

Teddy Suhren, Ace Of Aces: Memoirs Of A U Boat Rebel

Though he entered combat late in May 1942, Carl Emmermann sank twenty-six Allied ships in only four combat patrols while commanding U-172, becoming the thirteenth most successful U-boat commander of the war. U-172, a Type IXC U-boat, saw non-stop action throughout the Atlantic, during its four patrols under Emmermann. U-172's third patrol to Cape Town would be its longest with 131 days at sea, where it added eight vessels to its list of successes in this sector; the first sinkings in this area for the U-boat service. On its sixth patrol under a different commander, U-172 would later be sunk in December 1943. Awarded the Knight's Cross with Oak Leaves in 1944, Emmermann was ordered at St. Nazaire, France, to command the Kriegsmarine's 6th U-boat Flotilla. Later in Germany, he became the new sub-specialist for the Type XXIII U-boat, and in the last months of the war, commanded a marine battalion in defense of Hamburg. This biography details all WWII patrols by U-172 and features over 230 images and maps.

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

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.

Originally published: Wimborne: Skitten Books, 1995.

The Life of the Third Reich's Highest Scoring U-Boat Commander

U-48: The Most Successful U-Boat of the Second World War

The Western European and Mediterranean Theaters in World War II

No Surrender

Iron Coffins

Knight's Cross Holders 1939-1945

Recollections of Erich Topp

Teddy Suhren, Ace of Aces

When it was first published in 1953, opinions were sharply divided between those who deplored the apparent extolling of a vicious form of warfare, and this who found in Heinz Schaeffer's account a revealing picture of the German Navy's training and methods. U-Boat 977 was the German submarine that escaped to Argentina at the end of World War Two. This epic journey started from Bergen in Norway, where in April 1945 it was temporarily based, and took three and a half months to complete. Because of the continuing Allied naval activity the commander decided to make the first part of the journey underwater. Before surfacing near the west coast of Africa U-977 had spent a remarkable sixty-six days submerged. Heinz Schaeffer, the commander of U-977 wrote a full account of his career that culminated in this last command. It depicts the grueling aspects of a submariner's life aboard a vessel that was subjected to harsh conditions of the sea and oceans. As an experienced commander Schaeffer took part in many of the decisive U-boat operations in the North Sea and Atlantic Ocean. In the final months of the war, and in common with most surviving U-boat commanders, Schaeffer and his crew came under constant attacks from Allied aircraft and surface ships. The final part of U-Boat 977 is Schaeffer's account of the journey to Argentina and lays to rest some of the more fanciful sorties that followed its arrival.

"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.

“A fascinating and detailed account of the German navy’s war, mostly covering U-boat activities” by the man who succeeded Hitler as Führer (Damien Burke, author of *TSR2: Britain’s Lost Bomber*). This is the story of the last world war, as told by Grand Admiral Karl Dönitz 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. Dönitz 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. This is an important social document and an invaluable source for any student of the last war. After becoming the last Führer of Germany after Hitler’s suicide in May 1945, Karl Dönitz spent ten years and twenty days in Spandau Prison having been convicted of war crimes following a trial at Nuremberg. “A very interesting book looking at the war in the Atlantic from the German side . . . one of the best accounts of the Battle of the Atlantic.”—UK Historian

On the eve of Germany’s surrender in May 1945, Grossadmiral Karl Dönitz 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.

U-Boat War Patrol

The Patrols of U-172 in World War II

A Complete Record of Warship Sinkings from Original Sources 1939-1945

The Hidden Photographic Diary of U-564

The Surrender of Germany’s U-Boat Forces on Land and at Sea

U-Boat Attack Logs

German U-Boat Ace Carl Emmermann

The Battle of the Atlantic 3 September 1939 to 7 May 1945

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.

Throughout World War II, German snipers were obliged to carry a 'Scharfshützen Buch' which recorded every kill. Each success noted had to be verified by a witness and signed by a superior officer. The journal of Sutkus is one of only a few such books to have survived the war. It records more than 200 kills, placing him as one of the war's most successful snipers. A large part of his journal is reproduced for the first time here.

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.

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-Boats in New England

Robinson Crusoe, USN

Ace of Aces - Memoirs of a U-Boat Rebel

Churchill's Greatest Fear

The Allies Strike Back, 1941-1943

Shadows in the Moonlight

A Most Secret Squadron

Sniper Ace

Jeremy Dixon's highly illustrated book is the ideal guide to the Knight's Cross holders and their wartime service. 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.

