

## Teddy Suhren Ace Of Aces Memoirs Of A U Boat Rebel

When World War II erupted across Europe in 1939, Germany knew it could not hope to compete with the Royal Navy in a head-to-head naval war. Left with no viable alternatives, the U-Bootwaffe wagered everything on the submarine in a desperate attempt to sink more tonnage than the Allies could construct. Some of these "silent hunters" who slipped out of their shelters along Europe's shores to stalk their prey have enjoyed considerable recognition in the years since. While most aspects of the bitter struggle have been told and retold from both the Axis and Allied points of view, the careers of some highly effective U-boat commanders have languished in undeserved obscurity. The profiles of six such commanders are presented in this collection of essays. They include Englebert Endrass, whose spectacular career before being lost off the coast of Gibraltar is described here by his best friend and fellow ace Enrich Topp, who wrote this while on his 15th War Patrol; Karl-Friedrich Merten, who was ranked among the war's top tonnage aces; Ralph Kapitsky, whose U-615 suicidal surface-to-air battle in the Caribbean allowed many of his fellow submariners to escape into the Atlantic; Fritz Guggenberger, who sank an aircraft carrier and organized the biggest POW escape attempt in American history; Victor Oehr, a former staff officer of Karl Dönitz's; and Heinz Eck, who was executed by the British.

"Adolf "Dolfo" Joseph Ferdinand Gallnd (1912-1996) was a German Luftwaffe General and one of the greatest flying aces of World War II. He flew 705 combat missions, and fought on the Western and the defence of the Reich fronts. He survived being shot down four times and was credited with an astonishing 104 aerial victories, all of them against the Western Allies. He is a legend of aerial combat, and this is his heroic story."--Back cover.

An exceptional figure in the history of the German Navy, Wolfgang Luth was one of only seven men in the Wehrmacht to win Germany's highest combat decoration, the Knight's Cross with Oak Leaves, Swords, and Diamonds. At one time or another he operated in almost every theater of the undersea war, from Norway to the Indian Ocean, and became the second most successful German U-boat ace in World War II, sinking more than 220,000 tons of merchant shipping. A master in the art of military leadership, Luth was the youngest man to be appointed to the rank of captain and the youngest to become commandant of the German Naval Academy. Nevertheless, his accomplishments were overshadowed by those of other great aces, such as Prien, Kretschmer, and Topp. The publication of this book in hardcover in 1990 marked the first comprehensive study of Luth's life.

Jordan Vause corrects the long neglect by providing an entertaining and authoritative biography that places the ace in the context of the war at sea. This new paperback edition includes corrections and additional information collected by the author over the past decade.

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. Kapitänleutnant 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.

*The Western European and Mediterranean Theaters in World War II* is a concise, comprehensive guide for students, teachers, and history buffs of the Second World War. With an emphasis on the American forces in these theaters, each entry is accompanied by a brief annotation that will allow researchers to navigate through the vast amount of literature on the campaigns fought in these regions with ease. Focusing on all aspects surrounding the U.S. involvement in the Western European and Mediterranean theaters, including politics, religion, biography, strategy, intelligence, and operations, this bibliography will be a welcome addition to the collection of any academic or research library. *Routledge Research Guides to American Military Studies* provide concise, annotated bibliographies to the major areas and events in American military history. With the inclusion of brief critical annotations after each entry, the student and researcher can easily assess the utility of each bibliographic source and evaluate the abundance of resources available with ease and efficiency. Comprehensive, concise, and current—*Routledge Research Guides to American Military Studies* are an essential research tool for any historian.

The Battle of the Atlantic (Churchill's term) was arguably the pivotal campaign of the Second World War it was certainly the longest starting with the sinking of RMS *Athenia* on 3 September 1939 and ending with the torpedoing of SS *Avon Dale* on 7 May 1945. This superbly researched work covers all the major aspects of The Battle, balancing the initial advantages of Admiral Doenitz's U-Boat force, the introduction of the convoy system, the role of the opposing surface fleets and air forces, relative strengths and the all important technical developments. Intelligence particularly the Bletchley Park intercepts played an increasingly important part in the final outcome. The author concludes that May 1943 was the moment when the Allies seized the initiative and, despite desperate German efforts, never lost their advantage. Using official records, personal accounts and a wealth of historical research, this work gives the reader a splendidly concise yet broad account of the course of the campaign, the men who fought it on both sides and the critical moments and analysis of the outcome.

