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Wartime Standard Ships

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BALLARD JAMARI

Ships for Victory Pen and Sword

For the British Empire and its allies of the Great War, 1917 was a year marked by crises. But here and there glimmers of light pierced the gloom. Soldiers began solving the problems posed by trench warfare. The dominions asserted themselves in the councils of imperial power. And the US finally entered the war. This book examines the British imperial war effort during the most pivotal and dynamic twelve months of the war. Written by internationally recognized historians, its chapters explore military, diplomatic, and domestic aspects of how the empire prosecuted the war. Their rich, nuanced analysis transcends narrow, national viewpoints to provide a multi-faceted perspective of events that laid the groundwork for victory.

Wartime Standard Ships UBC Press

Although best known for large liners and capital ships, between 1914 and the completion of the wartime programmes in 1920 the Clydebank shipyard of John Brown & Sons built a vast range of vessels – major warships down to destroyers and submarines, unusual designs like a seaplane carrier and submarine depot ship, and even a batch of war-standard merchant ships. This makes the yard a particularly good exemplar of the wartime shipbuilding effort. Like most shipyards of the time, Clydebank employed professional photographers to record the whole process of construction, using large-plate cameras that produced pictures of stunning clarity and detail; but unlike most shipyard photography, Clydebank's collection has survived, although relatively few of the images have ever been published. For this book some 200 of the most telling were carefully selected, and scanned to the highest standards, depicting in unprecedented detail every aspect of the yard's output, from the liner *Aquitania* in 1914 to the cruiser *Enterprise*, completed in 1920. Although ships are the main focus of the book, the photos also chronicle the impact of the war on working conditions in the yard and, perhaps most noticeable in the introduction of women in large numbers to the workforce. With lengthy and informative captions, and an authoritative introduction by Ian Johnston, this book is a vivid portrait of a lost industry at the height of its success.

Ugly Ducklings Pen and Sword

Borrowing the name given to the Allied Liberty Ships when they first came out, this study details Japan's feverish effort to build a large fleet of so-called Standard Ships to counter the severe losses sustained by her merchant fleet in the Pacific War. The Emergency Standard Ship came at a time when expedience took precedence over good construction standards. Considered the equivalent of the Liberty Ships, the Type-A Standard Ship is the focus of this book with the author describing the Zaibatsu business conglomerate that produced them and then telling how they were able to function with a remarkable degree of reliability in spite of their stripped-down design. From the events preceding Pearl Harbor through the postwar years, the ships are put into political context and complimented by detailed appendixes of the Type-A fleet and other types of Japanese merchants of that era. Forty of the 140 Type-A ships survived World War II and, after extensive upgrades, went on to become an important part of Japan's postwar economic renewal. This volume will be of interest to both ship enthusiasts and those interested in learning about World War II from a new perspective.

Bibliography of Scientific and Industrial Reports Routledge

In both World Wars there arose a pressing need for merchant tonnage both to supplement existing ships but, more importantly, to replace ships that had been sunk by enemy action, and the key to the Allied strategy in both wars was a massive programme of merchant shipbuilding. This need gave rise to a series of standard designs with increasing emphasis on prefabrication and a progression towards welded hulls. This new book tells the remarkable story of the design and construction of the many types that not only contributed to their country's war efforts, but were also responsible for a

cultural change in world shipbuilding that would lay the foundations for the post-war industry. The story begins in the First World War with the National type cargo ships which were the first examples of prefabricated construction. The best known of all types of wartime standard ships, of course, were the Liberty ships and their successor, the better equipped Victory ships, both built in the United States. Some 2,700 Liberty ships were built and this incredible achievement undoubtedly saved the Allies from losing the War. In Canada, the Ocean and Park ships made a further major contribution. Germany and Japan also introduced standard merchant shipbuilding programmes during the Second World War and these are covered in detail. The many different types and designs are all reviewed and their roles explained, while the design criteria, innovative building techniques and the human element of their successful operation is covered. Some of the story has been told piecemeal in a range of diverse books and articles, a few with extensive fleet lists. However, the complete history of the twentieth century wartime-built standard merchant ship has not previously been written, so this new volume recording that history within its appropriate technical, political and military background will be hugely welcomed.

Maritime Science and Technology: Changing Our World JHU Press

The fullest account yet of the British home front in the First World War and how war changed Britain forever.

Japan Report Routledge

Special areas: biographies, history, cultural exchange, arts, business and foreign affairs.

Streater's Directory Lloyd's Register

A chronicle of America's intensive shipbuilding programme during World War II, this explores the development of revolutionary construction methods and the recruitment, training, housing and union activities of the workers.

