

# Austro Hungarian Cruisers And Destroyers 1914 18

**French Destroyers** John Jourdan, Jean Moulin. 2015-06-22

Between the wars the French produced some of the largest, and certainly the fastest, destroyers in the world. Known as Contre-Torpilleurs, these striking and innovatory super-destroyers form the core of this book, but the more conventional Torpilleurs d'Escadre are also covered. This history combines the technical and service material published in French-language monographs over the past two decades with the authors' own research from primary sources. The structure of the book follows that of the highly successful French Cruisers, with Part I devoted to the design of each of the classes built after 1922. The text is accompanied by detailed data tables and illustrated by a comprehensive set of specially-drawn plans and schemas based on official documents, as well as carefully-selected photographs from French naval sources and from private collections. Coverage runs down to the Le Hardi class, the last pre-war design.. Part II deals with the historical side, covering the eventful careers of these ships before, during and after the war. This section is illustrated by maps specially drawn for the book, and by contemporary photographs. Like its highly successful predecessors, French Battleships and French Cruisers, this beautifully presented book blends technical and historical analysis to produce what must become the standard English-language reference work.

*Austro-Hungarian Battleships 1914-18* Ryan K.

Noppen. 2012-09-20 Austria-Hungary did not have an overseas empire; its empire lay within its own boundaries and the primary purpose of its navy until the beginning of the twentieth century

was the defense of its coastline. As its merchant marine dramatically grew, admirals believed that the navy should take a more proactive policy of defense. The 1890s saw the beginning of a series of naval building programs that would create a well-balanced modern fleet. Cruisers were constructed for the protection of overseas trade and for “showing the flag” but the decisive projection of Austria-Hungary's commitment to control the Adriatic was the construction of a force of modern battleships. Despite the naval arms race throughout Europe at the time, the navy had difficulty obtaining funds for new ships. The difficulties experienced in battleship funding and construction mirrored the political difficulties and ethnic rivalries within the empire. Nevertheless by August of 1914, the Austro-Hungarian had a fleet of battleships. This book details the five classes of Austro-Hungarian battleships in service during World War I.

**The Encyclopaedia Britannica** Hugh Chisholm.1911

**Hazell's annual** .1916

*Clash of Fleets* Vincent O'Hara, Leonard R Heinz.2017-04-15

*Clash of Fleets* is an operational history that records every naval engagement fought between major surface warships during World War I. Much more than a catalog of combat facts, *Clash of Fleets* explores why battles occurred; how the different navies fought; and how combat advanced doctrine and affected the development and application of technology. The result is a holistic overview of the war at sea as it affected all nations and all theaters of war. A work of this scope is unprecedented. Organized into seven chapters, the authors first introduce the technology, weapons, ships, and the doctrine that governed naval warfare in 1914. The next five chapters explore each year of the war and are subdivided into sections corresponding to major geographic areas. This arrangement allows the massive sweep of action to be presented in a structured and easy to follow format that includes engagements fought by the Austro-Hungarian, British, French, German, Ottoman, and Russian Navies in the Adriatic, Aegean,

Baltic, Black, Mediterranean, and North Seas as well as the Atlantic, India, and Pacific Oceans. The role of surface combat in the Great War is analyzed and these actions are compared to major naval wars before and after. In addition to providing detailed descriptions of actions in their historical perspectives, O'Hara and Heinz advance several themes, including the notion that World War I was a war of navies as much as a war of armies. They explain that surface combat had a major impact on all aspects of the naval war and on the course of the war in general. Finally, *Clash of Fleets* illustrates that systems developed in peace do not always work as expected in war, that some are not used as anticipated, and that others became unexpectedly important. There is much for today's naval professional to consider in the naval conflict that occurred a century ago.