During the Second World War over 250 Allied warships from a dozen navies were sent to the bottom by German U-boats. This groundbreaking 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

THE TRUE STORY OF UNITED STATES NAVY RADIOMAN GEORGE TWEED AND HIS 31 MONTHS OF SURVIVAL ON JAPANESE-HELD GUAM DURING WORLD WAR II
"DANIEL DEFOE would have admired George Ray Tweed, the American seaman whose ingenuity and self-reliance have caught the imagination of modern America as Robinson Crusoe's fascinated eighteenth century England. Defoe's hero was engaged almost solely in a struggle for survival against nature. "Crusoe and Tweed were most alike in the genius for contrivance, and Tweed doesn't suffer from comparison with his famous prototype. To construct his shelter and furniture, Crusoe brought from his ship planks and boards and a complete carpenter's chest of tools, in addition to two saws, an ax, "an abundance of hatchets," a hammer, nails and several knives. Tweed built his equipment without benefit of nails, using only a handsaw, a machete, and a pocketknife. He went on to fashion, with crude materials, a lamp, a lantern, and an ingenious alarm system. At one time he had electric lights in a part of the country where not even the best homes enjoyed such luxury. He kept in repair an almost worn-out typewriter, on which he produced a one-page underground newspaper. He tore apart an apparently useless radio, put it together again, and brought in news from a station thousands of miles away. "Tweed was born with common sense. A roustabout life as lumberman, stevedore, and mechanic gave him self-reliance; hunting expeditions in Oregon and California taught him woodsmanship; the Navy instructed him in the techniques of communication. It was as if all his early life had been preparation for the grueling experience which he alone, of those who fled before the invading Japanese, survived. "I am glad to be the one to tell Tweed's story. In all important respects it is related here exactly as he gave it to me."

Fight for the Sky

An Annotated Bibliography of English-Language Sources

The Patrols of U-96 in World War II

The True Story of the U-Boat That Escaped to Argentina

Shooting the War

The Story of Wolfgang Luth

My Thirty-Year War

The Memoir and Photographs of a U-Boat Officer in World War II

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.

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.

Following the conquest of his native Latvia by the Nazis, the author was given the stark choice: service in the SS or forced labor in a slave camp. So he 'volunteered' to fight for the Nazis. He describes his training and how he became an instructor before being sent into Russia. He nearly perished during the terrible winter of 1943-44 being wounded and finding himself with his friend lying dead on top of him. As the tide turned and the Russians advanced remorselessly through. He was wounded twice more and awarded the Iron Cross for bravery. With German resistance collapsing, the author had to flee for his life - capture by the Russians meant almost certain death. He surrendered to the Americans but describes the neglect he suffered at their hands. Unable to return to Latvia now occupied by the Russians, he became a Displaced Person eventually settling in the UK.

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.

U-boat Commander

Steel Boat, Iron Hearts

From Eastern Front to Siberia

The Odyssey of a U-boat Commander

Hitler's Third Reich in 100 Objects

(WW2 #3)

German U-Boat Ace Heinrich Lehmann-Willenbrock

A Periscope View of the Battle of the Atlantic

Leo Litwak was a university student when he joined the Army to fight in World War II, "a na'ive, callow eighteen-year-old son prepared to join other soldier boys being hauled off to war." In 1944 he found himself in Belgium, in the middle of the waning European war, a medic trained to save lives but often powerless to do much more than watch life slip away. It was hard fighting that took Litwak and his rifle company into the heart of Germany at the close of the war. But Litwak learned there was more to war than fighting, more to understand than maps and ammunition. In the final months of the war, he watched the men in his company tenderly serve food at a Passover seder for a dozen brutalized Jewish women newly liberated from slavery. He watched those same men torture and execute defenseless German soldiers. He fell in love at the Moulin Rouge in a scene straight out of a Toulouse-Lautrec painting. The men in his company were dreamers, thieves, friends, killers, revolutionaries, and heroes. They were the men of their time: sometimes brave, sometimes compassionate, sometimes cruel, sometimes loving, usually scared. They were held together by loyalty, only to be scattered by the war's end. The Medic is the gritty, wise, bighearted, and unflinching account of one man's quest to find sense in war and its aftermath.

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.

Hitler's Third Reich is still the focus of numerous articles, books and films: no regime of the twentieth century has prompted such interest or such a body of literature. Collated and presented by one of the world's leading historians of Nazi Germany and illustrated with photographs throughout, this book is an accessible, compelling and often revelatory guide to the Third Reich. Ranging from documents and postcards to weapons and personal effects, these objects include Pervitin, Hitler's Mercedes, Hitler's grooming kit, the Messerschmitt 262, the Luger pistol, the Tiger Tank, Eva Braun's lipstick case, the underpants of Rudolf Hess, and, of course, the Swastika and Mein Kampf.