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 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. Included a special Introduction by Keith Gill, Curator of U-505, Museum of Science and Industry. About the Authors:

Hans Jacob Goebeler served as control room mate aboard U-505. He died in 1999. John P. Vanzo is a former defense program analyst. He teaches political science and geography at Bainbridge College in Georgia.

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.

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.

Drawn from one of largest collections of convoy records in existence, this book describes the development and operations of Allied convoy systems.

The success of German submarines during the First World War in almost cutting off Britain's vital imports had not been forgotten by Adolf Hitler and when, in March 1935, he repudiated the Treaty of Versailles, Britain, magnanimously, signed up to an Anglo-German Naval Agreement. This allowed the Germans to build their submarine strength up to one third of the British 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 of the other main features, such as living and the fighting conditions, were also significantly inferior. Nevertheless, the German U-boat onslaught against British merchant ships during the autumn of 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; whilst the Type IX was a long-range variety that was modified so that it could operate in the Indian Ocean. In this latest book by the renowned Kriegsmarine historian Jak Mallmann Showell, these attack U-boats are explored at length. This includes details of their armament, capabilities, crew facilities, and just what it was like to operate such a vessel, and of course the story of their development and operational history.

The true story of the US Army legend who organized "Blackburn's Headhunters" against Japan in WWII and went on to initiate Special Forces operations in Vietnam. The fires on Bataan burned on the evening of April 9, 1942—illuminating the white flags of surrender against the dark sky. Outnumbered and outgunned, remnants of the American-Philippine army surrendered to the forces of the Rising Sun. Yet US Army Captain Donald D. Blackburn refused to lay down his arms. With future Special Forces legend Russell Volckmann, Blackburn escaped to the jungles of North Luzon, where they raised a private army of 22,000 men against the Japanese. His organization of native tribes into guerrilla fighters would lead to the destruction of the enemy's naval base at Aparri. But Blackburn's amazing accomplishments would not end with the victory in the Pacific. He would go on to play a key role in initiating Army Special Forces operations in Southeast Asia, spearheading Operation White Star in Laos as commander of the 77th Special Forces Group and eventually taking command of the highly classified Studies and Observations Group (SOG), charged with performing secret missions now that main-force Communist incursions were on the rise. In the wake of the CIA's disastrous Leaping Lena program, in 1964, Blackburn revitalized the Special Operations campaign in South Vietnam. Sending reconnaissance teams into Cambodia and North Vietnam, he discovered the clandestine networks and supply nodes of the Ho Chi Minh Trail. Taking the information directly to General Westmoreland, Blackburn was authorized to conduct full-scale operations against the NVA and Viet Cong in Laos and Cambodia. In combats large and small, the Communists realized they had met a master of insurgent tactics—and he was on the US side. Following his return to the US, Blackburn was the architect of the infamous Son Tay Prison Raid, officially termed Operation Ivory Coast, the largest prisoner-of-war rescue mission—and, indeed, the largest Army Special Forces operation—of the Vietnam War. During a period when US troops in Southeast Asia faced guerrilla armies on every side, America had a superb covert commander of its own. This book follows Blackburn through both his youthful days of desperate combat and his time as a commander, imparting his lessons to the new ranks of Army Special Forces.

