

Torpedo Submarine Battles 1000

John S. Barnes

Torpedoes and Torpedo Warfare Charles William Sleeman,1880

Submarines, Mines and Torpedoes in the War Charles William Domville-Fife,1914

Torpedoes and Torpedo Warfare Charles William Sleeman,1889

Submarine Warfare, Offensive and Defensive Including a Discussion of the Offensive Torpedo System, Its Effects Upon Iron-clad Ship Systems, and Influence Upon Future Naval Wars J. S. Barnes John S. Barnes,1869

Submarine Warfare John Sanford Barnes,1869

History of Submarine Mining and Torpedoes Friedrich von Ehrenkrook,1879

Torpedoes and Torpedo "warfare": Containing a Complete and Concise Account of the Rise and Progress of Submarine Warfare ... Charles William Sleeman,1889

Submarine Warfare, Past, Present and Future Herbert C. Fyfe,1903

Submarine Warfare, Offensive and Defensive John Sanford Barnes,1987

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 90-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 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.

Torpedoes and Torpedo Warfare C. Sleeman, 1889

Torpedo War, and Submarine Explosions Robert Fulton, 1914

Submarine Torpedo Tactics Edward Monroe Jones, Shawn S. Roderick, 2014-11-04 Never-before-published, first-hand accounts of undersea action presented with a summary of torpedo tactics illustrate how a submarine's crew can hit a target that is determined to avoid being hit. Legendary figures in American submarine history come to life in actual logs of undersea warfare, and in accounts of sailors who were in the van of torpedo tactics development. The technology is explained in detail, offering insight into how American subs have been so successful in their hundred-year history. Outlandish gags and pranks of submarine skippers are included, showing just how brazen this elite group of super-competent sailors could be. The reader travels through World War II and the Cold War as submarines and torpedoes enter the nuclear age. Filled with diagrams and illustrations the narration carries the reader into the attack center as battle stations torpedo! resounds through a submarine's compartments.

Living with the Torpedo: Anti-Submarine Warfare, Command, and Shipboard Life in the US Navy During World War II George P. Sotos

Usn, 2020-02-19 *Living with the Torpedo* is the only World War II memoir written by a US Navy officer who fought the years-long Battle of the Atlantic against Hitler's U-boats from the decks of a destroyer escort and PC boats. More than seven decades later, George Sotos still dreams the sounds and emotions of his years living with the torpedo threat. In this captivating book, he tells you what that time was like, and how the human element formed the foundation of successful American submarine hunting during the war. More than a mere recounting of events, *Living with the Torpedo* brings to life the tactics, procedures, people, and feeling of small-ship action against a determined and capable adversary. Readers will marvel at the transformation, in less than five years, of a college senior who had never seen the ocean into a task-unit commander in control of three combat-tested warships -- a progression unlikely to be repeated in a modern navy.

Undersea Warfare Fleet Support United States. Naval Torpedo Station, Keyport, Wash, 1976

Subs on the Hunt Richard Sheffield, 2009-05-12 On December 7, 1941 the order was issued to the U.S. Navy: EXECUTE UNRESTRICTED AIR AND SUBMARINE WARFARE AGAINST JAPAN On that order, the subs flooded out of Pearl Harbor and towards the Japanese Empire. Those that returned came back with tales of unbelievable heroism, hard won victory, crushing defeats, faulty equipment, deadly mistakes, unexpected humor, and haunting decisions. Starting with the story of the brave little S-44 - It was very questionable as to whether or not she would even survive the crossing to Japanese waters. Despite the fact that she left a continuous oil slick wherever she went, she carried the fight to the enemy and sunk the 8800 ton Kato, the first Japanese warship to be sunk by a lone submarine. Continuing with stories from the Silversides, Wahoo, Trigger, Harder, Bowfin, and finishing with all five war patrols of the unmatched Tang, here are all the details and insights, straight from the men who fought the battles.

US Submarine Crewman 1941-45 Robert Hargis, 2012-07-20 This book takes a close look at the Dolphins of the US Navy submarine force, it covers recruitment, training, service conditions and combat experiences, and discusses the effects of advances in torpedo technology on crew roles. The Japanese surprise attack on Pearl Harbor in December 1941 battered the surface fleet, but the submarine force escaped unharmed. It was up to the Silent Service to spearhead the naval war against Japan, cutting her supply routes and neutralizing her naval threat. By August 1945, US Navy submarines had made 488 war patrols. The achievements of the Silent Service were not without consequence 3,500 American crewmen lost their lives.

