

Steel Boat Iron Hearts

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Explore the fascinating synergy where robust steel boat construction meets the indomitable spirit of those who navigate the open seas. Our durable marine vessels are engineered for ultimate resilience, perfectly embodying the 'iron hearts' of seafarers who brave challenging waters with unmatched courage and an unwavering commitment to maritime exploration. Discover the strength in both craft and character that defines true ocean-going adventures.

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Steel Boat, Iron Hearts

The story of the German submarine U-505 and its dramatic capture by the US Navy during WWII—told by one of its crewmen. Hans Goebeler is known as the man who “pulled the plug” on U-505 in 1944 to keep his beloved U-boat out of Allied hands. Steel Boat, Iron Hearts is his no-holds-barred account of service aboard a combat U-boat. It is the only full-length memoir of its kind, and Goebeler was aboard for every one of U-505’s war patrols. Using his own experiences, log books, and correspondence with other U-boat crewmen, Goebeler offers rich and very personal details about what life was like in the German Navy under Hitler. Because his first and last posting was to U-505, Goebeler’s perspective of the crew, commanders, and war patrols paints a vivid and complete portrait unlike any other to come out of the Kriegsmarine. He witnessed it all: from deadly sabotage efforts that almost sunk the boat to the tragic suicide of the only U-boat commander who took his life during WWII; from the terror and exhilaration of hunting the enemy to the seedy brothels of France. The vivid, honest, and smooth-flowing prose calls it like it was and pulls no punches. U-505 was captured by Captain Dan Gallery’s Guadalcanal Task Group 22.3 on June 4, 1944. Trapped by this “Hunter-Killer” group, U-505 was depth-charged to the surface, strafed by machine gun fire, and boarded. It was the first enemy ship captured at sea since the War of 1812. Today, hundreds of thousands of visitors tour U-505 each year at the Chicago Museum of Science and Industry. Includes photos and a special Introduction by Keith Gill, Curator of U-505, Museum of Science and Industry

Steel Boats, Iron Hearts

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

Steel Boats, Iron Hearts

Please note: This is a companion version & not the original book. Sample Book Insights: #1 I was born Hans Jacob Göbeler in 1923 in the Hessian farming village of Bottendorf. I had a proud military tradition, as my family had fought in the Franco-Prussian War. I was always sure that I would enlist to defend my country in one service or another. #2 The dark, inhumane side of war I learned from my father Heinrich's experiences in the First World War. He enlisted in the German Army at the age of 18, and fought on the Eastern Front. He was captured and spent the next several years in a Siberian labor camp. #3 I was extremely excited about the prospect of joining the military, as I felt that it was the only way Germany could defeat Britain. I was extremely determined to get into the war before it was over. #4 I was proud to be wearing the sharp-looking blue dress uniform of a sailor instead of the rough woolen tunic of a foot soldier. My orders and travel pass listed a false destination in order to camouflage the fact that I was headed to U-boat training.

Summary of Hans Goebeler & John Vanzo's Steel Boat Iron Hearts

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.

Iron Coffins

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.

Teddy Suhren, Ace of Aces

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.

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

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

U-Boat Ace

Details the service records of some 1,400 officers of the German Kriegsmarine known to have commanded a U-boat between the commissioning of U-1 in June 1935, and the final surrender of U-977 to Argentina in August 1945.

German U-boat Commanders of World War II

One of WWII's pivotal events was the capture of U-505 on June 4, 1944. The top secret seizure of this massive Type IX submarine provided the Allies with priceless information on German technology and innovation. After the war U-505 was transported to Chicago, where today 1,000,000 visitors a year pass through her at the Museum of Science and Industry. Hunt and Kill offers the first definitive study of U-505. The chapters cover her construction, crew and commanders, combat history, general Type IX operations, naval intelligence, the eight fatal German mistakes that doomed the boat, and her capture, transportation, and restoration for posterity. The contributors to this fascinating volume--a Who's Who of U-boat historians--include: Erich Topp (U-Boat Ace, commander of U-552); Eric Rust (Naval Officers Under Hitler); Timothy Mulligan (Neither Sharks Nor Wolves); Jak Mallman Showell (Hitler's U-boat Bases); Jordan Vause (Wolf); Lawrence Patterson (First U-boat Flotilla); Mark Wise (Enigma and the Battle of the Atlantic); Keith Gill (Curator, Museum of Science and Industry), and Theodore Savas (Silent Hunters; Nazi Millionaires).