The Oceans, the Forts and the Parks University of Wales Press

Sir William Reardon Smith (1856-1935) was one of the foremost figures in south Wales in the early twentieth century. His was a classic story of 'rags to riches' - starting life as a deck-hand and ship's cook sailing from his native Appledore in 1870, he was a master mariner at the age of twenty-two and subsequently commanded many of the fine sailing ships owned by Hugh Hogarth & Sons of Glasgow. A long-cherished ambition to become a shipowner was eventually realised in 1906 when he acquired his first steamship, *City of Cardiff*. The venture prospered and nine vessels were owned on the eve of the First World War. He subsequently showed great entrepreneurial initiative during the depression, acquiring motor vessels and establishing new trade routes. He is also remembered as a great philanthropist, particularly through his association with the National Museum of Wales - during his term as treasurer (1925-28) and president (1928-32), he restored the museum's faltering finances and enabled the construction of the its east wing which is now so integral a part of Cardiff's dignified civic centre. His establishment of the Reardon Smith Nautical School in Cardiff in 1921 was another notable achievement; this school provided an opportunity for aspiring deck officers to learn the essential skills appropriate to their chosen careers. He also funded hospital developments in Cardiff and Bideford, and endowed the chair of geography at Exeter University. At the time of his death in December 1935, fulsome tributes were paid to him both by his fellow shipowners and by the principals of those organisations which had benefitted from his generosity; many of those who live in south Wales and the West country today still enjoy that legacy

Hugh Cortazzi - Collected Writings Seaforth Publishing

Scotland's maritime heritage is a highly significant one, embracing as it does a quite outstanding contribution to Britain's development both as an empire and as the world's leading maritime power in the nineteenth century. Scottish engineering, ship-owning and operating, as well as business and entrepreneurial skills, played a major part in the success of the Merchant Navy, while Scottish emigrants took skills to every corner of the world, creating trade and wealth both abroad and at

home. In terms of engineering, 'Clyde-built' was the Kitemark for the shipbuilding industry the world over. Scottish shipowners included household names such as Allan, Anchor, Donaldson and Henderson, while Scotsmen were instrumental in founding and, for much of the time, managing Cunard, British India, P & O, Orient, Glen and many other 'English' companies. The author tells an exhilarating story of energy and inventiveness, describing the remarkable navigational skills of the highlanders and the technological and business skills of the lowlanders, and relates the early development of the steamship, the impact of emigration, the involvement with exploration and the development of trade routes, and the final flowering of the world's last great iron sailing ships. And the evidence is still here, in the Cutty Sark, the Denny test tank at Dumbarton, and the Burrell Collection at Pollock, all reminders of a remarkable story. As seen in *Scottish Memories Magazine*.

The British Home Front and the First World War Pen and Sword

This new book tells the story of the Ocean class of standard cargo ships, their design, building, and careers, and the author places them firmly in the context of the battle of the Atlantic which was raging at the time of the first launchings. They entered the vanguard of the Allied shipping effort at a time when the German U-boat threat was at its most dangerous, and British shipping resources were stretched to the limit. They were deployed in the North Atlantic, on the long supply routes around Africa to the Middle East, in the Russian convoys, in operations in support of the invasions of North Africa and Italy and the land campaigns which followed, in the D-Day landings, and later amphibious operations on the south coast of France. Finally, some of the class joined an invasion force making its way towards Malaya when Japan surrendered in August 1945. The Oceans paid a heavy price for these accomplishments, one third of the class being lost to torpedoes, bombs, or mines in places as far apart as the Florida coast, the Norwegian Sea, the Bay of Algiers, and the Gulf of Oman. While these achievements alone would merit an important place in histories of the war at sea, the impact of the Oceans stretched far beyond the direct contribution of the ships themselves. The yards where they were built also served as models for a series of new American shipyards, designed to mass produce cargo vessels with such speed and in such volume as to completely reverse the mathematics of attrition, which had run so badly against the Allies into 1942. Even more important, the Oceans' blueprints were used as the basis for the American Liberty ship, the 2,700-strong fleet which finally tilted the balance of the war at sea decisively in the Allies' favor and went on to underpin the post-war renewal of the world merchant fleet. This comprehensive new history, based on extensive archival research and lavishly illustrated with contemporary photographs, restores the Oceans to their rightful place in history. The ships' design antecedents are explained, and their ordering, financing, and construction analyzed in full. Wartime operations are covered in depth, by theater, and with full details of war losses and other casualties. The book concludes with an assessment of their subsequent peacetime careers and a comparison to other war-built designs. This is a model history of a highly significant class of ship.

