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**Harald Busch**

**Type VII U-boats** Robert Cecil Stern,1991

**The Type VII U-boat** David Westwood,2003

The VIIC Type U-Boat 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 Type II U-Boat* Waldemar Góralski,2013 The Type II U-boat - The latest book in Super Drawings in 3D series presents a brief description of the German Type II coastal submarines along with their general characteristics. Since an image can speak a thousand words, the text is accompanied by 160 renderings which show the external appearance of all four sub-types including details such as various conning towers and armament variants as well as other fittings. Blueprints of the four sub-types in 1:144 scale (general and isometric views) are included on a separate sheet. This publication is an invaluable help to any modeler interested in building a replica of any of the Type II submarines.

*U-995 German Type VIIC U-Boat* Uboataces,2007-01-01

**U-boats at War** Harald Busch,1955

**Hitler's Antarctic Base: the Myth and the Reality** Colin Summerhayes,Peter Beeching,2016-05 Secrets of the Third Reich's Base in Antarctica A remarkable event occurred in 1999, but only specialists paid adequate attention to it. A research expedition discovered a virus in Antarctica; at that, neither people nor animals had immunity to the virus. After all, Antarctica is far away, for this very reason the virus cannot be dangerous for the rest of the planet, especially the dangerous discovery was deep in the permafrost. However, scientists say that against the background of a global warming threatening the Earth, the unknown virus can cause an awful catastrophe on the planet. Expert Tom Starmmerue from the University of New York also shares the pessimistic forecasts of his colleagues. We don't know what the mankind will face in the South Pole in the nearest time due to the global warming. It is not ruled out that an unbelievable catastrophe may break out. Viruses protected with a protein cover survive even in the permafrost; as soon as the temperature gets warmer they will immediately start reproducing. American scientists treated the Antarctica discovery very seriously and even organized a special expedition that currently tests the ice for unknown viruses in order to develop an antidote in good time. What is the source of the virus in Antarctica where only penguins can survive in the ice? There is no answer to the question, specialists are at a loss. However, several theories concerning the problem have been put forward. We would like to touch upon the most interesting of them. A majority of scientists are inclined to believe that prehistoric forms of life probably survived in the permafrost. There are more versions that are interesting and sometimes quite unusual. Some specialists blame bonzes of the Third Reich for delivery of a secretly developed bacteriological weapon to Antarctica. And this theory arose not in a vacuum. It is known that already in 1938 Nazis suddenly became interested in Antarctica, they organized two expeditions to the area in 1938-1939. At first, planes of the Third Reich took detailed pictures of unexplored territories and then they dropped several thousands of metal pennons with

swastika there. The whole of the explored territory was called Neuschwabenland and was considered a part of the Third Reich. After the expedition, Captain Ritscher reported to Field-Marshal Hering: The planes dropped the pennons each 25 kilometers; we covered the area of about 8.600 thousand square meters. 350 thousand square meters of them were photographed. In 1943, Grand Admiral Karl Donitz dropped a remarkable phrase: Germany's submarine fleet is proud that it created an unassailable fortress for the Fuhrer on the other end of the world. Submarines were mostly used for transportation of necessary freight to the place. The submarines also received passengers whose faces were hidden behind surgical bands. Wilhelm Bernhard was commander of one of the submarines, U-530; the submarine left the port of Kiel on April 13, 1945. When it reached the shores of Antarctica, 16 members from the crew built an ice cave and put boxes into the cave; it was allegedly said that the boxes contained relics of the Third Reich, including Hitler's documents and personal stuff. The operation was code named Valkyrie-2. When the operation was over on July 10, 1945, the submarine U-530 entered the Argentinean port of Mar-del-Plata and surrendered to the authorities. It is also supposed that another submarine from the formation, U-977, under the command of Heinz Scheffer, delivered the remains of Hitler and Braun to Neuschwabenland. It followed the route of the U-530 submarine and called at Antarctica. The sub arrived in Mar-del-Plata on Aug. 17, 1945.

*The U-boats* Douglas Botting,1980-02 Reviews the history of Germany's foremost naval weapon in two world wars, documenting its victories, which include the sinking of 8,000 merchant ships, and its final defeat.

*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.

**The White Rose of Stalingrad** Bill Yenne,2013-02-20 Of all the major air forces that were engaged in the war, only the Red Air Force had units comprised specifically of women. Initially the Red Air Force maintained an all-male policy among its combat pilots. However, as the apparently invincible German juggernaut sliced through Soviet defenses, the Red Air Force began to rethink its ban on women. By October 1941, authorization was forthcoming for three ground attack regiments of women pilots. Among these women, Lidiya Vladimirovna "Lilya" Litvyak soon emerged as a rising star. She shot down five German aircraft over the Stalingrad Front, and thus become history's first female ace. She scored 12 documented victories over German aircraft between September 1942 and July 1943. She also had many victories shared with other pilots, bringing her possible total to around 20. The fact that she was a 21-year-old woman ace was not lost on the hero-hungry Soviet media, and soon this colourful character, whom the Germans dubbed "The White Rose of Stalingrad," became both folk heroine and martyr.

**The Type XXI U-boat** Fritz Köhl,Eberhard Rössler,2002

**Eight Bells, and All's Well** Daniel V. Gallery,1965 His own memoirs of forty-three years on active duty with the U.S. Navy, from 1917 when he entered Annapolis until 1960 when he retired as Rear Admiral.