On the night of 13/14 October 1939, the Type VIIB U-boat U-47, on its second war patrol, penetrated the main Royal Navy base at Scapa Flow and sank the British battleship HMS Royal Oak. This legendary attack is remembered as one of the most audacious

raids in the history of submarine warfare. Over the months that followed, U-47 went on to complete a total of ten war patrols. During these, Kapitänleutnant Günther Prien and his crew sank a total of 31 Allied ships and damaged eight more, making it one of the most successful U-boats of the Second World War. This book charts the full story of U-47, its commander and crew. 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

Centred around one of Canada's most storied regiments, *Seven Days in Hell* tells the epic story of the men from the Black Watch during the bloody battle for Verrières Ridge, a dramatic saga that unfolded just weeks after one of Canada's greatest military triumphs of the Second World War. O'Keefe takes us on a heart-pounding journey at the sharp end of combat during the infamous Normandy campaign. More than 300 soldiers from the Black Watch found themselves pinned down, as the result of strategic blunders and the fog of war, and only a handful walked away. Thrust into a nightmare, Black Watch Highlanders who hailed from across Canada, the United States, Great Britain and the Allied world found themselves embroiled in a mortal contest against elite Waffen-SS units and grizzled Eastern Front veterans, where station, rank, race and religion mattered little, and only character won the day. Drawing on formerly classified documents and rare first-person testimony of the men who fought on the front lines, O'Keefe follows the footsteps of the ghosts of Normandy, giving a voice yet again to the men who sacrificed everything in the summer of 1944.

On the eve of Germany's surrender in May 1945, Grossadmiral Karl Dnitz commanded thousands of loyal and active men of the U-boat service. Still fully armed and unbroken in morale, enclaves of these men occupied bases stretching from Norway to France, where cadres of U-boat men fought on in ports that defied besieging Allied troops to the last. At sea U-boats still operated on a war footing around Britain, the coasts of the United States and as far as Malaya. Following the agreement to surrender, these large formations needed to be disarmed—often by markedly inferior forces—and the boats at sea located and escorted into the harbours of their erstwhile enemies. Neither side knew entirely what to expect, and many of the encounters were tense; in some cases there were unsavoury incidents, and stories of worse. For many Allied personnel it was their first glimpse of the dreaded U-boat menace and both sides were forced to exercise considerable restraint to avoid compromising the terms of Germany's surrender. One of the last but most dramatic acts of the naval war, the story of how the surrender was handled has never been treated at length before. This book uncovers much new material about the process itself and the ruthless aftermath for both the crews and their boats. 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.

This is the third of three volumes describing U-boat operations in the Atlantic during the Second World War. This is the fascinating account, as told from the German perspective, of the Battle of the Atlantic, the longest-running, continuous military campaign in World War II, spanning from 1939 through to Germany's defeat in 1945. At its core was the Allied naval blockade of Germany, which was announced the day after the declaration of war, although it quickly grew to include Germany's counter-blockade. The name "Battle of the Atlantic", was coined by Winston Churchill in 1941 and he famously stated that the U-boats were the only thing that really frightened him. The U-boat war encompassed a campaign that began on the first day of the European war and lasted for six years, involved thousands of ships and stretched over thousands of square miles of ocean, in more than 100 convoy battles and perhaps 1,000 single-ship encounters. In the 68 months of World War II, 2,775 Allied merchant ships were sunk for the loss of 781 U-boats. This is the story of that massive encounter from the German perspective. Published in three volumes, this work was compiled under the supervision of the U.S Navy Department and the British Admiralty by Fregattenkapitan Gunther Hessler. The author, though without previous experience as a writer, had first hand experience of U-boat warfare having commanded a U-boat in 1940 and 1941. For the remainder of the war he was Staff Officer to the Flag Officer commanding U-boats. He had access to German war diaries and other relevant documents concerning U-boat command, and this work based on these many documents, tells the story entirely from the viewpoint of that command. For this reason this work is essential reading for anyone interested in the history of World War II from primary sources and will be of enduring interest to those engaged in attempting to unravel the true nature of submarine warfare in World War II.

Reinhard 'Teddy' Suhren fired more successful torpedo shots than any other man during the war and he was the first junior officer to be awarded the Knight's Cross for his achievements. However, this is not the reason Teddy remains legendary within the U-boat world. Fondly remembered for his good humor and leadership skills, he was also rebellious by nature, and frequently in trouble with higher authority. 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, staying as a guest at Martin Bormann's house - and on one occasion even dancing with Eva Braun. He was also one of the first to publish his reminiscences, his account being typically forthright and unconventional. He died in 1984 but interest in his career was revitalized by the discovery of a cache of photographs documenting one of his operations in U-564, published with great success in 2004 as *U-Boat War Patrol* by Lawrence Paterson. His collaborator, Frank James, was the man who discovered the significance of the photographs, and interest in the project led to his translation of Suhren's own book.

