
Read Book Steel Boat Iron Hearts A U Boat Crewmans Life Aboard U 505 Debunking The Myth Of The Napoleonic Wars

Eventually, you will no question discover a extra experience and achievement by spending more cash. nevertheless when? complete you allow that you require to get those all needs following having significantly cash? Why dont you attempt to get something basic in the beginning? Thats something that will guide you to understand even more just about the globe, experience, some places, similar to history, amusement, and a lot more?

It is your enormously own get older to do something reviewing habit. in the middle of guides you could enjoy now is **Steel Boat Iron Hearts A U Boat Crewmans Life Aboard U 505 Debunking The Myth Of The Napoleonic Wars** below.

KEY=OF - KEITH MONICA

STEEL BOAT, IRON HEARTS

A U-BOAT CREWMAN'S LIFE ABOARD U-505

Savas Beatie **The story of the German submarine U-505 and its dramatic capture by the US Navy during WWII—told by one of its crewmen. Hans Goebeler is known as the man who “pulled the plug” on U-505 in 1944 to keep his beloved U-boat out of Allied hands. Steel Boat, Iron Hearts is his no-holds-barred account of service aboard a combat U-boat. It is the only full-length memoir of its kind, and Goebeler was aboard for every one of U-505’s war patrols. Using his own experiences, log books, and correspondence with other U-boat crewmen, Goebeler offers rich and very personal details about what life was like in the German Navy under Hitler. Because his first and last posting was to U-505, Goebeler’s perspective of the crew, commanders, and war patrols paints a vivid and complete portrait unlike any other to come out of the Kriegsmarine. He witnessed it all: from deadly sabotage efforts that almost sunk the boat to the tragic**

suicide of the only U-boat commander who took his life during WWII; from the terror and exhilaration of hunting the enemy to the seedy brothels of France. The vivid, honest, and smooth-flowing prose calls it like it was and pulls no punches. U-505 was captured by Captain Dan Gallery's Guadalcanal Task Group 22.3 on June 4, 1944. Trapped by this "Hunter-Killer" group, U-505 was depth-charged to the surface, strafed by machine gun fire, and boarded. It was the first enemy ship captured at sea since the War of 1812. Today, hundreds of thousands of visitors tour U-505 each year at the Chicago Museum of Science and Industry. Includes photos and a special Introduction by Keith Gill, Curator of U-505, Museum of Science and Industry

STEEL BOATS, IRON HEARTS

A U-BOAT CREWMAN'S LIFE ABOARD U-505

Casemate Publishers "Originally published in a privately distributed paper edition as Steel boats, iron hearts: the wartime saga of Hans Goebeler and the U-505 (Wagnerian Publications, 1999)"--T.p. verso.

TEDDY SUHREN, ACE OF ACES

MEMOIRS OF A U-BOAT REBEL

Pen and Sword Reinhard 'Teddy' Suhren fired more successful torpedo shots than any other man during the war, many before he even became a U-boat commander. He was also the U-boat service's most irreverent and rebellious commander; his lack of a military bearing was a constant source of friction with higher authority. Valued for his good humour and ability to lead, his nickname was acquired because he marched like a teddy-bear. Despite his refusal to conform to the rigid thought-patterns of National Socialism, his operational successes protected him, and he found himself accepted in the highest circles of power in Germany. He was one of the lucky third of all U-boat crewmen who survived the war, largely because his abilities led to a senior land-based command. He was also one of the first to publish his reminiscences, his account being typically forthright - its German title, Nasses Eichenlaub, suggesting that although he was decorated with the Oak Leaves, he was always in hot water. He died in 1984 but interest in his career was revitalized by the discovery of photographs documenting one of his operations in U 564, published with great success in 2004 as U-Boat War Patrol by Lawrence Patterson.