**Book of Plans** Pioneer Log Cabin Co,2021-09-09 This work has been selected by scholars as being culturally important and is part of the knowledge base of civilization as we know it. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. To ensure a quality reading experience, this work has been proofread and republished using a format that seamlessly blends the original graphical elements with text in an easy-to-read typeface. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

*Spy for Germany* Erich Gimpel,Will Berthold,1957

**The Naval Service of Canada, 1910-2010** Richard H. Gimblett, 2009-10-13 Commended for the 2009 Keith Matthews Award This lavishly illustrated commemorative volume chronicles the full century, 1910-2010, of the Canadian Navy as a proud national institution. Known Officially until 1968 as the Royal Canadian navy and since then as the Maritime Command of the Canadian Forces, the naval service of Canada has played an important role in the development and security of our nation. The foreword for this book is by Her Excellency Governor General Michaëlle Jean (as commander-in-chief of the Canadian Forces) and the contributors are highly recognized authorities on their particular period. The contributors' comprehensive coverage, drawing upon a multitude of primary archival sources and secondary volumes by other authors, includes the originals of the Canadian Navy back to 1867, both world wars, the Korean conflict, the Cold War period, and a look at the navy of the future. There is also a section on naval war art. The result is a sweeping survey history that will appeal to a broad cross-section of readers, including those who love all things navy, navy veterans and their families, historians, and librarians.

**Sailing to Freedom** Timothy D. Walker, 2021-04-30 In 1858, Mary Millburn successfully made her escape from Norfolk, Virginia, to Philadelphia aboard an express steamship. Millburn's maritime route to freedom was far from uncommon. By the mid-nineteenth century an increasing number of enslaved people had fled northward along the Atlantic seaboard. While scholarship on the Underground Railroad has focused almost exclusively on overland escape routes from the antebellum South, this groundbreaking volume expands our understanding of how freedom was achieved by sea and what the journey looked like for many African Americans. With innovative scholarship and thorough research, *Sailing to Freedom* highlights little-known stories and describes the less-understood maritime side of the Underground Railroad, including the impact of African Americans' paid and unpaid waterfront labor. These ten essays reconsider and contextualize how escapes were managed along the East Coast, moving from the Carolinas, Virginia, and Maryland to safe harbor in northern cities such as Philadelphia, New York, New Bedford, and Boston. In addition to the volume editor, contributors include David S. Cecelski, Elysa Engelman, Kathryn Grover, Megan Jeffreys, Cheryl Janifer LaRoche, Mirelle Luecke, Cassandra Newby-Alexander, Michael D. Thompson, and Len Travers.

**Germans in the Antarctic** Cornelia Lüdecke, 2021-02-08 While science was usually at the forefront of German Antarctic expeditions, research into the Southern Polar region always had a political or economic component, whether it was about resource use or securing areas of influence. Cornelia Lüdecke presents the course of the three German Antarctic expeditions from 1901-03, 1911-12 and 1938/39 with their partly dramatic turns and twists and provides insights into everyday life under extreme conditions. She also evaluates unpublished material from the archives and private estates of the expedition members. She looks at the expeditions from a scientific and political point of view and also deals with the myths associated with the Schwabenland expedition during the National Socialist era. Finally, the author describes German south polar research after World War II, which took different paths in the German Democratic Republic and in the Federal Republic of Germany, and gives an outlook on future research. For the first time, this book presents the history of the Germans in Antarctica in a factual and informative way for the general public. With numerous pictures, some of which have never been published before.

**Hitler's Uranium Club** Jeremy Bernstein, 2013-03-09 From April through December of 1945, ten of Nazi Germany's greatest nuclear physicists were detained by Allied military and intelligence services in a kind of gilded cage at Farm Hall, an English country manor near Cambridge. The physicists knew the Reich had failed to develop an atomic bomb, and they soon learned, from a BBC radio report on August 6, that the Allies had succeeded in their own efforts to create such a weapon. But what they did not know was that many of their meetings and private conversations were being monitored and recorded by British agents. This book contains the complete collection of transcripts that were made from these secret recordings, providing an unprecedented view of how the German scientists, including two Nobel Laureates, thought and spoke about their roles during the war.

**Messages in Handlebars** Kendrick Kirk, 2019-10-20 In World War II, the French Resistance played a vital role in the Allied victory. Supported by Britain's Special Operations Executive,

Resistance networks were formed, led and equipped by SOE agents. The Auduc family provided essential support to the network formed around Le Mans, France, by an American OSS agent and a French SOE agent. The Auduc's oldest son, Jean-Jacques, became the youngest Resistance fighter to be awarded the Croix de Guerre. He was also awarded the U. S. Medal of Freedom and the French Legion of Honor for heroism as a 12 year old. The downing of two B-17's on July 4, 1943, brought the Auduc's face to face with the five surviving U. S. airmen. The airmen were first sheltered and then repatriated to England. The Auduc family and their fellows teach us how much people will sacrifice to gain freedom from an oppressor. American, British, Canadian and French worked in cloaked secrecy and harmony to rid the world of the greatest evil in recorded history.

*Flying Wings and Tailless Aircraft* Bill Rose, 2010 This is an exciting new addition to the highly successful Secret Projects series, which examines some extraordinary flying wings and tailless aircraft projects. Designed and developed since the dawn of aviation, these aircraft still hold a great importance today, with many aviation enthusiasts eager to learn more about these remarkable aircraft, which provided the foundations for the modern aviation scene. Beginning with an analysis of the advantages of the flying wing, the author looks at why aerodynamicists have been attracted to this unique configuration since the earliest days of manned flight, highlighting a range of specific aircraft and relevant examples. Many aviation enthusiasts will delight in discovering the more intimate developmental details of familiar aircraft including the famous early glider Junkers and other World War 1 flying wing biplane designs.

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