Hunt and Kill

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

U-505

The title is derived from George Bernard Shaw's comment that 'England and America are two countries divided by a common language.' It is not intended to imply that the two navies were seriously at odds with one another, but rather to suggest, as in the case of language, that common roots and usages varied significantly. And the Second World War is a pertinent moment for comparison. They fought on the same side against a common enemy for nearly four years, but Britain fought the war for the survival of itself and its empire, though in the long term it failed with the latter, while the American government fought to maintain its influence through the balance of power; its people fought for revenge for Pearl Harbor, and out of a sense of justice. In this new book, Brian Lavery describes and analyzes the differences and similarities between the two navies and in doing so sheds fascinating light on how the naval war was fought. For example, both navies had spectacular failures after entering the war – the Royal Navy off Norway, the USN at Pearl Harbor and Savo Island. Paradoxically, both commenced the war with quite amateur performances by professional navies and ended with highly skilled performances by largely amateur manned forces. The training systems for regular officers had flaws in both countries. In Britain, entry was largely dependent on family income, in America, on political influence. But American officers probably had a broader perspective by the time they entered active service. The book covers ships and weapons systems – for instance, the British used too many gun types in the 4 to 6in range, while the Americans concentrated on the well-designed 5in. And the author describes conditions onboard ships. British vessels were awash with alcohol, which had its attractions for Americans when alongside; the Americans offered ice cream in return. These examples represent only a tiny proportion of the subjects covered in this stimulating analysis. Aviation, the marines of both navies, anti-submarine and mine warfare, uniforms, propulsion systems, shipbuilding and building programs, commanders and national

leaders, ratings and officers, ship design, geographical environments, naval bases, hammocks and bunks, the deployment of women – these are among the myriad big and small themes that will open the eyes of naval historians and enthusiasts, and show anyone with an interest in the Second World War how these two great allies came together to defeat the Axis forces.

Two Navies Divided

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.

U-boat Commander

These events are described in the pages of this book along with the story of how the U-505 became a major attraction at the world-renowned Museum of Science and Industry in Chicago."

U-505

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.

Grey Wolf, Grey Sea

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.

U-Boat 977

An instant #1 New York Times bestseller! *Pacific Rim* meets *The Handmaid's Tale* in this blend of Chinese history and mecha science fiction for YA readers. The boys of Huaxia dream of pairing up with girls to pilot Chrysalises, giant transforming robots that can battle the mecha aliens that lurk beyond the Great Wall. It doesn't matter that the girls often die from the mental strain. When 18-year-old Zetian offers herself up as a concubine-pilot, it's to assassinate the ace male pilot responsible for her sister's death. But she gets her vengeance in a way nobody expected—she kills him through the psychic link between pilots and emerges from the cockpit unscathed. She is labeled an Iron Widow, a much-feared and much-silenced kind of female pilot who can sacrifice boys to power up Chrysalises instead. To tame her unnerving yet invaluable mental strength, she is paired up with Li Shimin, the strongest and most controversial male pilot in Huaxia. But now that Zetian has had a taste of power, she will not cower so easily. She will miss no opportunity to leverage their combined might and infamy to survive attempt after attempt on her life, until she can figure out exactly why the pilot system works in its misogynist way—and stop more girls from being sacrificed.

Iron Widow

A do-it-yourself guide to metal boat repair and maintenance. Topic covered include metal boat corrosion, metal preparation, interior rust, painting, extending the life of a steel boat, ultra-sonic metal thickness gauge use, changing hull plate and alternative methods of repairing metal boats. ..."--Back cover.

The U-Boat Commander's Handbook

In August 1914 the two greatest navies in the world confronted each other across the North Sea. This is a book about leadership and command, bravery and timidity, genius and folly.