Diamond Industria Amberley Publishing Limited

This new book tells the story of the Ocean class of standard cargo ships, their design, building, and careers, and the author places them firmly in the context of the battle of the Atlantic which was raging at the time of the first launchings. They entered the vanguard of the Allied shipping effort at a time when the German U-boat threat was at its most dangerous, and British shipping resources were stretched to the limit. They were deployed in the North Atlantic, on the long supply routes around Africa to the Middle East, in the Russian convoys, in operations in support of the invasions of North Africa and Italy and the land campaigns which followed, in the D-Day landings, and later amphibious operations on the south coast of France. Finally, some of the class joined an invasion force making its way towards Malaya when Japan surrendered in August 1945. The Oceans paid a heavy price for these accomplishments, one third of the class being lost to torpedoes, bombs, or mines in places as far apart as the Florida coast, the Norwegian Sea, the Bay of Algiers, and the Gulf of Oman. While these achievements alone would merit an important place in histories of the war at sea, the impact of the Oceans stretched far beyond the direct contribution of the ships themselves. The yards where they were built also served as models for a series of new American shipyards, designed to mass produce cargo vessels with such speed and in such volume as to completely reverse the mathematics of attrition, which had run so badly against the Allies into 1942. Even more important, the Oceans' blueprints were used as the basis for the American Liberty ship, the 2,700-strong fleet which finally tilted the balance of the war at sea decisively in the Allies' favor and went on to underpin the post-war renewal of the world merchant fleet. This comprehensive new history, based on extensive archival research and lavishly illustrated with contemporary photographs, restores the Oceans to their rightful place in history. The ships' design antecedents are explained, and their ordering, financing, and construction analyzed in full. Wartime operations are covered in depth, by theater, and with full details of war losses and other casualties. The book concludes with an assessment of their subsequent peacetime careers and a comparison to other war-built designs. This is a model history of a highly significant class of ship.

Wartime standard ships Seaforth Publishing

Here at last is the true story of the merchant fleet during World War II, the non-fighting service in which 32,000 men died yet whose essential role has never been fully appreciated. The author, himself a member of the service from 1941-47, relates the stories of merchantmen and their crews with unique insight. From the early days of the war to the day of victory on the Rhine, through combined operations in the Mediterranean and at Normandy, the complete operation of the fleet is examined, with vivid accounts of the horrific losses undergone, the heroism of the crews and the sacrifices endured to ensure that Britain received its essential supplies of food, oil, and raw materials. Highly illustrated, this book will be absorbing for the war historian, maritime enthusiast and general reader alike.

The Evolution and Significance of the Powered Bulk Carrier Anchor Books

This book addresses some key questions - Did the marine sector drive the developing technologies? Or did it just adopt them? It would appear that the former is the case - as the industry has moved from sail to steam, from steam to internal combustion engines, from wood to steel and to increasing sizes and types of specialist vessels - the pioneers of naval architects and marine engineers have applied the latest technologies, and our global society has benefited.

The Ships That Came to Manchester Seaforth Publishing

Explore the fascinating history of the vessels of the Manchester Ship Canal.

Liberty's Provenance US Naval Institute Press

Winner of the John Lyman Book Award for Naval and Maritime Science and Technology. "A compelling and convincing historical analysis of World War I." —Navy News While the overriding image of the First World War is of the bloody stalemate on the western front, the overall shape of the war arose out of its maritime character. It was essentially a struggle about access to worldwide resources, most clearly seen in Germany's desperate attempts to counter the American industrial threat, which ultimately drew the United States into the war. This radical new book concentrates on

the way in which each side tried to use or deny the sea to the other, and in so doing, describes rapid wartime changes not only in ship and weapons technology but also in the way naval warfare was envisaged and fought. Melding strategic, technical, and tactical aspects, Friedman approaches the First World War from a fresh perspective and demonstrates how its perceived lessons dominated the way navies prepared for the Second World War. "Friedman is a master of the evolution of naval strategy, tactics and technology . . . a rewarding read that will leave many wanting to return again and again just to see what they might have missed the first time." —Australian Naval Institute "Dr. Friedman's research credentials are impeccable, and the huge amount of factual detail he has unearthed will be sure to delight many . . . there is nothing comparable in either depth or scope out there, and for this reason, if no other, this book is likely to become a standard work on the naval aspects of the Great War." —Naval War College Review

Coastal Passenger Liners of the British Isles Casemate Publishers

Set up in August 1905, the Royal Fleet Auxiliary unofficial motto: Ready for Anything was originally a logistic support organisation, Admiralty-owned but run on civilian lines, comprising a miscellaneous and very unglamorous collection of colliers, store ships and harbour craft. This book charts its rise in fleet strength, capability and importance, through two world wars and a technical revolution, until the time when naval operations became simply impossible without it. Its earliest tasks were mainly freighting supplying the Royal Navys worldwide network of bases but in wartime fleets were required to spend much longer at sea and the RFA had to develop techniques of underway replenishment. This did not come to full fruition until the British Pacific Fleet operated alongside the Americans in 1944-45, but by then the RFA had already pioneered many of the procedures involved. This book combines a history of the service, including many little-known wartime operations, with data on the ships, and a portrait of life in the service gleaned from personal accounts and recollections. Half way between a civilian and a military service, the RFA has never received the attention it deserves, but this book throws a long-overdue spotlight on its achievements.