In June 1944, U.S. Navy Task Group 22.3, a "hunter-killer" force commanded by Daniel Gallery to track down German submarines, boarded and captured U-505 off the coast of Africa. It was the first time that an enemy ship of war had been captured on the high seas by U.S. Navy sailors since 1815, when the USS Peacock seized HMS Nautilus as part of the War of 1812. The extraordinary feat is described in gripping narrative by Gallery himself, who chronicles the long and arduous battle against the German U-boat under the most hazardous conditions. Once they succeeded in capturing and towing their prize seventeen-

hundred miles across the Atlantic Ocean, U-505 proved to be of inestimable value, yielding secrets to radio codes among other things. U-505 is now on exhibit at Chicago's Museum of Science and Industry.

With the international success of the classic film *Das Boot*, U-96 is arguably the most famous of all German U-boats. Here is the true story of U-96, and its legendary commander Heinrich Lehmann-Willenbrock. In continuous combat from September 1940 to March 1945, follow the crew of U-96 from their bases in Kiel, Germany, as well as Lorient and St. Nazaire on the west coast of France, to intense combat against Allied shipping. During eleven combat patrols in the North Atlantic under Lehmann-Willenbrock, U-96 sank twenty-four Allied ships, eventually earning its commander the Knight's Cross with Oak Leaves. One of their patrols was documented by war correspondent Lothar-Günther Buchheim, which was later novelized and made into the film *Das Boot*. This biography of Heinrich Lehmann-Willenbrock, and history of U-96 is based on the WWII captain's log as well as the recollections of crewmembers.

In August 1939, U-48, commanded by 'Vaddi' Schultze, took up a waiting position around England. Schultze showed himself to be a notable humanitarian: he addressed signals to Churchill giving positions of ship sinkings so that crews could be saved. By 1 August 1941 this most successful boat of World War II, had sunk 56 merchant ships one corvette.

Autobiography of World War Two Luftwaffe pilot Hans Ulrich Rudel, the most highly decorated German serviceman of WW2. Shot down over 24 times, he destroyed over 500 tanks, 2,000 ground targets, the Russian battleship *Marat*, two cruisers and a destroyer. His flying record of over 2,500 combat missions remains unmatched by any pilot since.

A British naval historian recounts the victories and defeats of two of the most infamous German Navy vessels during World War II. Bernard Edwards's *Beware Raiders!* tells the fascinating story of two German ships and the havoc they caused amongst Allied shipping in World War II. One was the eight-inch gun cruiser *Admiral Hipper*—named for World War I's German fleet Admiral Franz von Hipper—fast, powerful, and Navy-manned. The other was a converted merchant man, *Hansa Line's Kandelfels* armed with a few old scavenged guns manned largely by reservists, and sailing under the nom de guerre *Pinguin*. The difference between the pride of the Third Reich's Kriegsmarine's fleet and the converted cruiser was even more evident in their commanders. Edwards emphasizes the striking contrast between the conduct of Ernst Kruder, captain of the *Pinguin*, who attempted to cause as little loss of life as possible, and the callous Iron Cross–decorated Wilhelm Meisel of the *Admiral Hipper*, who had scant regard for the lives of the men whose ships he had sunk. Contrary to all expectations, as Edwards reveals in his thrilling accounts of the missions performed by each ship, the amateur man-of-war reaped a rich harvest and went out in a blaze of glory. The purpose-built battlecruiser, on the other hand, was hard-pressed even to make her mark on the war and ended her days in ignominy.