U-505

Pickle Partners Publishing **Admiral Daniel V. Gallery** boarded and captured a German U-Boat at sea in June, 1944—the first American officer to so capture an enemy warship since 1815! U-505 is Admiral Gallery's own story of his extraordinary feat—and also a gripping narrative of the fierce Allied war against the German U-Boat fleet. "EXCELLENT."—Chicago Tribune "Terrific...the first-hand story of Uncle Sam's U-Boat killers."—Chicago Daily News "Brimming with thrills."—Philadelphia News "An engrossing tale...Pungent, entertaining, informative."—Navy Times "A humdinger of a sea story...a highly readable book, trimmed from stem to stern with the writer's irrepressible sense of humor."—Chicago Sunday Times "Excellent in several ways: it provides a fine quick survey of the whole Atlantic war, it describes the operation of the German U-boat service, and, most dramatically, it tells how an American task force under Admiral Gallery achieved the unique feat of capturing a German submarine."—Publishers' Weekly "U-505 IS ONE OF THE WAR'S MOST EXCITING MEMOIRS."—Chicago News "One of the best non-fiction books about World War II."—Raleigh News & Observer "A first-rate adventure tale...suspense and excitement told with a seaman's salty zest...excellent reading."—Chicago Sunday Tribune "A masterful job that merits the attention of every lover of sea stories."—Pittsburgh Press

FIRST U-BOAT FLOTILLA

Pen and Sword **Lawrence Paterson** is an author and historian.

IRON COFFINS

A PERSONAL ACCOUNT OF THE GERMAN U-BOAT BATTLES OF WORLD WAR II

Da Capo Press **The former German U-boat commander Herbert Werner** navigates readers through the waters of World War II, recounting four years of the most significant and savage battles. By war's end, 28,000 out of 39,000 German sailors had disappeared beneath the waves.

U-BOAT ACE

THE STORY OF WOLFGANG LÜTH

Pen and Sword **Wolfgang Luth** was one of only seven men to win Germany's highest combat decoration. He operated in almost every theater of the undersea war from Norway to the Indian Ocean and he was the second most successful German U-boat ace in World War II. Luth is credited with sinking 47 Allied ships and a submarine - a record topped only by Otto Kretschmer. In 1944, after 16 war patrols, including one that lasted a record 203 days at sea, he was named the youngest Commandant of the German Naval Academy at age 30. Until the publication of this comprehensive study his accomplishments were overshadowed by other aces, to correct the neglect, Jordan Vause provides an entertaining, authoritative biography. Vause was intrigued after seeing a portrait of Luth as a midshipman on display and set out to learn all he could, tracking down some of Luth's crewmen and fellow U-boat commanders. He draws on their firsthand information and a variety of written documents to provide a fascinating character analysis. In doing so, he encapsulates the paradoxes inherent in so many German submarine commanders, men spawned by the Nazi regime yet not entirely of it. Vause portrays Luth as a man of contradictions: an agent Nazi ideologue who could bend the rules for a slack sailor, a U-boat ace who could treat survivors of his attacks with clemency but then impetuously gun down other victims in cold blood. Even his best friend admitted that Luth had no remorse for the misery he inflicted on the crews of sunken ships. On the night of May 13th 1945 he was accidentally shot and killed by a German sentry. On May 16th 1945 he was given the Third Reich's last state funeral.

GREY WOLF, GREY SEA

ABOARD THE GERMAN SUBMARINE U-124 IN WORLD WAR II

Open Road Media **The inside story of life aboard the deadly Nazi U-Boat that sank forty-nine ships. The history of one of World War II's most successful submarines, U-124, is chronicled in Grey Wolf, Grey Sea, from its few defeats to a legion of victories. Kapitanleutnant Jochen Mohr commanded his German submarine and navigated it through the treacherous waters of one of the most destructive, savage wars the world has known.**