*Daily News Almanac and Political Register* George Edward Plumbe, James Langland, Claude Othello Pike. 1917

*French Armoured Cruisers, 1887-1932* John Jordan, Philippe Caresse. 2019-12-19 "Offers a fascinating look at the French Navy during the years leading up to World War I . . . an excellent addition to any naval library." —Naval Historical Foundation Of all the threats faced by the Royal Navy during the first years of the twentieth century, the one which stood out was the risk to Britain's sea lines of communication posed by France's armoured cruisers. Fast, well-armed and well-protected, these ships could have evaded any attempted blockade of the French ports and, supported by a worldwide network of overseas bases, could potentially have caused havoc on the trade routes. Between 1898 and 1901 the French laid down thirteen ships, and completed nine in 1903-4 alone. This book has as its subject the French armoured cruisers built from the late 1880s until shortly before the outbreak of the Great War, beginning with the revolutionary Dupuy-de-Lôme, the world's first modern armoured cruiser, and ending with the impressive six-funnelled Edgar Quinet and Waldeck-Rousseau. The primary focus of the book is on the

technical characteristics of the ships. Detailed and labelled drawings based on the official plans are provided by John Jordan, and each individual class of ship is illustrated by photographs from the extensive personal collection of Philippe Caresse. The technical section is followed by a history in two parts, covering the Great War (1914-18) and the postwar years, during which the surviving ships saw extensive deployment as “station” cruisers overseas and as training ships. This is the most comprehensive account published in English or in French, and is destined to be the standard reference for many years to come. “Brilliant, absolutely brilliant.” —War History Online

A Fleet in Being Russell Phillips.2011 The Kaiserliche und Königliche Kriegsmarine - The Austro-Hungarian Navy - was in at the beginning of World War I when Archduke Franz Ferdinand and his wife Sophie lay in state aboard its flagship, and at the end when it dissolved along with the empire that commanded it. During the war, this small but powerful “fleet in being” forced the Allies to maintain a blockade of the Otranto Straits. German and Austro-Hungarian u-boats ran riot elsewhere in the Mediterranean even though the capital ships almost never left port. Illustrated with thirty photographs and drawings, this book provides a comprehensive and detailed reference of the ships that made up the KuK Kriegsmarine, its operations, and the unique problems this unusual fleet faced, from contentious duelling parliaments to ships built by landlocked Hungary.

German Battleships 1914-18 (1) Gary Staff.2012-01-20 This volume covers the history of the Deutschland to Osfriesland classes of German battlecruisers, beginning with the last of the pre-dreadnought battleships and explaining the revolutionary developments, particularly the vast increases in size and armament, that took place within the German Imperial Navy as it readied itself for war. Gary Staff describes the design and technology of these classes, focusing on the development and combat experiences of individual ships. Supported by official

documents, first-hand accounts and drawings, this book also contains specially commissioned artwork depicting the battleship Pommern fighting at Jutland and ships of the Osfriesland class destroying HMS Black Prince in a dramatic night-time engagement.

The Imperial and Royal Austro-Hungarian Navy Anthony Eugene Sokol.1968

**A Fleet in Being** Russell Phillips.2011 The Kaiserliche und Königliche Kriegsmarine--The Austro-Hungarian Navy--was in at the beginning of World War I when Archduke Franz Ferdinand and his wife Sophie lay in state aboard its flagship, and at the end when it dissolved along with the empire that commanded it. During the war, this small but powerful fleet in being forced the Allies to maintain a blockade of the Otranto Straits. German and Austro-Hungarian U-boats ran riot in the Mediterranean even though the capital ships almost never left port. Illustrated with thirty photographs and drawings, this book provides a comprehensive and detailed reference of the ships that made up the KuK Kriegsmarine, its operations, and the unique problems this unusual fleet faced, from contentious duelling parliaments to ships built by landlocked Hungary.

