# WWII German Type IXC40 Submarine Paper Model.jpg

Jak P. Mallmann Showell

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.

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.

Type VII Marek Krzysztalowicz, 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

**U-Boats at War in World War I and II** Jon Sutherland, Diane Canwell, 2009-11-19 A photographic history of German submarines in the world wars, including unseen images from the personal collections of captains and crew. U-boats were the scourge of the seas for Allied shipping during both world wars, almost bringing Britain to the brink of starvation on several occasions. This book contains unseen photographs taken by German submarine crew and captains during each war. The World War One selection features a submariner's photos of U-25, an early German U-boat. They belonged to WO Friedrich Pohl, who served on U-boats SM-25 and SMU-33. There are many photos of the U-boat itself, crew on deck, and attacks on Norwegian merchant ships with the surface gun. U-25 was launched July 12, 1913, sank a total of twenty-one ships and 14,126 tons, and surrendered to France on February 23, 1919. The World War Two photos include images from an original WW2 U-boat commander's photo album. It belonged to Kapitan Leutnant Herbert Bruninghaus. As a U-boat navigator, he served on the famous U-38 under ace Heinrich Liebe. Bruninghaus later went on to command three U-boats of his own: U-6, U-148, and U-1059. There are also original images from a Kriegmarine officer's photo album (unfortunately unnamed), including photos of Commander Prien's U-47 returning to Kiel after attacks at Scapa Flow.

Iron Men and Tin Fish Anthony Newpower, 2006-08-30 From the American entry into World War II until September 1943, U.S. submarines experienced an abnormally high number of torpedo failures. These failures resulted from three defects present in the primary torpedo of the day, the Mark XIV. These defects were a tendency to run deeper than the set depth, the frequent premature detonation of the Mark 6 magnetic influence exploder, and the failure

of the contact exploder when hitting a target at the textbook ninety-degree angle. Ironically, despite using a completely independent design, the Germans experienced the same three defects. The Germans, however, fixed their defects in six months, while it took the Americans twenty-two months. Much of the delay on the American side resulted from the denial of senior leaders in the operational forces and in the Navy's Bureau of Ordnance (BuOrd) that the torpedo itself was defective. Instead, they blamed crews for poor marksmanship or lack of training. In the end, however, the submarine force itself overcame the bureaucratic inertia and correctly identified and fixed the three problems on their own, proving once again the industry of the average American soldier or sailor. From the American entry into World War II until September 1943, U.S. submarines experienced an abnormally high number of torpedo failures. These failures resulted from three defects present in the primary torpedo of the day, the Mark XIV. These defects were a tendency to run deeper than the set depth, the frequent premature detonation of the magnetic influence exploder, and the failure of the contact exploder when hitting a target at the textbook 90degree angle. Ironically, despite using a completely independent design, the Germans experienced the same three defects. The Germans, however, fixed their defects in six months, while it took the Americans 22 months. Much of the delay on the American side resulted from the denial of senior leaders in the operational forces and in the Navy's Bureau of Ordnance (BuOrd) that the torpedo itself was defective. Instead, they blamed crews for poor marksmanship or lack of training. In the end, however, the submarine force itself overcame the bureaucratic inertia and correctly identified and fixed the three problems on their own, proving once again the industry of the average American soldier or sailor. Contrary to the interpretations of most submarine historians, this book concludes that BuOrd did not sit idly by while torpedoes failed on patrol after patrol. BuOrd acknowledged problems from early in the war, but their processes and their tunnel vision prevented them from realizing that the weapon sent to the fleet was grossly defective. One of World War II's forgotten heroes, Admiral Lockwood drove the process for finding and fixing the three major defects. This is first book that deals exclusively with the torpedo problem, building its case out of original research from the archives of the Bureau of Ordnance, the Chief of Naval Operations, Vice Admiral Lockwood's personal correspondence, and records from the British Admiralty at the National Archives of the United Kingdom. These sources are complemented by correspondence and interviews with men who actually participated in the events.

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

**U-boats Destroyed** Paul Kemp, 1997

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.

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 ni 1939. This volume provides a full description of the class.

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 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.

The Silent Service in Wwii United States Navy,2010-01 The definitive technical guide to the submarines of World War II, The Fleet Type Submarine was originally published in 1946. Originally classified secret, this legendary book has never been available to the public until now. The Fleet Type Submarine uses the Balao-class USS Perch SS313 to explain submarine operating principles, technologies, and systems. It contains numerous diagrams and photos and offers definitions of components and terminology. It provides descriptions of various systems such as ballast tanks, trim, ventilation and steering. It also contains a brief history of the submarine and a discussion of patrol routines. This book is the most complete technical guide to the boats that won WWII in the Pacific. Nothing close to it was ever assembled before, or since. This affordable reprint comes in a soft bound edition with attractive covers. Although some of the book has been reformatted, and color images are reproduced in black and white, all of the original content is preserved. (A color supplement is also available). This is a must-have for anyone interested in submarines and an important reference for any historian, docent, or modeler.