U-505

THE GREY WOLF OF CHICAGO'S MUSEUM OF SCIENCE AND INDUSTRY

U-48

THE MOST SUCCESSFUL U-BOAT OF THE SECOND WORLD WAR

Frontline Books **Following the signing of the Treaty of Versailles in 1919, Germany was not permitted to build or operate submarines. However clandestine training onboard Finnish and Spanish submarines took place and U-boats were still built to German designs in Dutch yards. At the outset of the Second World War, Dönitz argued for a 300-strong U-boat fleet, since his force of 57 U-boats 'could only inflict pin-pricks against British seaborne trade'. In August 1939, U-48 left Germany, commanded by 'Vaddi' Schultze, to take up a waiting position around England. It scored its first success on 5 September, when it torpedoed the British freighter Royal Sceptre, then the Winkleigh on 8 September. On both occasions - the first of many - Schultze showed himself to be a notable humanitarian: he addressed signals to Churchill giving positions of the sinkings so that crews could be saved. By 1 August 1941, U-48, the most successful boat of the Second World War, had sunk 56 merchant ships of 322,478 gross tons and one corvette. She was then transferred to the Baltic as a training boat. Schultze became commander of operation 3 U-Flotilla and later was appointed commander, II/Naval College Schleswig. He died in 1987 at the age of 78. U-48 was scuttled on 3 May 1945.**

DEFEATING THE U-BOAT

INVENTING ANTISUBMARINE WARFARE

Government Printing Office **"In Defeating the U-boat: Inventing Antisubmarine Warfare, Newport Paper 36, Jan. S. Breemer tells the story of the British response to the German submarine threat. His account of Germany's 'asymmetric' challenge (to use the contemporary term) to Britain's naval mastery holds important lessons for the United States today, the U.S. Navy in particular. The Royal Navy's obstinate refusal to consider seriously the option of convoying merchant vessels, which turned out to be key to the solution of the U-boat problem, demonstrates the extent to which professional military cultures can thwart technical and operational innovation even in circumstances of existential threat. Although historical controversy continues to cloud this issue, ... Breemer ends his lively and informative study with some general reflections on military innovation and the requirements for fostering it. "--Foreword.**

WOLFPACK

U-BOATS AT WAR, 1939-1945

White Lion Publishing Here, in words drawn from diaries, letters, journals, memoirs, prose and poetry, is a powerful portrait of men uniquely bound together in hellish circumstances they knew they were unlikely to survive.

TIN CAN TITANS

THE HEROIC MEN AND SHIPS OF WORLD WAR II'S MOST DECORATED NAVY DESTROYER SQUADRON

Da Capo Press An epic narrative of World War II naval action that brings to life the sailors and exploits of the war's most decorated destroyer squadron When Admiral William Halsey selected Destroyer Squadron 21 (Desron 21) to lead his victorious ships into Tokyo Bay to accept the Japanese surrender, it was the most battle-hardened US naval squadron of the war. But it was not the squadron of ships that had accumulated such an inspiring resume; it was the people serving aboard them. Sailors, not metallic superstructures and hulls, had won the battles and become the stuff of legend. Men like Commander Donald MacDonald, skipper of the USS O'Bannon, who became the most decorated naval officer of the Pacific war; Lieutenant Hugh Barr Miller, who survived his ship's sinking and waged a one-man battle against the enemy while stranded on a Japanese-occupied island; and Doctor Dow "Doc" Ransom, the beloved physician of the USS La Vallette, who combined a mixture of humor and medical expertise to treat his patients at sea, epitomize the sacrifices made by all the men and women of World War II. Through diaries, personal interviews with survivors, and letters written to and by the crews during the war, preeminent historian of the Pacific theater John Wukovits brings to life the human story of the squadron and its men who bested the Japanese in the Pacific and helped take the war to Tokyo.