**The First World War** Manfred Rauchensteiner.2014-07-24 The well-respected historian Manfred Rauchensteiner analyses the outbreak of World War I, Emperor Franz Joseph's role in the conflict, and how the various nationalities of the Habsburg Monarchy reacted to the disintegration of this 640-yearold empire in 1918. After Archduke Franz Ferdinands assassination in Sarajevo in 1914, war was inevitable. Emperor Franz Joseph intended it, and everyone in Vienna expected it. How the war began and how Austria-Hungary managed to avoid capitulation only weeks later with the help of German troops reads like a thriller. Manfred Rauchensteiners book is based on decades of research and is a fascinating read to the very end, even though the final outcome, the collapse of the Austro-Hungarian Dual

Monarchy, is already known. Originally published in German in 2013 by Böhlau, this standard work is now available in English.

Naval Power in the War C. C. Gill.1919

**SMS Viribus Unitis** Andrew Wilkie,Friedrich Prasky.2015

Tegetthoff Class In 1907 the navy of the dualist, multinational Austro-Hungarian Empire placed an order for a new class of warships, whose design was based on the all big gun concept pioneered by HMS Dreadnought. Eventually four Tegetthoff class vessels were laid down, including the flagship Viribus Unitis, Tagetthoff, Prinz Eugen and Szent Istvan. The last warship of the class was not completed until well into World War I. The vessels' careers were not especially eventful. They spent most of their service lives as a fleet in being anchored in a well-protected port of Pola with only occasional trips to the Fazana Channel (well-screened by Brijuni Islands) for gunnery practice. During the war the ships were manned mainly by reservists, while the most promising and experienced members of their crews were detached to serve onboard submarines or torpedo boats, or assigned to land-based units. The second ship of the class ended her career in rather dramatic circumstances, which is why she perhaps deserves a more detailed treatment. Viribus Unitis The Battleship IV was laid down at San Marco on July 23, 1910 and launched on June 24, 1911. The Emperor's court used the occasion to organize a lavish celebration designed to carry a strong political message. The Emperor insisted that the battleship be given a rather unusual, Latin name Viribus Unitis (Strength in Unity - Emperor's personal motto).

Ottoman Navy Warships 1914-18 Ryan K. Noppen.2015-07-20 At the start of the 20th century the Ottoman Navy was a shadow of its former might, a reflection of the empire as a whole the Sick Man of Europe. Years of defeat, nepotism, and neglect had left the Ottoman Navy with a mix of obsolete vessels, whilst the list of prospective enemies was ever-growing. An increasing Russian naval presence in the Black Sea and the alarming emergence of

Italy and Greece as regional Naval powers proved beyond all doubt that intensive modernization was essential, indeed, the fate of the Empire as a naval power depended on it. So the Ottoman Navy looked to the ultimate naval weapon of the age, the dreadnought, two of which were ordered from the British. But politics intervened, and a succession of events culminated in the Ottoman Navy fielding a modern German battlecruiser and state-of-the-art light cruiser instead with dramatic consequences. In this meticulous study, Ryan Noppen presents a fresh appraisal of the technical aspects and operations of the warships of the Ottoman Navy in World War I. It is the first work of its kind in the English language produced with a wealth of rare material with the co-operation of the Turkish Consulate and Navy. Packed with precise technical specifications, revealing illustrations and exhaustive research, this is an essential guide to a crucial chapter in the Aegean arms race.

*German Battleships 1914-18 (2)* Gary Staff.2012-01-20 Supported by official documents, personal accounts, official drawings and specially commissioned artwork, this volume is an informative history of the key classes Kaiser, König and Bayern that formed the backbone of the German Imperial Navy throughout World War I, detailing the technological revolution that had taken place to enable the building of these large dreadnought classes.