An account of the early years of World War II based on extensive new research: "A genuinely fresh approach . . . exceptional" (*The Wall Street Journal*). James Holland, one of the leading young historians of World War II, has spent over a decade conducting new research, interviewing survivors, and exploring archives that have never before been so accessible to unearth forgotten memoirs, letters, and official records. In *The Rise of Germany 1938–1941*, Holland draws on this research to reconsider the strategy, tactics, and economic, political, and social aspects of the war. *The Rise of Germany* is a masterful book that redefines our understanding of the opening years of World War II. Beginning with the lead-up to the outbreak of war in 1939 and ending in the middle of 1941 on the eve of Operation Barbarossa, the Nazi invasion of Russia, this book is a landmark history of the war on land, in the air, and at sea. "Magnificent." —Andrew Roberts, *New York Times*—bestselling author of *The Storm of War* A true-life war thriller by the famed U-boat ace who presents an authentic view of the notorious wolf packs and their encounters with the Allies.

Teddy Suhren Ace of Aces - Memoirs of a U-Boat Rebel

Admiral Topp's memoirs reflect the faith, hopes, errors, and transformations in a man's life, indeed those of a whole generation whose understanding of history and ideology were held captive by the myth of power. The terrible annihilation in World War II and, even more so, the unimaginable destructive potential of nuclear weapons, have resulted in a change in the use of power. The author's diaries and journals, along with their contemporary interpretation, illustrate the political dimension of this change. Topp wrote this book to illuminate a segment of twentieth century history which can only be portrayed truthfully by those who themselves have lived and suffered through it. Topp also describes freely the era of the Third Reich. Even today, after long years of occupying positions of leadership, the author feels the burden of historical responsibility. In this sense his book is a statement about the ambivalence of human existence. It provides answers to the question of why a whole generation of Germans followed the mesmerizing siren song of a totalitarian regime, an experience which still looms like a shadow over the living.

The story of the last world war, as told by Grand Admiral Karl Doenitz himself. His memoir covers his early career with submarines in the First World War and follows both his successes and failures through the Second World War, with great detail on the way the U-boat campaign was waged, as told by the man who invented U-boat tactics. Doenitz includes details of the U-boat campaigns during the Second World War as well as the opinions, ideas and commentary on the period. Of particular interest are the comments regarding British and American conduct during the war. An important social document, and an invaluable source for any student of the last war. He became the last Führer of Germany after Hitler's suicide in May 1945 and the book's subtitle, *Ten Years and Twenty Days*, is a direct reference to the time Karl Doenitz spent in Spandau Prison having been convicted of war crimes following trial at Nuremberg.

Pen & Sword Books are proud to be re-issuing this the only book that the legendary 'legless' ace Douglas Bader (immortalised by the film *Reach For The Sky*) wrote. He tells the inspiring story of the Battle of Britain from the viewpoint of 'The Few'. Using superb illustrations he traces the development of the Spitfire and Hurricane and describes the nail-biting actions of those who flew them against far superior numbers of enemy aircraft. As an added bonus, other well-known fighter aces including Johnnie Johnson, 'Laddie' Lucas and Max Aikten contribute to Douglas's book, no doubt out of affection and respect. This is a really important contribution to RAF history by one of the greatest -and certainly the most famous - pilot of the Second World War.

That followed. His close examination of their lives reveals that many were extremely different from the pictures typically drawn of them. They were as varied in their thoughts and actions as other fighting men on both sides of the war. Particularly valuable is the author's use of new information in his portrayal of Karl Donitz and other prominent commanders to correct and enhance characterizations presented in earlier books. His use of personal letters and unpublished.

Starting weeks after Hitler declared war on the United States in mid-December 1941 and lasting until the war with Germany was all but over, 73 German U-Boats sustainably attacked New England waters, from Montauk New York to the tip of Nova Scotia at Cape Sable. Fifteen percent of these boats were sunk by Allied counter-attacks, five surrendered in the region, and three were

sunk off New England--Block Island, Massachusetts Bay, and off Nantucket. These have proven appealing to divers, with a result that at least three German naval officers or ratings are buried in New England, one having killed himself in the Boston jail cell. There were 34 Allied merchant or naval ships sunk by these subs, one of them, the 'Eagle', was not admitted to have been sunk by the Germans until decades later. Over 1,100 men were thrown in the water and 545 of them made it ashore in New England ports; 428 were killed. Importantly, saboteurs were landed three places: Long Island, Frenchman's Bay Maine and New Brunswick Canada, and Boston was mined. Very little was known about this.