British Standards Ships of World War I ebooks

At the beginning of the last century it was possible to sail from London to Glasgow via the south coast ports and Belfast, returning along the east coast from either Dundee or Leith for as little as five pounds. Those were the days when 300 passengers were landed twice weekly at Grangemouth or Dundee from the London boat, and the coastal passenger and cargo liner was in its heyday, catering both for the first class tourist as well as offering keenly priced second class fares for the like of football fans following away matches. Sadly, these wonderful steamer services are now largely forgotten but this new book will stir fond memories of the ships and their coastal voyages. The Depression of the 1930s, coupled with competition from both railway and the motor coach, were to spell the end for many of the coastal liners, while heavy losses incurred in World War II left only a few ships each offering just a handful of passenger berths. The story of their one hundred years of service is accompanied by numerous fascinating anecdotes, and the book focuses as much on the social need for coastal passenger services, the men and women who provided the services and the passengers who used them, as it does on the nuts and bolts of the ships themselves. This beautifully presented book will delight both ship enthusiasts and all those who enjoy the maritime and social history of the British Isles.

British Standard Ships of World War I. Seaforth Publishing

This book, first published in 1990, presents a fundamental reassessment of maritime strategy. It analyses the lessons of twentieth-century naval warfare and examines in detail the changing face of naval warfare, both in terms of the weapons used and the platforms from which they are launched and controlled. It looks at the evolving uses of the seas, both economic and military, and sets sea power against the developing world environment, political, legal and economic, discussing those factors that stimulate nations to exert power at sea and those that limit their naval capabilities. It also develops a theoretical framework for future thinking about maritime strategy and forces, revises and updates Mahan's classical analysis of the foundations of sea power, and discusses thinking about naval tasks.

Turning Point 1917 Liverpool : Sea Breezes

The battle of the Atlantic, fought by the Allies to maintain lines of communication and vital trade routes for armaments, men, and basic sustenance, could not have been won without the 2,710 Liberty ships that were designed and built for those critical one-way voyages to Europe - more than one voyage was considered a bonus. The kudos for the Liberty's construction is, rightfully, American for that is where they were built. Less well understood is that the groundwork for the shape of the hull and its basic hydrodynamics took place in the North Sands shipyard of Joseph Thompson & Sons Ltd on the banks on the River Wear in Sunderland. This new book follows the path of the critical designs that flowed from Thompson's shipyard commencing with SS Embassy in 1935, SS Dorington Court in 1939, through the SS Empire Wind/Wave series for the Ministry of War Transport in 1940 to SS Empire Liberty in 1941. These led to the sixty Ocean Class vessels built by Henry J Kaiser and, from these, the Liberty ship was adapted by American naval architects Gibbs & Cox who, to this very day, still claim they designed the Liberty ship. With the use of beautifully drawn ship profiles, starting with World War I designs, then the critical designs from Thompson's shipyard, and particularly a drawing comparing the Liberty ship with its British progenitor, the author demonstrates just how much of the former was borrowed from the latter. While some credit has been given to Thompson's designs this new book offers the first real proof as to the direct link between his work, the Empire Liberty/Ocean Class and the Liberty ship which followed. In addition, the book demonstrates the versatility of the Liberty ship and explores those that were developed for specialist use, from hospital ships and mule transports to nuclear-age missile range ships. A fascinating and beautifully presented book for all those with an interest in the battle of the Atlantic and, more specifically, in one of the most important ship designs of the War.

From Ship's Cook to Baronet Liverpool University Press

The book is the first to detail the 170-year evolution of the powered bulk carriers which continue to have a major role in the world's trades and economies. Their design and technological development is traced from the screw colliers of the 1850s which revolutionised the British coastal coal trade. The same engineering principles were applied to produce ocean-going steam and later motor tramps. By the end of the 19th century, the capabilities and economies of these 'black freighters' had captured from the sailing ship much of the world's trade in bulk commodities. In the second half of the 20th century, the tramps in turn evolved into multi-purpose, dry bulk carriers. These workhorses of the sea transport commodities including metallic ores, grain, coal, timber and other minerals. Quantities of up to 400,000 tons are carried in the largest, specialised ore carriers. In a parallel development, applying the same technical principles produced smaller yet efficient steam and later motor coasters which came to dominate short sea shipping. The book concludes with a discussion of how the economies of transportation provided by bulk carriers have had profound effects on industrialisation, globalisation and the world's economy, and discusses the environmental impact of these ships.