-1945** Erich Gröner,Dieter Jung,Martin Maass,1990 This English translation of the second of a three-volume study of German warships covers U-boats, minesweepers, motor minesweepers, and sperrbrechers.

Hitler's U-boat War Clay Blair,2000-04 The second volume in Clay Blair's history of Hitler's U-boat war, covering years 1942 to 1945. Told chronologically, it is divided into two sections: the war against Britain and her empire, and the war against the Americas. Clay Blair served in World War II in the submarines. He chronicles dramatic scenes of naval actions and makes interpretations and conclusions about all aspects of the Battle of the Atlantic.

*Solder Joint Reliability* John H. Lau,2013-11-27 Solders have given the designer of modern consumer, commercial, and military electronic systems a remarkable flexibility to interconnect



electronic components. The properties of solder have facilitated broad assembly choices that have fueled creative applications to advance technology. Solder is the electrical and mechanical glue of electronic assemblies. This pervasive dependency on solder has stimulated new interest in applications as well as a more concerted effort to better understand materials properties. We need not look far to see solder being used to interconnect ever finer geometries. Assembly of micropassive discrete devices that are hardly visible to the unaided eye, of silicon chips directly to ceramic and plastic substrates, and of very fine peripheral leaded packages constitute a few of solder's uses. There has been a marked increase in university research related to solder. New electronic packaging centers stimulate applications, and materials engineering and science departments have demonstrated a new vigor to improve both the materials and our understanding of them. Industrial research and development continues to stimulate new application, and refreshing new packaging ideas are emerging. New handbooks have been published to help both the neophyte and seasoned packaging engineer.

**Another Place, Another Time** Werner Hirschmann, Donald E. Graves, 2011 Neither Sharks nor Wolves: The Men of Nazi Germany's U-Boat Arm, 1939-1945. As a boy growing up in Germany, Werner Hirschmann dreamed of going to sea. In 1940, he was accepted as an officer cadet in the Kriegsmarine, the German navy, and after rigorous training became an engineer officer in the elite U-Boot-Waffe or submarine service. Using his wartime diaries and remarkable photograph albums, as well as historical documents, Werner Hirschmann recounts the many interesting episodes in his naval career, including serving on a destroyer that escorted Bismarck on her last operation, U-boat operations in the Atlantic and Mediterranean, being besieged by the Americans at the U-boat base at Lorient in France, and his last patrol to North America in 1945, on which his submarine, U-190, sank HMCS Esquimalt, the last Canadian warship lost during the

war. Hirschmann provides a unique view of the day-to-day life of a U-boat officer who, like young men on both sides, did his best to enjoy life while trying to do his duty. An epilogue describes his postwar life as a prisoner-of-war in Canada and Britain. After the war, he moved to Canada, where he pursued a successful career and eventually became an honorary member of the veterans' association of HMCS Esquimalt. A key feature for many readers is the technical section that provides a detailed pictorial tour of the Type IX/C40 U-boat, including many previously unpublished photographs discovered in Canadian archives. Another Place, Another Time was first published in 2004 and is regarded as a classic of U-boat literature. This paperback edition is printed on the same high-quality paper as the original hardcover to ensure the best reproduction of the many superb photographs.

**U-Boats** David Miller, 2002-04-01 U-BOATS provides a fascinating and comprehensive chronicle of the development, activities, and fate of known U-boats. Operating mainly in the North Atlantic, they also fought campaigns along the east coast of the United States and in the Mediterranean, the Arctic, the Black Sea, the South Atlantic, and the Indian Ocean. You'll discover the tactics, technology, and weapons these vessels used to prey upon Allied warships and unarmed merchantmen alike, how they fought together in wolf packs and alone, how the crews lived beneath the waves, and how they died.

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