We make and we break. They were the forward scouts, the mine clearers, the bridge builders, and the tunnel rats. They were frequently not just on the front line, but right at the sharp end of the action. They were the legendary Aussie Sappers, the army engineers, who were literally everywhere in the fighting against the Vietcong. This special breed of soldier lived hard and played hard. They were there at the beginning of the war; they were also among the last to leave. And along the way, they fought with their mates in the infantry and in the tanks to bear the brunt of the Vietcong's revenge. To the rest of the world, Vietnam was a conflict of ideologies. On the ground it was a battle of wits and the sappers were at the forefront. This is their story.

The Story of the Spitfire and Hurricane

The Patrols of U-201 in World War II

Life and Death in the Last Days of WWII

The Battle of the Atlantic

The First Full Story of 618 Squadron and Its Special Detachment Anti-U-Boat Mosquitos

The Medic

How the legendary Aussie Tunnel Rats fought the Vietcong

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.

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).

In the spring of 1974, Second Lieutenant Hiroo Onoda of the Japanese army made world headlines when he emerged from the Philippine jungle after a thirty-year ordeal. Hunted in turn by American troops, the Philippine police, hostile islanders, and successive Japanese search parties, Onoda had skillfully outmaneuvered all his pursuers, convinced that World War II was still being fought and that one day his fellow soldiers would return victorious. This account of those years is an epic tale of the will to survive that offers a rare glimpse of man's invincible spirit, resourcefulness, and ingenuity. A hero to his people, Onoda wrote down his experiences soon after his return to civilization. This book was translated into English the following year and has enjoyed an approving audience ever since.

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.

A Sappers' War

A Material History of Nazi Germany

Eight Survived

How the Allies Won the War

The Adventures of George R. Tweed, RM1C on Japanese-held Guam

U-Boat 977

A U-boat Crewman's Life Aboard U-505

German U-Boat Ace Adalbert Schnee

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.

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 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.

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.

U-Boat Ace

U-Boat Commander Oskar Kusch

Memoirs

The Rise of Germany, 1939–1941

A Personal Account Of The German U-boat Battles Of World War II

Anatomy of a Nazi-Era Betrayal and Judicial Murder

Teddy Suhren

U-Boats off the Outer Banks

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 irrevocable; 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. 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 few 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 – 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 of his operations in U 564, published with great success in 2004 as *U-Boat War Patrol* by Lawrence Patterson.

Few commanders symbolize the evolution of the German U-boat arm during the Second World War as does Adalbert "Adi" Schnee. In 1940, Schnee successively commanded three Type II U-boats--which he registered his first successes in the Atlantic. From the beginning of 1941, he was appointed commander of U-201, the first Type VIIC U-boat allotted to I Flotilla. During seven patrols which take him to the coasts of America and Africa, he would receive the Knight's Cross with Oak Leaves. With 15 ships sunk in convoys in the mid-Atlantic, he became the specialist in this form of attack. In 1945, he alone carried out an actual combat mission in the Type XXI U-boat. With the aid of logbooks and the recent discovery of a considerable collection of images from a war correspondent's diary, a new book examines Schnee's incredible combat career.

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 experience of 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 his 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 have lived 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, the book is a study of 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 shaped their lives.

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 his life 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. As a 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 the story of one of the greatest -and certainly the most famous - pilot of the Second World War.

Ten Years and Twenty Days

Fighting with Hitler's Latvian SS

Aboard the German Submarine U-124 in World War II

Memoirs of a U-Boat Rebel

The U-Boat Commanders

The Harrowing Story of the USS Flier and the Only Downed World War II Submariners to Survive and Evade Capture

Grey Wolf, Grey Sea

Black Flag

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*

On the night of August 13, 1944, the U.S. submarine *Flier* struck a mine in the Sulu Sea in the southern Philippines as it steamed along the surface. All but fifteen of the more than eighty-strong crew went down with the vessel. Of those left floating in the dark, eight survived by swimming for seventeen hours before washing ashore on an uninhabited island. The story of the *Flier* and its eight survivors is wholly unique in the annals of U.S. military history. *Eight Survived* tells the gripping story of the doomed submarine and its crew from its first patrol, during which it sank several enemy ships, to the explosion in the Sulu Sea. Drawing on interviews with the survivors and on a visit to the jungle where they washed ashore—where a cast of fascinating characters helped the U.S. sailors evade the Japanese—Douglas Campbell fully captures the combination of extraordinary courage and luck that marked one of the most heroic episodes of World War II.

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.

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

Battle of the Atlantic: Book 3 of the Ladybird Expert History of the Second World War

The War in the West

Otto Kretschmer

Stormtrooper on the Eastern Front

Submarine Patrols, Survivors and Saboteurs 1942-45