

Naval warfare is vividly brought to life, from first contact through how battles were won and lost to damage repair.

Provides a description of historical naval warfare combined with an analysis of the causes of victory, offering insight into how sea powers often prevailed over land-based empires.

Admiral Gorshkov has transformed the Soviet fleet into a world sea power for the first time in Russian history. He is Russia's most brilliant naval strategist of all time. He has created the modern Soviet navy. His book examines the main components of sea power among which attention is focused on the naval fleet of the present day, capable of conducting operations and solving strategic tasks in different regions of the world's oceans, together with other branches of the armed forces and independently

First published in 1976, this book is the first detailed examination of the history of British sea power since A.T. Mahan's classic *The Influence of Sea Power on History*, published in 1890. In analyzing the reasons for the rise and fall of Great Britain as a predominant maritime nation in the period from the Tudors to the present day, Professor Kennedy sets the Royal Navy within a framework of national, international, economic, political and strategical considerations. To this new paperback edition the author has added a new introduction that brings the discussion of naval power up to date, with special emphasis on today's enormous U.S. Navy as the prime contemporary example of the use of naval forces to wield global influence.

The Mediterranean is the maritime crossroads where Europe, Asia, and Africa meet. More major naval actions were fought there than in the Atlantic or Pacific yet remarkably little has been written about the subject. This fresh study of the Mediterranean's naval war analyzes the actions and performances of the five major navies--British, Italian, French, German, and American--during the entire five-year campaign and examines the national imperatives that drove each nation's maritime strategy. *Struggle for the Middle Sea* provides a history of the entire campaign from all perspectives and covers Germany's largely unknown--and remarkably successful--struggle to employ sea power in the Mediterranean after the Italian armistice. *Defense & Foreign Affairs Strategic Policy* (August 2009) has called it "a new and stunningly important view of World War II" and "a fabulously readable and important book."

Technology and the Changing Character of Sea Power in the Twenty-first Century This book examines the impact that technological innovation has on the character and application of national power. Specifically, the book addresses the impact of a changing rate of technological innovation on political and military capability. To this end "Sea Power" is used as a platform for a strategic examination of the impact that technological innovation plays on all existing political and military systems. Technological innovation is increasing exponentially; this condition results in a new set of political-military implications for nations. Research conclusions suggest that organizational responses to technological innovation are decisive in promoting and sustaining national power. These "organizations" may be military, governmental, industrial, or a combination of the three. Indeed, within a given nation, various organizations may be working at across-purposes with regard to the incorporation of advanced technology into the nation's armed forces. Relative economic and military strength has never been a more fragile and waning national attribute. Since history offers examples both of ready acceptance of new technology and of organizational complacency in the face of change, the ability of national leadership to foster receptive attitudes toward technology within important government organizations will be of singular importance in the coming technological struggle.

IN World War II sea power reached the culmination of its influence on history. The greatest of air wars and the one which saw the most titanic battles of all time on land was also the greatest of naval wars -- not alone in the magnitude of naval operations but also in the degree to which those operations contributed to final victory. It could hardly have been otherwise in a war which was truly global, in which the pooling of resources of the great Allies depended upon their ability to traverse the sea, and in which American men and materials, including aircraft, hammered and defeated the enemy in remote theaters which could be adequately serviced only by sea. Yet this unparalleled accomplishment of Allied sea power occurred in a war during which the very existence of navies was threatened. Although the land-based airplane was the original cause of the threat, the nature of the crisis which Allied sea power met and overcame cannot be adequately described merely in terms of ship versus aircraft. The menace of the enemy airplane was intensified by the insufficiency of cargo vessels and warships. That shortage was in large part responsible also for the successes of the German U-boat arm; and that in turn also affected the issue between planes and ships. Besides, the utility of sea power must be interpreted in terms not of the ability of the warship to defend itself, but rather of the ability of navies to carry out their traditional functions. The two are of course related, but it is important to remember that the effects of enemy aircraft on our naval strategy is by no means summed up in a tabulation of ships damaged or destroyed by them. One way to preserve ships is to minimize their exposure to danger. Such a procedure may be necessary to preserve the nucleus of a fleet, but as a general rule warships cease to be worth preserving to the extent that preoccupation with their preservation results in the abandonment of their functions. Thus, the most fruitful way of discussing tactical and strategic changes, especially as they influenced our conduct of the Pacific war, is to describe the steps by which our Navy was gradually enabled to dominate the maritime struggle. The function of sea power has traditionally been to achieve and maintain "command of the sea." This time-honored and somewhat cryptic phrase connotes simply the ability to use the sea and to deny its use to the enemy. The test of "command" is the exclusion of enemy shipping from an area in which one's own shipping continues to operate. The uses of command are many, ranging from those which are offensive in nature (e.g. invasion of an enemy coast, or economic blockade) to those which are purely defensive (e.g. the defense of one's coasts against overseas invasion, or protection of shipping). But where it exists at all, command is always basically the same in character.