FÜR VOLK AND FÜHRER

THE MEMOIR OF A VETERAN OF THE 1ST SS PANZER DIVISION LEIBSTANDARTE SS ADOLF HITLER

Helion and Company Like many Germans, Berlin schoolboy Erwin Bartmann fell under the spell of the Zeitgeist cultivated by the Nazis. Convinced he was growing up in the best country in the world, he dreamt of joining the Leibstandarte,

Hitler's elite Waffen SS unit. Tall, blond, blue-eyed, and just seventeen-years-old, Erwin fulfilled his dream on Mayday 1941, when he gave up his apprenticeship at the Glaser bakery in Memeler Strasse and walked into the Lichterfelde barracks in Berlin as a raw, volunteer recruit. On arrival at the Eastern Front in late summer 1941, Erwin was assigned to a frontline communications squad attached to 4.Kompanie and soon discovered that survival was a matter of luck - or the protection of a guardian angel. Good fortune finally deserted Erwin on 11 July 1943 when shrapnel sizzled through his lung during the epic Battle of Kursk-Prokhorovka. Following a period of recovery, and promotion to Unterscharführer, Erwin took up a post as machine-gun instructor with the Ausbildung und Ersatz Bataillon, a training unit based close to the eastern section of the Berliner Ring Autobahn. When the Red Army launched its massive assault on the Seelow Heights, Erwin's unit, now incorporated into Regiment Falke, was deployed to the southern flank of the Berlin-Frankfurt Autobahn, close to the River Oder. The German defenses soon crumbled and with the end of the Reich inevitable, Erwin was forced to choose between a struggle for personal survival and the fulfillment of his SS oath of 'loyalty unto death'. From the war on the southern sector of the Eastern Front to a bomb-shattered Berlin populated largely by old men and demoralized lonely women, this candid eyewitness account offers a unique and sometimes surprising perspective on the life of a young Leibstandarte SS Adolf Hitler volunteer.

IRON COFFINS

A U-BOAT COMMANDER'S WAR, 1939-1945

Weidenfeld & Nicolson "With Werner we sweat out attacks in the foul air of the U-Boat, cringing with him at every bomb."--New York Times

HEART OF DARKNESS

Courier Corporation Dark allegory of a journey up the Congo River and the narrator's encounter with the mysterious Mr. Kurtz. Masterly blend of adventure, character study, psychological penetration. For many, Conrad's finest, most enigmatic story.

U-BOAT 977

THE U-BOAT THAT ESCAPED TO ARGENTINA

U-boat 977 is a terrible, heroic record from the other side of the Battle of the Atlantic. It is a tale of Allied ships sunk, of attack, of counterattack, and finally of defeat of the U-boats. It was written by one of the few desperate men who survived that defeat. Completely authentic, intensely dramatic, it is a personal record of Hitler's most insidious and effective military arm. It begins when the author was a young man starting his training for U-boat service, and carries through the sinkings of Allied ships and the miraculous escapes that brought him his fame. It tells of our growing anti-U-boat war and the horror of the coming of "the worst enemy"-radar. And finally he recounts his last incredible dash across the Atlantic, with its stretch of sixty-six days under the sea, to surrender in the Argentine and face the charge that U-977 had been Hitler's escape ship. Here, also, both in the words and between the lines is a view of the Nazi military machine as seen by one of its human cogs—a moving, terrible, and valuable picture presented in terms of dramatic action.

THUNDER BELOW!

THE USS *BARB* REVOLUTIONIZES SUBMARINE WARFARE IN WORLD WAR II

University of Illinois Press **The thunderous roar of exploding depth charges was a familiar and comforting sound to the crew members of the USS Barb, who frequently found themselves somewhere between enemy fire and Davy Jones's locker. Under the leadership of her fearless skipper, Captain Gene Fluckey, the Barb sank the greatest tonnage of any American sub in World War II. At the same time, the Barb did far more than merely sink ships—she changed forever the way submarines stalk and kill their prey. This is a gripping adventure chock-full of "you-are-there" moments. Fluckey has drawn on logs, reports, letters, interviews, and a recently discovered illegal diary kept by one of his torpedomen. And in a fascinating twist, he uses archival documents from the Japanese Navy to give its version of events. The unique story of the Barb begins with its men, who had the confidence to become unbeatable. Each team helped develop innovative ideas, new tactics, and new strategies. All strove for personal excellence, and success became contagious. Instead of lying in wait under the waves, the USS Barb pursued enemy ships on the surface, attacking in the swift and precise style of torpedo boats. She was the first sub to use rocket missiles and to creep up on enemy convoys at night, joining the flank escort line from astern, darting in and out as she sank ships up the column. Surface-cruising, diving only to escape, "Luckey Fluckey" relentlessly patrolled the Pacific, driving his boat and crew to their limits. There can**