German U-Boat Losses During World War II NIESTLE AXEL, 2022-04-30

**Kriegsmarine U Boats 1939-45** Chris Bishop,2006 Divided by flotilla, this book offers an organizational breakdown of U-boat units. Each chapter includes a compact history of the U-boat flotilla's role and impact on the course of the conflict. Packed with colour profiles of major types of German U-boat, it is a guide for modellers, military historians and naval warfare enthusiasts alike.

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.

The Silent Deep James Jinks, Peter Hennessy, 2015-10-29 'The Ministry of Defence does not comment upon submarine operations' is the standard response of officialdom to enquiries about the most secretive and mysterious of Britain's armed forces, the Royal Navy Submarine Service. Written with unprecedented co-operation from the Service itself and privileged access to documents and personnel, The Silent Deep is the first authoritative history of the Submarine Service from the end of the Second World War to the present. It gives the most complete account yet published of the development of Britain's submarine fleet, its capabilities, its weapons, its infrastructure, its operations and above all - from the testimony of many submariners and the first-hand witness of the authors - what life is like on board for the denizens of the silent deep. Dramatic episodes are revealed for the first time: how HMS Warspite gathered intelligence against the Soviet Navy's latest ballistic-missile-carrying submarine in the late 1960s; how HMS Sovereign made what is probably the longest-ever trail of a Soviet (or Russian) submarine in 1978; how HMS Trafalgar followed an exceptionally quiet Soviet 'Victor III', probably commanded by a Captain known as 'the Prince of Darkness', in 1986. It also includes the first full account of submarine activities during the Falklands War. But it was not all victories: confrontations with Soviet submarines led to collisions, and the extent of losses to UK and NATO submarine technology from Cold War spy scandals are also made more plain here than ever before. In 1990 the Cold War ended - but not for the Submarine Service. Since June 1969, it has been the last line of national defence, with the awesome responsibility of carrying Britain's nuclear deterrent. The story from Polaris to Trident - and now 'Successor' - is a central theme of the book. In the year that it is published, Russian submarines have once again been detected off the UK's shores. As Britain comes to decide whether to renew its submarine-carried nuclear deterrent, The Silent Deep provides an essential historical perspective.

**German U-Boat Type XXI** Siegfried Breyer,1999 The German U-boat Type XXI was a revolutionary marvel at the time of its development, close to the end of World War II. This book covers the history leading up to the development of the Type XXI, as well as covering the actual development and short usage of the U-boat.

Japanese Secret Projects Edwin M. Dyer, 2009 Surprisingly, secret Japanese planes of World War II remain an area that has been largely ignored due to scarcity of information. They do, however, have a large base of interest as unlike the majority of secret Luftwaffe programs that were resigned to the drawing board, the vast number of aircraft featured within this book actually flew or were in development. The book begins with an overview of the IJN and IJA through the early years to 1945, and their secret technical exchanges with the Luftwaffe throughout the war. It is divided into two sections dedicated to the two armed forces, with a total of 34 aircraft examined, each with its history, performance, and combat records laid out in an easy to read fashion. The book provides photographs, technical drawings, and stunning color renditions of the aircraft in combat. Notable emphasis is placed upon the supersonic kamikaze aircraft, the Amerika bomber, and the ways in which the Japanese improved on German technology, particularly the Me 262 and Komet. Secret Japanese armaments are also covered in detail, with information uncovered on guided missiles, rockets, and cannons. A gripping read for aviation and military enthusiasts around the world!

#### German Warships of the Second World War H. T. Lenton, 1976

The Cornfield David A. Welker,2020-03-31 The Civil War battle in western Maryland that killed 22,000 men—and served no military purpose. For generations of Americans, the word Antietam—the name of a bucolic stream in western Maryland—held the same sense of horror and carnage that the date 9/11 does for Americans today. But Antietam eclipses even this modern tragedy as America's single bloodiest day, on which 22,000 men became casualties in a war to determine our nation's future. Antietam is forever burned into the American psyche as a battle bathed in blood that served no military purpose and brought no decisive victory. This much Americans know was true. What they didn't know was why the battle broke out at all—until now. The Cornfield: Antietam's Bloody Turning Point tells for the first time the full story of the struggle to control "the Cornfield," the action on which the costly battle of Antietam turned. Because Federal and Confederate forces repeatedly traded control of the spot, the fight for the Cornfield is a story of human struggle against fearful odds, men seeking to do their duty, and a simple test of survival. Many of the firsthand accounts included in this volume have never before been revealed to modern readers or assembled in such a comprehensive, readable narrative. At the same time, The Cornfield offers fresh views of the battle as a whole, arguing that two central facts doomed thousands of soldiers. This new, provocative perspective is certain to change our modern understanding of how the battle of Antietam was fought and its role in American history.

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