Metal boat maintenance-A do it yourself guide

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.

The Type XXI U-boat

In the sequel to *The Iron Duke* in the *Iron Seas* steampunk romance series by Meljean Brook, *Heart of Steel* sees the exotic and dangerous captain Yasmeen on an action packed treasure hunt across Morocco. As the mercenary captain of *Lady Corsair*, Yasmeen has learned to keep her heart as cold as steel, her only loyalty bound to her ship and her crew. So when a man who once tried to seize her airship returns from the dead, Yasmeen will be damned if she gives him another opportunity to take control. Treasure-hunter Archimedes Fox isn't interested in *Lady Corsair* - he wants her cold-hearted captain and the valuable da Vinci sketch she stole from him. To reclaim it, Archimedes is determined to seduce the stubborn woman who once tossed him to a ravenous pack of zombies, but she's no easy conquest. When da Vinci's sketch attracts a dangerous amount of attention, Yasmeen and Archimedes journey to Horde-occupied Morocco - and straight into their enemy's hands. But as they fight to save themselves and a city on the brink of rebellion, the greatest peril Yasmeen faces is from the man who seeks to melt her icy heart . . . Meljean Brook's *Heart of Steel* is a fantastic steampunk adventure . . . with a sensuous, romantic edge. Praise for Meljean Brook: 'Meljean Brook has brilliantly defined the new genre of steampunk romance' Jayne Ann Krentz 'A stunning blend of steampunk setting and poignant romance - smart, sexy, breathtaking and downright addictive' Ilona Andrews 'Engrossing steampunk adventure . . . a complex, gripping read' Publishers Weekly Meljean Brook lives in Oregon with her family. She is the author of the *Iron Seas* steampunk series which began with *The Iron Duke* and is also published by Penguin. For more information and *Iron Seas* extras, please visit www.meljeanbrook.com.

Castles of Steel

Do unto others as you would others should do to you. You can never be rude if you bear the rule always in mind, for what lady likes to be treated rudely? True Christian politeness will always be the result of an unselfish regard for the feelings of others, and though you may err in the ceremonious points of etiquette, you will never be im polite. Politeness, founded upon such a rule, becomes the expression, in graceful manner, of social virtues. The spirit of politeness consists in a certain attention to forms and ceremonies, which are meant both to please others and ourselves, and to make others pleased with us ;a still clearer definition may be given by saying that politeness is goodness of heart put into daily practice; the.re can be no true, politeness without kindness, purity, singleness of heart, and sensibility. Many believe that politeness is but a mask worn in the world to conceal bad passions and impulses, and to make a show of possessing virtues not really existing in the heart; thus, that politeness is merely hypocrisy and dissimulation. Do not believe this; be certain that those who profess such a doctrine are practising themselves the deceit they condemn so much.

Gunther Prien and U-47: the Bull of Scapa Flow

Filled with almost unbearable tension and excitement, *DAS BOOT* is one of the best stories ever written about war, a supreme novel of the Second World War and an acclaimed film and TV drama. It is autumn

1941 and a German U-boat commander and his crew set out on yet another hazardous patrol in the Battle of the Atlantic. Over the coming weeks they must brave the stormy waters of the Atlantic in their mission to seek out and destroy British supply ships. But the tide is beginning to turn against the Germans in the war for the North Atlantic. Their targets now travel in convoys, fiercely guarded by Royal Navy destroyers, and when contact is finally made the hunters rapidly become the hunted. As the U-boat is forced to hide beneath the surface of the sea a cat-and-mouse game begins, where the increasing claustrophobia of the submarine becomes an enemy just as frightening as the depth charges that explode around it. Of the 40,000 men who served on German submarines, 30,000 never returned. Written by a survivor of the U-boat fleet, *DAS BOOT* is a psychological drama merciless in its intensity, and a classic novel of the Second World War.