*A Naval History of World War I* Paul G. Halpern.1995 This book aims to provide a definitive work on the First World War at sea. It aims to cover, in a single volume, many aspects of the naval war and to treat the conflict, from the viewpoints of all the participants rather than just the Anglo-German perspective. *A Naval History of World War I* represents a major contribution to our understanding of the operation, tactics and strategy of the First World War. The book covers the activities of the French and British in the Mediterranean, the Italians and Austrians in the Adriatic, and the Russians, Germans and Turks in the Baltic and Black Seas. Detailing the Royal Navy's campaign against the

German raiders, the colonial campaigns and the major overseas expeditions, Professor Halpern examines not only naval operations, but leadership, policy, strategy, tactics and technology and relates these to the wider political, diplomatic and economic aspects of the war.; Covering lesser-known conflicts such as the Rumanian campaign and the Danube Flotillas, As Well As The Historic Battles Of Jutland, The Dardanelles and the anti-submarine warfare, the author presents a fully comprehensive and accessible treatment. The book is intended for all serious students of the First World War.

**The Naval War in the Mediterranean, 1914-1918** Paul G. Halpern.1987

*Chicago Daily News Almanac* .1917

**Austro-Hungarian Cruisers and Destroyers 1914-18** Ryan K. Noppen.2016-12-15 At the outbreak of World War I Austria-Hungary had four modern light cruisers and twenty modern destroyers at their disposal, constructed in the early 20th century to defend their growing overseas interests. It was these fast light vessels, not the fleet's prized battleships, which saw most action during the war; from the bombardment of enemy batteries during the Montenegrin Campaign to their victory over the Allied fleet at the Battle of the Strait of Otranto in 1917. Using specially-commissioned artwork author Ryan Noppen examines the cruisers and destroyers that the Austro-Hungarian Empire had at their disposal during World War I. His study covers their design and development, with thrilling combat reports highlighting the way in which the strategies evolved throughout the Adriatic Campaign.

**Austro-Hungarian Warships of World War I** René

Greger.1976 Although the Austro-Hungarian Navy was never one of the world's mightiest fleets, it often fought successfully against superior enemies, as at the battle of Lissa in 1866. In World War I the Italian fleet was again much bigger, nevertheless, the Austro-Hungarian Navy was held in such respect by the Allies that the



Italian Navy was further strengthened by British and French battleships, cruisers, destroyers, submarines and patrol vessels. Even so, the 'Imperial and Royal Navy' still succeeded in guarding its coasts against invasion and protecting the supply lines of the Austrian Army on the Albanian front. At the same time its own light forces, submarines and seaplanes attacked Allied bases and shipping routes right up to the end of hostilities...--Publisher description.

**Austro-Hungarian Battleships in World War One** Zvonimir Freivogel.2018

**Austro-Hungarian Naval Policy, 1904-1914** Milan

Vego.2013-10-31 This unique and comprehensive account describes the interplay of internal and external factors in the emergence of the Austro-Hungarian Navy from a coastal defence force in 1904 to a respectable battle force capable of the joint operations with other Triple Alliance fleets in the Mediterranean by the eve of World War I. By 1914 the Austro-Hungarian Navy was the sixth largest navy in the world and the quality of its officers and men was widely recognised by most European naval observers at the time. The book describes the relationships between naval leaders, the heir to the throne Archduke Francis Ferdinand, and the Parliament in shaping the dual Monarchy's naval policy. It also shows how the changes in foreign policy in Italy and underlying animosities between Rome and Vienna led to a naval race in the Adriatic that eventually bolstered Germany's naval position in respect to Great Britain in the North Sea.

**French Battleships 1914-45** Ryan K. Noppen.2019-01-24 On September 1, 1910, France became the last great naval power to lay down a dreadnought battleship, the Courbet. The ensuing Courbet and Bretagne-class dreadnoughts had a relatively quiet World War I, spending most of it at anchor off the entrance to the Adriatic, keeping watch over the Austro-Hungarian fleet. The constraints of the Washington Naval Treaty prevented new battleships being built until the 1930s, with the innovative

Dunkerque-class and excellent Richelieu-class of battleships designed to counter new German designs. After the fall of France in 1940, the dreadnoughts and fast battleships of the Marine Nationale had the unique experience of firing against German, Italian, British, and American targets during the war. This authoritative study examines these fascinating ships, using detailed colour plates and historical photographs, taking them from their inception before World War I, through their service in World War II including the scuttling of the French fleet at Toulon in 1943, and the service of Richelieu in the war against Japan.