A fascinating naval perspective on one of the greatest of all historical conundrums: How did thirteen isolated colonies, which in 1775 began a war with Britain without a navy or an army, win their independence from the greatest naval and military power on earth?

This book charts the epic struggle between Great Britain and revolutionary and Napoleonic France, revealing both the hidden forces beneath the surface of events and the strategies and battle tactics which ensured Britain the final victory. In *Maritime Supremacy and the Opening of the Western Mind*, Peter Padfield covered the rise of the Dutch to supreme naval and commercial power in the 17th century and their displacement by the British, followed by the 18th-century struggle between Great Britain and Bourbon France. He now explores the contrasts between British power based on trade and sea control and French power based on territorial conquest, and shows how their respective societies were imprinted with irreconcilably different ways of thought and systems of government and finance. He presents the French Revolution and Napoleon in a radical light as essentially regressive, Britain, for better or worse, as the progressive herald of modern liberties. The reader is placed on the gun deck, amid the cannon,

smoke, blood and death, or alongside the great leaders, Pitt, Nelson, Wellington or Napoleon Bonaparte.

Historian M. B. Syngé narrates how naval power grew in importance from the 1700s onward, playing a decisive role in the victories of several nations and their Empires. The advancing technology of shipping made their use in warfare evermore plausible. Ships could maneuver faster, were better armed with decks devoted to cannon, while signals between vessels allowed an admiral or commander to better coordinate his fleet. In narrating the histories of several countries, Syngé demonstrates how ships became both emblematic and instrumental of power - the Boston tea party, whereby ships were emptied of their cargo in protests against British taxation, was a pivotal event leading to the establishment of the USA. Prior to the late 1700s, ships were mainly viewed in the context of exploration, harassment or conquest of coastal settlements, or piracies, with large-scale successes for militaries at sea only rarely seen. Yet the stunning victories of Admiral Nelson of England placed naval power at the forefront, while the establishment of prospering colonies in places as far-flung as Australia made the economic importance of navies obvious. In describing a series of battles and events, M. B. Syngé builds his common theme: that navies would drive change in the world like never before.

LONGLISTED FOR THE HESSELL TILTMAN PRIZE SHORTLISTED FOR THE MEDIA MARITIME AWARDS SHORTLISTED FOR THE MILITARY HISTORY MONTHLY BOOK OF THE YEAR AWARD
With a cast of swaggering swashbuckling characters, *The Struggle for Sea Power* charts the greatest war in the age of sail. For the first time, Sam Willis offers a fascinating naval perspective to one of the greatest of all historical conundrums: How did thirteen isolated colonies, who, in 1775 began a war with Britain without a navy or an army, win their independence from the greatest naval and military power on earth? The American Revolution was a naval war of immense scope and variety, including no fewer than twenty-two navies fighting on five oceans - to say nothing of rivers and lakes. In no other war were so many large-scale fleet battles fought, one of which was the most strategically significant naval battle in all of British, French and American history. Simultaneous naval campaigns were fought in the English Channel, the North and Mid-Atlantic, the Mediterranean, off South Africa, in the Indian Ocean, the Caribbean, the Pacific, the North Sea and, of course, off the eastern seaboard of America. Not until the Second World War would any nation actively fight in so many different theatres. In *The Struggle for Sea Power*, Sam Willis traces every key military event in the path to American Independence from a naval perspective and he also brings this important viewpoint to bear on economic, political and social developments that were fundamental to the success of the Revolution. In doing so Willis offers valuable new insights to American, British, French, Spanish, Dutch and Russian history. The result is a far more profound understanding of the influence of sea power upon history, of the American path to independence and of the rise and fall of the British Empire.