Heart of Steel

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

Ladies' Book of Etiquette, and Manual of Politéness

In the early years of the Second World War, the elite force of German submariners known as the Ubootwaffe came perilously close to perfecting the underwater battle tactics and successfully cutting Britain's transatlantic lifeline. To the Allies, these enemy sailors were embarking on a mission of unequivocal evil. Each member of the Ubootwaffe understood that he must take pride in being part of a unique brotherhood. He had to do so because he was setting out—in claustrophobic, unsanitary, stench-filled, and ultimately hellish conditions—on a journey that would test his mental and physical endurance to the very limits, and which he had little chance of surviving. Those that did return soon ceased to take comfort in friends or family, dwelling only on the knowledge that another patrol awaited them. By the end of the war, of the 39,000 men who went to sea in the U-boats, 27,491 died in action and a further 5,000 were made prisoners of war. Of the 863 U-boats that sailed on operational patrols, 754 were lost. *Grey Wolves* captures life on board a U-boat, in text, letters, diaries, journals, memoirs, prose, and poetry, relaying tales of the mundane and the routine, dramatic and heroic; the fear and resilience of every crew member, from Kapitainleutnant to Mechaniker. It is a vivid, brutally realistic portrait of the men who fought and died beneath the surface of the Atlantic in what was, perhaps, the most critical battle of the war. Skyhorse Publishing, as well as our Arcade imprint, are proud to publish a broad range of books for readers interested in history--books about World War II, the Third Reich, Hitler and his henchmen, the JFK assassination, conspiracies, the American Civil War, the American Revolution, gladiators, Vikings, ancient Rome, medieval times, the old West, and much more. While not every title we publish becomes a New York Times bestseller or a national bestseller, we are committed to books on subjects that are sometimes overlooked and to authors whose work might not otherwise find a home.

Pigboats

Master storyteller Howard Pyle at his best, incorporating fascinating historical information about life in a medieval castle, knighthood, and chivalry into the fast-moving and entertaining story of young Myles Falworth's fight to restore his family's rights and good name.

Das Boot

One of Woolf's most experimental novels, *The Waves* presents six characters in monologue - from morning until night, from childhood into old age - against a background of the sea. The result is a glorious chorus of voices that exists not to remark on the passing of events but to celebrate the connection between its various individual parts.

The U-boat

The shocking story of Nazi Germany's naval assault in American waters, told through the eyes of seafarers who experienced it off the Jersey Shore. It is January 1942. Six weeks after the United

States entered World War II, Imperial Japan is annihilating American forces across the Far East while the Nazis stand triumphant over much of Europe. Adolf Hitler's forces are about to commence an assault along the East Coast of the United States, but this "Atlantic Pearl Harbor" would prove far more devastating than Japan's attack on Hawaii. The wolves are closing in, and few Americans realize their beaches and coastal cities are about to witness the worst naval defeat in American history. The Western Hemisphere holds the key to victory for the beleaguered Allies, but only if the vast economic and military resources of North and South America can be carried across the Atlantic by Allied merchant ships. These civilian-manned cargo vessels are the backbone of the American war economy and the lifeline enabling Britain and the Soviet Union to survive—but Hitler's favorite admiral also knows this, and he has set in motion a plan of unprecedented boldness. Germany's dreaded submarines, or "U-boats," are going to the United States. The fiery months that followed would pit American servicemen against German U-boat sailors in a desperate struggle that stained East Coast waters with oil and blood. In the crosshairs of this deadly cat-and-mouse game was a stalwart contingent of civilian mariners who crewed the tankers and freighters supplying the war against the Axis Powers. Thousands of them would perish as hundreds of merchant ships were sunk. Every American coastal state became a battlefield in 1942, and the events that transpired off New Jersey illustrate the perils and brutality of this forgotten campaign. The seafloor along the Garden State is today strewn with shipwrecks that bear witness to the innumerable ways to die faced by friend and foe alike only miles from the boardwalk. Though these seafarers' lives were forfeit, the battle they fought would decide the fates of millions.