*The Great War at Sea* Adolph A. Hoehling.1965

To Crown the Waves Vincent O'Hara,David Dickson,Richard Worth.2013-07-15 The only comparative analysis available of the great navies of World War I, this work studies the Royal Navy of the United Kingdom, the German Kaiserliche Marine, the United States Navy, the French Marine Nationale, the Italian Regia Marina, the Austro-Hungarian Kaiserliche und Königliche Kriegsmarine, and the Imperial Russian Navy to demonstrate why the war was won, not in the trenches, but upon the waves. It explains why these seven fleets fought the way they did and why the war at sea did not develop as the admiralties and politicians of 1914 expected. After discussing each navy's goals and circumstances and how their individual characteristics impacted the way they fought, the authors deliver a side-by-side analysis of the conflict's fleets, with each chapter covering a single navy. Parallel chapter structures assure consistent coverage of each fleet—history, training, organization, doctrine, materiel, and operations—and allow readers to easily compare information among the various navies. The book clearly demonstrates how the naval war was a collision of 19th century concepts with 20th century weapons that fostered unprecedented development within each navy and sparked the evolution of the submarine and aircraft carrier. The work is free from the national bias that infects so many other books on World War I navies. As they

pioneer new ways of viewing the conflict, the authors provide insights and material that would otherwise require a massive library and mastery of multiple languages. Such a study has special relevance today as 20th-century navies struggle to adapt to 21st-century technologies.

**The Russian Navy in War and Revolution, from 1914 Up to 1918** Garal'd Karlovich Graf.1923

**German Warships of World War I** .1992 Fully illustrated, this reference is compiled from a series of confidential books produced by British Intelligence during World War I.

**The Royal Netherlands Navy of World War II** Ryan K.

Noppen.2020-08-20 In the late 19th and early 20th century, a combination of coastal defence for the homeland and fleet defence for the East Indies became the established naval strategy for the Royal Dutch Navy and set the template for the world wars. Battleships were too expensive to build and maintain, so after World War I, there was significant investment in submarine development and construction. A handful of modern light cruisers and a new class of destroyers were also constructed during the interwar years to serve as a small Fleet-in-Being in the East Indies, as well as to support the actions of the navy's submarines. The light cruiser HNLMS De Ruyter and the Java-class light cruisers were the most powerful units of the new fleet whilst the backbone of the destroyer fleet was the Admiralen-class and the Tromp-class of destroyer leaders. Beginning in December 1941, the Dutch Navy played a very active role in the defence of the East Indies against the Japanese during World War II. The Battle of the Java Sea at the end of February 1942 crushed Dutch naval power in the East Indies, sinking the cruisers Java and De Ruyter and killing Admiral Karel Doorman. However, several Dutch surface warships and submarines continued the fight against the Axis powers alongside the Allies until the end of World War II, including a pair of British-built destroyers, Van Galen and Tjerk Hiddes. This beautifully illustrated book from a leading scholar on

Dutch military history provides a comprehensive guide to the Royal Netherlands Navy of the World War II period, complete with detailed cutaways and battleplates of the fleet in action.