be no greater contrast to modern warfare's long-distance, videogame style of battle than the exploits of the captain and crew of the USS Barb, where they sub, out of ammunition, actually rammed an enemy ship until it sank. **Thunder Below!** is a first-rate, true-life, inspirational story of the courage and heroism of ordinary men under fire.

CARRIER PILOT

One of the greatest pilot's memoirs of WWII - a true aviation classic.

THE U-BOAT

THE EVOLUTION AND TECHNICAL HISTORY OF GERMAN SUBMARINES

Weidenfeld & Nicolson It's the enthusiast's bible of U-boat history and development, with more detail and technical information than any other book on the subject. Displaying photographic coverage second to none, it has a wealth of submarine plans and profiles that illustrate every aspect of design and operation. Track the constant improvements implemented from World War I to World War II and beyond: the single-drive models, small and midget versions, the move to high submerge speed, the change to Type XXI and XXIII constructions, and production in the twilight of Nazi defeat. A Selection of the Military Book Club.

DEMOCRACY AND EDUCATION

AN INTRODUCTION TO THE PHILOSOPHY OF EDUCATION,

John Dewey's *Democracy and Education* addresses the challenge of providing quality public education in a democratic society. In this classic work Dewey calls for the complete renewal of public education, arguing for the fusion of vocational and contemplative studies in education and for the necessity of universal education for the advancement of self and society. First published in 1916, *Democracy and Education* is regarded as the seminal work on public education by one of the most important scholars of the century.

SUMMARY OF HANS GOEBELER & JOHN VANZO'S STEEL BOAT IRON HEARTS

Everest Media LLC Please note: This is a companion version & not the original book. Sample Book Insights: #1 I was born

Hans Jacob Göbeler in 1923 in the Hessian farming village of Bottendorf. I had a proud military tradition, as my family had fought in the Franco-Prussian War. I was always sure that I would enlist to defend my country in one service or another. #2 The dark, inhumane side of war I learned from my father Heinrich's experiences in the First World War. He enlisted in the German Army at the age of 18, and fought on the Eastern Front. He was captured and spent the next several years in a Siberian labor camp. #3 I was extremely excited about the prospect of joining the military, as I felt that it was the only way Germany could defeat Britain. I was extremely determined to get into the war before it was over. #4 I was proud to be wearing the sharp-looking blue dress uniform of a sailor instead of the rough woolen tunic of a foot soldier. My orders and travel pass listed a false destination in order to camouflage the fact that I was headed to U-boat training.

THE BALLAD OF READING GAOL

The Floating Press In 1895, Oscar Wilde was sentenced to two years of hard labor as punishment for having engaged in homosexual acts. While serving out his sentence at Reading Gaol in Berkshire, Wilde witnessed the execution by hanging of a young soldier who had murdered his wife by slashing her throat. Profoundly shaken by the execution and the crime that preceded it, Wilde composed this elegiac poem centered on the haunting refrain, "Yet each man kills the thing he loves."

THE SILENT WAR

THE COLD WAR BATTLE BENEATH THE SEA

Simon and Schuster The Cold War was the first major conflict between superpowers in which victory and defeat were unambiguously determined without the firing of a shot. Without the shield of a strong, silent deterrent or the intellectual sword of espionage beneath the sea, that war could not have been won. John P. Craven was a key figure in the Cold War beneath the sea. As chief scientist of the Navy's Special Projects Office, which supervised the Polaris missile system, then later as head of the Deep Submergence Systems Project (DSSP) and the Deep Submergence Rescue Vehicle program (DSRV), both of which engaged in a variety of clandestine undersea projects, he was intimately involved with planning and executing America's submarine-based nuclear deterrence and submarine-based espionage activities during the height of the Cold War. Craven was considered so important by the Soviets that they assigned a full-time KGB agent to spy on him. Some of Craven's highly classified activities have been mentioned in