From January to July 1942, more than seventy-five ships sank to North Carolina's "Graveyard of the Atlantic" off the coast of the Outer Banks. German U-boats sank ships in some of the most harrowing sea fighting close to America's shore. Germany's Operation Drumbeat, led by Admiral Karl Donitz, brought fear to the local communities. A Standard oil tanker sank just sixty miles from Cape Hatteras. The U-85 was the first U-boat sunk by American surface forces, and local divers later discovered a rare Enigma machine aboard. Author Jim Bunch traces the destructive history of world war on the shores of the Outer Banks.

"The only thing that ever really frightened me during the war was the U-boat peril," wrote Winston Churchill in his monumental history of World War Two. Churchill's fears were well-placed-the casualty rate in the Atlantic was higher than in any other theater of the entire war. The enemy was always and constantly there and waiting, lying just over the horizon or lurking beneath the waves. In many ways, the Atlantic shipping lanes, where U-boats preyed on American ships, were the true front of the war. England's very survival depended on assistance from the United States, much of which was transported across the ocean by boat. The shipping lanes thus became the main target of German naval operations between 1940 and 1945. The Battle of the Atlantic and the men who fought it were therefore crucial to both sides. Had Germany succeeded in cutting off the supply of American ships, England might not have held out. Yet had Churchill siphoned reinforcements to the naval effort earlier, thousands of lives might have been preserved. The battle consisted of not one but hundreds of battles, ranging from hours to days in duration, and forcing both sides into constant innovation and nightmarish second-guessing, trying desperately to gain the advantage of every encounter. Any changes to the events of this series of battles, and the outcome of the war-as well as the future of Europe and the world-would have been dramatically different. Jonathan Dimbleby's *The Battle of the Atlantic* offers a detailed and immersive account of this campaign, placing it within the context of the war as a whole. Dimbleby delves into the politics on both sides of the Atlantic, revealing the role of Bletchley Park and the complex and dynamic relationship between America and England. He uses contemporary diaries and letters from leaders and sailors to chilling effect, evoking the lives and experiences of those who fought the longest battle of World War Two. This is the definitive account of the Battle of the Atlantic.

To his enlisted men on U-154, Lieutenant Oskar Kusch was the ideal skipper—bright, experienced, successful, caring, tolerably eccentric—and a popular captain who always brought his boat home safely when so many others vanished without a trace. To most of his officers Kusch came across as someone very different—a Nazi-hating intellectual with an artistic bent given to lengthy criticisms of the regime, its leaders and its propaganda, a suspected coward and potential traitor unfit for command. Early in 1944, after his second patrol under Kusch, his executive officer, a reservist with a doctorate in law and member of the Nazi party, denounced him on charges of sedition and cowardice. A hastily arranged court-martial cleared Kusch of the cowardice accusation but sentenced him to death on purely ideological grounds for "undermining the fighting spirit" of his boat, even though the prosecutor had only recommended a ten-year jail sentence. Abandoned by all but his closest friends and relatives, coldly sacrificed by Grand Admiral Karl Dönitz, unwilling to plead for mercy, and to the end tormented by a naval legal bureaucracy acting in collusion with the brown regime, Oskar Kusch was executed in May 1944. This study, the first scholarly work on Kusch in English, traces his career and ordeal from his upbringing in Berlin to his tragic death and beyond, including the fifty-year struggle to rehabilitate his name and restore his honor in a postwar Germany long loath to confront the darker dimensions of its past. The passing of the wartime generation and the emergence of a new school of historians dedicated to critical research and inspired historiography have finally combined to rectify our picture of the Kriegsmarine and to appreciate the sacrifice of men like Oskar Kusch.

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.

Illustrated with detailed artworks, this book is a comprehensive guide to the submarine arm of the German navy in World War II. Uniquely divided by flotilla, this book offers a complete breakdown of U-boat units, from the beginning of the war through the last days of the Reich.