**Austro-Hungarian Cruisers in World War One** Zvonimir Freivogel.2017

Imperial War Museum Book of the War at Sea 1914-18 Julian Thompson.2011-07-22 Based on gripping first-hand testimony from the archives of the Imperial War Museum, this book reveals what it was really like to serve in the Royal Navy during the First World War. It was a period of huge change - for the first time the British navy went into battle with untried weapon systems, dreadnoughts, submarines, aircraft and airships. Julian Thompson blends insightful narrative with never-before-published stories to show what these men faced and overcame. Officers and men, from admirals down to the youngest sailors faced the same dangers, at sea in often terrible weather conditions, with the ever-present prospect of being blown to pieces, or choking to death trapped in a compartment or turret as they plunged to the bottom of the sea. In their own words they share their experiences, from long patrols and pitched battles in the cold, rough water of the North Sea to the perils of warfare in the Dardanelles; from the cat-and-mouse search for Vice-Admiral Graf von Spee in the Pacific to the dangerous raids on Ostend and Zeebrugge. We see what it was like to spend weeks in the cramped, smelly submarines of the period, or to attack U-boats from unreliable airships.

**German Warships of World War I.** .1992

**A Naval History of the War, 1914-1918** Sir Henry John Newbolt.1920

Submarines at War 1914-1918 Richard Compton-Hall.2004-04 This work is a landmark history of submarine warfare during World War I. An-ex submariner, the author captures the essence of what is what like to operate in these new and lethal craft. This periscope eye view introduces the reader to the great submarine

commanders, the tactics they employed and the often-futile attempts made to sink them.

*The Daily News Almanac and Political Register for ...* .1918  
[Austro-Hungarian Battleships 1914-18](#) Ryan K.

Noppen.2012-09-20 Austria-Hungary did not have an overseas empire; its empire lay within its own boundaries and the primary purpose of its navy until the beginning of the twentieth century was the defense of its coastline. As its merchant marine dramatically grew, admirals believed that the navy should take a more proactive policy of defense. The 1890s saw the beginning of a series of naval building programs that would create a well-balanced modern fleet. Cruisers were constructed for the protection of overseas trade and for “showing the flag” but the decisive projection of Austria-Hungary's commitment to control the Adriatic was the construction of a force of modern battleships. Despite the naval arms race throughout Europe at the time, the navy had difficulty obtaining funds for new ships. The difficulties experienced in battleship funding and construction mirrored the political difficulties and ethnic rivalries within the empire. Nevertheless by August of 1914, the Austro-Hungarian had a fleet of battleships. This book details the five classes of Austro-Hungarian battleships in service during World War I.

**British Destroyers 1892-1918** Jim Crossley.2012-02-20 This book recounts the history of the first destroyers of the Royal Navy, which revolutionized the way war was fought at sea with new armaments and a great improvement on earlier designs. Moreover, between 1892, when the first destroyers were laid down, and 1918, destroyers evolved radically from 27-knot, 250-ton ships into 35-knot, 1,530-ton ships. All these ships were involved in some form during World War I; the smaller, original destroyers in an auxiliary support role and the newer, larger destroyers at some of the greatest sea battles of the war. This account highlights the role the destroyers played in the North Sea during the crucial battles to control the Heliogoland Bight, as well

as the major fleet action at the battle of Jutland in 1916. Complete with a detailed description of the technical evolution of each class of destroyer from the 27-knotters to the Tribal and Marksman classes, Jim Crossley offers a complete overview of the vessels that helped to maintain Britain's naval supremacy.

[Austro-Hungarian Cruisers and Destroyers 1914-18](#) Ryan K. Noppen.2016-12-15 At the outbreak of World War I Austria-Hungary had four modern light cruisers and twenty modern destroyers at their disposal, constructed in the early 20th century to defend their growing overseas interests. It was these fast light vessels, not the fleet's prized battleships, which saw most action during the war; from the bombardment of enemy batteries during the Montenegrin Campaign to their victory over the Allied fleet at the Battle of the Strait of Otranto in 1917. Using specially-commissioned artwork author Ryan Noppen examines the cruisers and destroyers that the Austro-Hungarian Empire had at their disposal during World War I. His study covers their design and development, with thrilling combat reports highlighting the way in which the strategies evolved throughout the Adriatic Campaign.

**The Chicago Daily News Almanac and Year Book for ...** .1918  
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