Excerpt from *The Struggle for Sea Power* The wonderful story of England's conquest of India reads, even today, like some fairy legend of the Old World. It is the story of how one small island, away in the Northern seas, conquered an empire ten times its own size, at a distance of 6000 miles. In the ages of long ago, when the Egyptians were building their pyramids, when the Phoenicians were sailing to the Pillars of Hercules, when the Greeks were adorning Athens and the Romans were spreading their empire far and wide, this England was still Sleeping on the waves of the boundless sea. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

This book focuses on the key naval strategic objectives of obtaining and maintaining sea control. During times of war, sea control, or the ability of combatants to enjoy naval dominance, plays a crucial role in that side's ability to attain overall victory. This book explains and analyzes in much greater detail sea control in all its complexities, and describes the main methods of obtaining and maintaining it. Building on the views of naval classical thinkers, this book utilizes historical examples to illustrate the main methods of sea control. Each chapter focuses on a particular method, including destroying the enemy forces by a decisive action, destroying enemy forces over time-attrition, containing enemy fleet, choke point control, and capturing important enemy's positions/basing area, The aim is to provide a comprehensive theory and practice of the struggle for sea control at the operational level. It should therefore provide a guide to practitioners on how to plan and conduct operational warfare at sea. The book will be of much interest to students of naval strategy, defence studies and security studies.

For four centuries the British realm depended upon sea power to defend its interest and independence against a myriad of threats both military and economic. During this time the Royal Navy established itself as the "Sovereign of the Seas," helping transform England, and later Great Britain, from an unassuming island nation perched on the edge of the European continent to the center of a global empire. Yet the advent of World War II presented Britain's maritime services with their greatest challenge to date. At stake was the survival of the nation. *The Longest Campaign* tells the story of this epic struggle and the indispensable role that British sea power played in bringing about the victory that shaped the world we live in today. It is a complete, balanced and detailed account of the activities, results and relevance of Britain's maritime effort in the Atlantic and off northwest Europe throughout World War II. It looks at the entire breadth of the maritime conflict, exploring the contribution of all participants including the Royal Navy, Royal Air Force and British merchant marines and their Commonwealth equivalents. It puts the maritime conflict in the context of the overall war effort and shows how the various operations and campaigns were intertwined. Finally, it provides unique analysis of the effectiveness of the British maritime effort and role it played in bringing about the final Allied victory.

This book explains both the strategic and the operational aspects of exercising control of the sea. The struggle for sea control consists of three mutually related and overlapping phases: obtaining, maintaining and exercising sea control. It is in the phase of exercising sea control when one's strategic or operational success is exploited; otherwise, the fruits of victories achieved would be wasted. This work describes the strategy of a stronger side in wartime after a desired degree of control has been obtained, which is followed by a discussion on the objectives and main methods used in exercising sea control. The remaining chapters explain and analyze in some detail each of the main methods of exercising sea control: defence and protection of one's own and destruction/neutralization of the enemy's military-economic potential at sea, capturing the enemy's operationally important positions ashore, destroying/weakening the enemy's military-economic potential ashore and supporting one's ground forces in their offensive and defensive operations on the coast. This book will be of much interest to students of strategic studies, sea power and naval history.

Excerpt from *Sea Power: The Decisive Factor in Our Struggle for Independence* There is no use to analyze British conduct in the bringing about of Burgoyne's surrender. It 'was military incapacity, pure and simple. One can only wonder. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical

works.

This work reframes sixteenth-century history , incorporating the Ottoman empire more thoroughly into European, Asian and world history. It analyzes the Ottoman Empire's expansion eastward in the contexts of claims to universal sovereignty, Levantine power politics, and the struggle for control of the oriental trade. Challenging the notion that the sixteenth-century Ottoman Empire was merely a reactive economic entity driven by the impulse to territorial conquest, Brummett portrays it as inheritor of Euro-Asian trading networks and participant in the contest for commercial hegemony from Genoa and Venice to the Indian Ocean. Brummett shows that the development of seapower was crucial to this endeavor, enabling the Ottomans to subordinate both Venice and the Mamluk kingdom to dependency relationships and providing the Ottoman ruling class access to commercial investment and wealth.

"Covers the history of the world from the American Revolution to Waterloo--from 1745-1815--and includes tales of: the black hole of Calcutta; George Washington, soldier and patriot; how Pitt saved England; The Declaration of Independence and much more."--Cover back.

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