Part of the ALL-NEW Ladybird Expert series. Find out about WWII's longest battle. This is an accessible, insightful and authoritative account of the naval campaign that kept supply lines open and enabled Britain to continue to fight. Historian, author and broadcaster James Holland draws on the latest research and interviews with participants to bring colour, detail and a fresh perspective to the story of how the siege of Europe was broken. Inside, you'll discover exactly what happened in the Battle of the Atlantic. Ships, submarines and aircraft fought a bitter war that saw the deaths of over 100,000 servicemen and civilians. What's inside? - The tragic demise of SS Athenia - The power of U-boats - Advantages of Britain's naval experience - German naval Enigma codes - The rapid development of advancing weaponry - And much more . . . Written by the leading lights and most outstanding communicators in their fields, the Ladybird Expert books provide clear, accessible and authoritative introductions to subjects drawn from science, history and culture. For an adult readership, the Ladybird Expert series is produced in the same iconic small hardback format pioneered by the original Ladybirds. Each beautifully illustrated book features the first new illustrations produced in the original Ladybird style for nearly forty years.

Volume two in this "expert, anecdote-filled, thoroughly entertaining" history of WWII follows *The Rise of Germany* as the Allied forces turn the tides (Kirkus). James Holland's *The Rise of Germany*, the first volume in his *War in the West* trilogy, was widely praised for his impeccable research and lively narrative. Covering the dawn of World War II, it ended at a point when the Nazi war

machine appeared to be unstoppable. Germany had taken Poland and France with shocking speed. London was bombed, and U-boats harried shipping on the Atlantic. But Germany hadn't actually won the Battle of Britain or the Battle of the Atlantic. It was not producing airplanes or submarines fast enough. And what looked like victory in Greece and Crete had expended crucial resources in short supply. The Allies Strike Back continues the narrative as Germany's invasion of Russia unfolds in the east, while in the west, the Americans formally enter the war. In North Africa, following major setbacks at the hands of Rommel, the Allies storm to victory. Meanwhile, the bombing of Germany escalates, aiming to not only destroy the its military, industrial, and economic system, but also relentlessly crush civilian morale. Comprehensive and impeccably researched, "Holland brings a fresh eye to the ebb and flow of the conflict" in this "majestic saga" of 20th century history (Literary Review, UK).

This is the riveting true story of Paul Martelli, a fifteen-year-old German-Italian, who fought in Pomerania, on the Eastern Front, in 1945 as a member of the 33. Waffen-Grenadier-Division der SS "Charlemagne" and, later, as a soldier with French forces during three years (1951-1954) in the Tonkin area, Vietnam. Paul recounts his time at the Sennheim military training base, where he was introduced to the rigorous discipline of body and mind: he then goes back to 1940, during the German invasion of France, when he was still a boy in Lorraine, hinting at his motivations for enlisting with the Waffen SS. He reveals his and many young soldiers' exciting and often humorous escapades at Greifenberg, his first love with a German girl helping refugees, his experiences and feelings during the combats at Körlin, during the strenuous defense of Kolberg, while regrouping at Neustrelitz and at the German defeat. With a companion he ends up at a castle delivering a group of women camp prisoners to a Russian officer, living in disguise among enemy soldiers until he escapes and surrender to the Americans. After his sentence, imprisonment, evasions and military service in Morocco, Paul is sent to fight in defense of bases north of Hanoi, Vietnam. He survives three years of fierce combats, assaults, ambushes, night patrols, fatal traps and mortal risks but, deep down, he compares his service with the Waffen SS during the last year of war with the inefficiency of the French Expeditionary Force in the Far East and comes out deeply frustrated. At almost 26, he has fought and lost in two wars, both against the communists, be they Soviet or Viet-Minh. Unemployed, and with the ideals of a 'Nouvelle Europe' in pieces, he briefly joins the French Foreign Legion, his last hope, but in the end choses another path. This is a unique memoir, packed with incident and recounting the story of one individual caught up in a series of life-changing events.

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