such books as *Blind Man's Bluff*, but now he gives us his own insights into the deadly cat-and-mouse game that U.S. and Soviet forces played deep in the world's oceans. Craven tells riveting stories about the most treacherous years of the Cold War. In 1956 *Nautilus*, the world's first nuclear-powered submarine and the backbone of the Polaris ballistic missile system, was only days or even hours from sinking due to structural damage of unknown origin. Craven led a team of experts to diagnose the structural flaw that could have sent the sub to the bottom of the ocean, taking the Navy's missile program with it. Craven offers insight into the rivalry between the advocates of deterrence (with whom he sided) and those military men and scientists, such as Edward Teller, who believed that the United States had to prepare to fight and win a nuclear conflict with the Soviet Union. He describes the argument that raged in the Navy over the reasons for the tragic loss of the submarine *Thresher*, and tells the astonishing story of the hunt for the rogue Soviet sub that became the model for *The Hunt for Red October* -- including the amazing discovery the Navy made when it eventually found the sunken sub. Craven takes readers inside the highly secret DSSP and DSRV programs, both of which offered crucial cover for sophisticated intelligence operations. Both programs performed important salvage operations in addition to their secret espionage activities, notably the recovery of a nuclear bomb off Palomares, Spain. He describes how the Navy's success at deep-sea recovery operations led to the takeover of the entire program by the CIA during the Nixon administration. A compelling tale of intrigue, both within our own government and between the U.S. and Soviet navies, *The Silent War* is an enthralling insider's account of how the submarine service kept the peace during the dangerous days of the Cold War.

SHOOTING THE WAR

THE MEMOIR AND PHOTOGRAPHS OF A U-BOAT OFFICER IN WORLD WAR II

Naval Inst Press The war diary of former German naval officer Otto Giese recounts a seafaring career of extraordinary scope. It begins with the dawning of World War II, while the author is a junior officer on board the ocean liner *SS Columbus*, and continues through his confinement in a British prisoner-of-war camp after the war. Readers will be moved by the author's ability to put a human face on the German experience of the war. The book contains more than 100 Leica-quality photographs, an exceptional assortment taken by Giese throughout his wartime service that offers a unique historical overview. Also included are vivid accounts of the scuttling of the *Columbus*, furtive blockade running, and the arduous life of the men who served in Germany's fleet of "gray wolves" as they prowled the polar sea and other remote corners of the world. Even with Germany's surrender, the war was far from over for Giese and his

comrades, who remained deep in the Malayan jungle until captured by the British and imprisoned in the infamous Changi Jail. Interspersed among tales of hardship and loss are colorful anecdotes that relay joy and camaraderie. Whether it be plots to escape detention at Angel Island, the unlikely processing of German seamen at Ellis Island, or a stint "policing" guerrilla warfare in the Malayan jungle, the author greets the incongruous moments of war and life with equanimity. At the same time his memoirs offer an unwavering assessment of the dictates of duty.