Grey Wolves

Merchant, industrialist and explorer Trassan Kressind has an audacious plan – combining the might of magic and iron in the heart of a great ship to navigate an uncrossed ocean, seeking the city of the extinct Morfaan to uncover the secrets of their lost sciences. Ambition runs strongly in the Kressind family, and for each of Trassan's siblings fate beckons. Soldier Rel is banished to a vital frontier, bureaucrat Garten balances responsibility with family loyalty, sister Katriona is determined to carve herself a place in a world of men, outcast Guis struggles to contain the energies of his soul, while priest Aarin dabbles in forbidden sorcery. The world is in turmoil as new money brings new power, and the old social order crumbles. And as mankind's arts grow stronger, a terror from the ancient past awakens... This highly original fantasy depicts a unique world, where tired gods walk industrial streets and the tide's rise and fall is extreme enough to swamp continents. Magic collides with science to create a rich backdrop for intrigue and adventure in the opening book of this epic saga.

Men of Iron

This richly illustrated book takes a refreshing new look at Victorian and Edwardian architecture, examining how mild steel - which superseded cast and wrought iron - was put to use in theatres, hotels, clubs, offices and many other building types.

The Waves

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

in mid-Atlantic, how to amuse three young children in a cabin space the size of a phone booth... and much, much more besides.

Killing Shore

Submariners are a tight knit group of men bound together by training and experience, and with a language all their own. That language is perhaps a little vulgar, but never intentionally demeaning, and a little irreverent but still worldly. This work is an attempt to preserve and explain some of these curious guys who so proudly wear a shiny metal pin that looks like a strange pair of fish on their left breast. This process of accumulating this new language begins in Boot Camp, and is added to with every change of duty station the sailor undergoes. It is heard aboard the boats and, unknowingly, by family members who can't understand terms like head, deck, and overhead, and who think SOS is a distress signal.

The Iron Ship

An engaging and informative first-hand account of the last 'grain race' of maritime history, from respected travel writer Eric Newby.

Early Structural Steel in London Buildings

In America's Gulf Coast region, where grounded oil tankers are being broken down for parts, Nailer, a teenage boy, works the light crew, scavenging for copper wiring just to make quota - and hopefully live to see another day. But when he discovers an exquisite clipper ship beached during a recent hurricane, Nailer faces the most important decision of his life: Strip the ship for all it's worth or rescue its lone survivor, a beautiful and wealthy girl who could lead him to a better life. . . .

How Not to Build a Boat

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.

The Submariner's Dictionary Or Submariner's Compendium of Terms & Tar's Handbook of Naval Verbiage and Retired Guy's Re-familiarization Manual

Popular author Gary Inrig brings you one of the most insightful and complete examinations of the book of Judges. This often-overlooked book of the Bible is full of cultural imagery and unexplained characters, but Inrig helps to bring it up-to-date and make it relevant for today's world. You'll find yourself identifying again and again with these biblical characters as this ancient text comes to life!

The Last Grain Race

The untold story of 142 German and one Italian submarines, which patrolled the waters around BermudaThe Axis powers sank eighty Allied ships, one of them naval, for the loss of two submarines1,224 Allied sailors and passengers were landed in Bermuda during the warMore than steel on steel: this book tells of their survival voyages, rescue and reception For the first time, a book exposes an obscure theatre of the Second World War in great detail and comprehensively, not just in terms of geography, but also from the perspectives of both Allied and Axis participants. U-Boats off Bermuda provides details of specific U-Boat patrols and their commanders, as well as a general overview of the situation in the theatre of war around Bermuda. It is a detailed analysis of individual casualties, broken down by a) background of ship, b) background of U-Boat, c) attack method (surface and/or submersed), d) details of survivors and their plight at sea and e) their rescue, recuperation and repatriation. Detailed maps and illustrations provide a human face to what were often tragic attacks with fatal consequences. Did you know that half a dozen German submarines came close enough to the US Naval Operating Base

in Bermuda to see Gibbs Hill? Or that hardy Canadians from a sunken trading schooner rowed and sailed their way to the remote island on their own? Allied pilots based in Bermuda sank two German U-Boats, rescued dozens in daring water landings and several crashed.

Ship Breaker

U-Boats in New England