Submarines and the World Wars Charles River Charles River Editors, 2018-02-27 *Includes pictures *Includes accounts of fighting *Includes online resources and a bibliography for further reading Submarine warfare began tentatively during the American Civil War (though the Netherlands and England made small prototypes centuries earlier, and the American sergeant Ezra Lee piloted the one-man Turtle vainly against HMS Eagle near New

York in 1776). Robert Whitehead's invention of the torpedo introduced the weapon later used most frequently by submarines. Steady improvements to Whitehead's design led to the military torpedoes deployed against shipping during both World Wars. During World War I, German U-boats operated solo except on one occasion. Initially, the British and nations supplying England with food and materiel scattered vessels singly across the ocean, making them vulnerable to the lone submarines. However, widespread late war re-adoption of the convoy system tipped the odds in the surface ships' favor, as one U-boat skipper described: The oceans at once became bare and empty; for long periods at a time the U-boats, operating individually, would see nothing at all; and then suddenly up would loom a huge concourse of ships, thirty or fifty or more of them, surrounded by a strong escort of warships of all types. (Blair, 1996, 55). World War I proved the value of submarines, ensuring their widespread employment in the next conflict, but by using U-boats against the shipping that kept Britain supplied, it might have ultimately cost Germany and Austria-Hungary the war by providing a reason for President Woodrow Wilson to bring the United States into the struggle. One critical innovation in World War II's Atlantic U-boat operations consisted of wolf-pack tactics, in which Admiral Karl Dönitz put great faith: The greater the number of U-boats that could be brought simultaneously into the attack, the more favourable would become the opportunities offered to each individual attacker. [...] it was obvious that, on strategic and general tactical grounds, attacks on convoys must be carried out by a number of U-boats acting in unison. (Dönitz, 1990, 4). However, even the wolf-pack proved insufficient to defeat the Atlantic convoys and stop Allied commerce - the precise opposite of the Pacific theater, where America's excellent submarine forces annihilated much of Japan's merchant marine and inflicted severe damage on the Imperial Japanese Navy. Submarines exercised a decisive impact on the outcome of the Pacific Theater in World War II. The U.S. submarine fleet, largely though not exclusively under the overall command of Vice Admiral Charles Lockwood, strangled the supply lines and shipping traffic of the Empire of Japan. Their commerce raiding crippled both Japan's ability to keep its frontline units supplied and to manufacture the weapons, vessels, and vehicles needed to successfully carry on the struggle. Though constituting only 1.6% of the total U.S. Navy's tonnage in the Pacific, the submarine fleet inflicted massive losses on the Imperial Japanese Navy and Japan's crucial merchant marine. Submarines sank 55% of the merchant shipping lost, or approximately 1,300 vessels; overall, the Allies sank 77% of Japan's shipping. The submarines also sank 214 Japanese warships, including 82 of 1,000 tons or more - 4 carriers, 4 escort carriers, one battleship, 4 heavy cruisers, 9 light cruisers, 38 destroyers, and 23 submarines - or approximately 30% of the entire Imperial Japanese Navy. The sleek, predatory craft made in the shipyards of Virginia, Wisconsin, or Washington state devastated the naval and freighter assets of the Empire of the Rising Sun out of all proportion to their numbers, at a cost of 42 submarines on Eternal Patrol. Submarines and the World Wars: The History of Submarine Warfare in World War I and World War II analyzes the underwater fighting during both great conflicts.

Torpedoes and Torpedo Warfare Charles William Sleeman, 2014-02 This is a reproduction of a book published before 1923. This book may have occasional imperfections such as missing or blurred pages, poor pictures, errant marks, etc. that were either part of the original artifact, or were introduced by the scanning process. We believe this work is culturally important, and despite the imperfections, have elected to bring it back into print as part of our continuing commitment to the preservation of printed works worldwide. We appreciate your understanding of the imperfections in the preservation process, and hope you enjoy this valuable book.

Submarines, Mines and Torpedos in the War Charles William Domville-Fife, 2013-09 This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1914 edition. Excerpt: ... INTRODUCTION THE SUBMARINE PHASE OF THE NAVAL WAR In the mist of war which envelops over half the entire world, no less than 264 underwater fighting ships are engaged. They form the submarine fleets of England, France, Russia, Japan, Germany and Austria; and the highly-trained crews of these modern additions to the fighting navies comprise nearly 20,000 men. But the conduct of submarine warfare on the grand scale requires

far more than flotillas of submergible warships and their daring crews. This new branch of naval science is ever widening in its scope, its means of offence, and in its attendant ramifications. Every important naval base has its curious submarine floating docks, ready for crippled members of its attached flotilla; every naval construction department has its corps of submarine experts; each of the 1,500 surface warships engaged in this titanic struggle for the dominion of Europe and the mastery of the seas carries the means for delivering submarine attacks in its torpedoes and surface and submerged discharging tubes. The oceans in the theatres of war have been strewn with German and Austrian mines; then they have been either counter-mined or swept clear and mined again. British seaplanes, with specially trained observers, are continually searching from high in the air for the dark patches in the semitransparent sea-green which denote the presence of mines and submarines. Within signal-range or wireless call of the aerial scouts and their attendant ships are destroyer flotillas to give battle to the hostile submarines, while hundreds of trawlers and small steamers, fitted with special apparatus, are continually sweeping up the hundreds of submarine mines laid by the enemy's vessels which are fitted to enable them to sow...

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