OTTO KRETSCHMER

THE LIFE OF THE THIRD REICH'S HIGHEST SCORING U-BOAT COMMANDER

Greenhill Books Otto Kretschmer was only in combat from September 1939 until March 1941 but was Germany's highest-scoring U-boat commander sinking 47 ships totaling 274,333 tons. This definitive work details his personal story and the political backdrop from his earliest days. Aged 17 he spent 8 months studying literature at Exeter University where he learned to speak English fluently. The following year, on 1 April 1930, he enlisted as an officer candidate in the Weimar Republic's small navy. After completing his officer training and time on the training ship Niobe he served aboard the light cruiser Emden. In December 1934 he was transferred to the light cruiser Köln, then in January 1936 made the move to the fledgling U-boat service. His first operational posting was to the 2nd U-Flotilla's Type VII U35 where he almost being drowned during training in the Baltic Sea! During the Spanish Civil War, he was involved in several patrols as part of the international nonintervention force. He was finally given command of U23, a post which he held until April 1940. He had already sunk 8 ships including the destroyer HMS Daring east of Pentland Firth on 18 February 1940. He demonstrated a cool approach to combat: his mantra 'one torpedo for one ship' proved that the best way for his boat to succeed against a convoy was to remain surfaced as much as possible, penetrating the convoy and using the boat's high speed and small silhouette to avoid retaliation. His nickname 'Silent Otto' referred to his ability to remain undetected and his reluctance to provide the regular radio reports required by Dönitz: he had guessed that the Allies had broken German codes. Alongside his military skill was a character that remained rooted in the traditions of the Prussian military. While other U-boat commanders and crew returned from patrol with beards and a relaxed demeanor, U99 always returned with all men clean-shaven and paraded on deck. In the Bowmanville POW camp he organized a 2-way radio link to the German Naval High Command and planned a mass breakout with a U-boat rendezvous arranged. He was also instrumental in the 'Battle of Bowmanville' that lasted for 3 days in October 1942. His antics behind the wire became the inspiration for the 1970 film 'The McKenzie Break'. Postwar he answered the call

for volunteers upon the establishment of the Bundesmarine. He retired from the rank of Flotillenadmiral in 1970. He suffered a fall celebrating his 50th wedding anniversary aboard a boat and died two days later at the age of 86.

THE FOURTH INDUSTRIAL REVOLUTION

Currency **Between the 18th and 19th centuries, Britain experienced massive leaps in technological, scientific, and economical advancement**

REQUIEM FOR BATTLESHIP YAMATO

Constable Limited **Yoshida Mitsuru's first-hand account of the Second World War battle leading to the destruction of Japan's battleship Yamato is a classic of war literature'**

WHY DID THE SOVIET UNION COLLAPSE?

UNDERSTANDING HISTORICAL CHANGE

M.E. Sharpe **Examines the causes for the collapse of the Soviet Union, concentrating on the period after Mikhail Gorbachev's rise to power in the mid-1980s.**

CONGRESSIONAL RECORD

PROCEEDINGS AND DEBATES OF THE ... CONGRESS

TOUCHING SPIRIT BEAR

Harper Collins **In his Nautilus Award-winning classic Touching Spirit Bear, author Ben Mikaelson delivers a powerful coming-of-age story of a boy who must overcome the effects that violence has had on his life. After severely injuring Peter Driscal in an empty parking lot, mischief-maker Cole Matthews is in major trouble. But instead of jail time, Cole is given another option: attend Circle Justice, an alternative program that sends juvenile offenders to a remote Alaskan Island to focus on changing their ways. Desperate to avoid prison, Cole fakes humility and agrees to go. While there, Cole is mauled by a mysterious white bear and left for dead. Thoughts of his abusive parents, helpless Peter, and his own anger cause him to examine his actions and seek redemption—from the spirit bear that attacked him, from his**

victims, and, most importantly, from himself. Ben Mikaelson paints a vivid picture of a juvenile offender, examining the roots of his anger without absolving him of responsibility for his actions, and questioning a society in which angry people make victims of their peers and communities. *Touching Spirit Bear* is a poignant testimonial to the power of a pain that can destroy, or lead to healing. A strong choice for independent reading, sharing in the classroom, homeschooling, and book groups.

THE TYPE XXI U-BOAT

The design of the Type XXI U-boat was a radical step in submarine development. Launched in the spring of 1944 after a preparation of only nine months, never before had such large and complex warships been built using standardized, prefabricated sections. This book features detailed plans.

HOW NOT TO BUILD A BOAT

When their old GRP yacht was devastated by a Southern Ocean storm, Jill Schinas and her husband, Nick, resolved to build something stronger. Gaily, - and without having researched the matter to the least degree -they threw themselves into the work of designing and constructing the ultimate, ocean-proof, eco-friendly, dream cruising yacht. On their side they had a wealth of sailing experience, which provided a perfect knowledge of what was required, but their only other weapons were irrepressible enthusiasm and the mindset which enables a man to build a radio from a potato or a mast from a lamppost. Had this been a business enterprise no bank would ever have lent the capital, for ranged against the dreamers was a whole battery of forces any one of which would have deterred more realistic people. For a start, neither Jill or Nick had any experience with a welder - and yet they were proposing to build a steel boat. Secondly, they seemed only to have enough money to buy a couple of masts and the sails. Worst of all, they had two kids and a new baby in tow - and no one with a young family ought to attempt anything more ambitious than the washing up. Regardless of these drawbacks, Nick and Jill went ahead. "It'll only take a year and a half," said he, confidently. Fifteen years down the line, Mollymawk is afloat and the family have cruised all over the Atlantic; but the boat is still not finished. This is the tale of what went wrong and what went right. Packed full of advice about such things as ocean-worthy design and sail plans, it will also tell you how to operate a cutting torch, how to avoid a leaky stern-gland, how to pour your own rigging sockets, how to handle a ferocious gander, how to sandblast, how to weld in mid-Atlantic, how to amuse three young children in a cabin space the size of a phone booth... and much, much more

besides.

THE MILK COWS

U-BOAT TANKERS AT WAR, 1941-1945

Pen & Sword **WORLD HISTORY: SECOND WORLD WAR.** During the Second World War the Germans developed a specially adapted U-boat oil tanker with two aims. First, by refuelling 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. 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. 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.

TREASURES OF THE ARMADA

TRADEMARKS ON BASE-METAL TABLEWARE

LATE 18TH CENTURY TO CIRCA 1900 (INCLUDING MARKS ON BRITANNIA METAL, IRON, STEEL, COPPER ALLOYS, AND SILVER-PLATED GOODS)

Canadian Parks Service **Over the past decade the Metal Unit of the Material Culture Section, Archaeology Research Division, Canadian Parks Service, has maintained a reference file identifying marks found on metal artifacts. This document is a selection of marks on file that relate primarily to tableware items, from the late 18th century to about 1900.**

HITLER'S U-BOAT WAR

THE HUNTED, 1942-1945

Weidenfeld & Nicolson **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.**

TAKE HER DEEP!

A SUBMARINE AGAINST JAPAN IN WORLD WAR II

Naval Inst Press **On 12 August 1943, on Midway Island, Lt. Cdr. I. J. Galantin took command of the fleet submarine USS Halibut. For the next fourteen months, Galantin and his officers and crew would play their part in the unrelenting attack on Japan's navy and merchant marine. But it was in Luzon Strait in November 1944 that the submarine and its crew underwent their greatest ordeal. Detected and driven down while attacking a decoy, Halibut was subjected to an assault of appalling ferocity. Badly damaged, the crippled sub and crew endured hours of desperate maneuvering and helpless waiting before the enemy finally gave up.**

U-BOAT 1906 ONWARDS (ALL MODELS)

AN INSIGHT INTO THE HISTORY, DEVELOPMENT, PRODUCTION AND ROLE OF THE GERMAN SUBMARINE FLEET

Haynes Publishing UK **An insight into the design, construction and operation of the feared World War 2 German Type VIIC U-boat. The German Type VIIC U-boat, scourge of Allied shipping convoys during the Second World War, was the workhorse of the German U-boat force. With some 568 Type VIIs in use between 1940 and 1945 it was a potent fighting vessel that could hunt for long periods in the far reaches of the western and southern Atlantic. Centerpiece of the Haynes U-boat Owners' Workshop Manual is the sole surviving example of a Type VIIC U-boat, U-995, which is on display at the German Naval Memorial near Kiel in northern Germany.**

THE SPANISH ARMADA

W. W. Norton **The reasons behind the disastrous demise of the Spanish Armada are explored four hundred years later**

using new evidence found in archives and under the sea