



S O S Men Against The Sea

Bernard Edwards



S O S Men Against The Sea:

Men Against the Sea Cyril Robinson, 1971 The Quiet Heroes Bernard Edwards, 2010-08-19 The men of Britain's Merchant Navy although unarmed civilians going about their lawful business were the first to be involved with the enemy in the Second World War Less than nine hours after the declaration of war on 3 September 1939 the Donaldson liner Athenia was sunk without warning by a German U boat off the west coast of Ireland From that moment onwards British merchant seamen were constantly in the front line in all quarters of the globe For almost six years they faced without flinching their own private hell of torpedoes bombs shells and mines all the while fending off their old arch enemy the sea Sorely pressed and often tired near to death they kept open Britain's tenuous lifelines bringing millions of tons of raw materials food oil arms and ammunition without which the country could not have survived As always their spirit was indomitable their professionalism unchallenged The price they paid for their bravery and dedication was horrendous 2 246 ships lost 29 180 men killed and countless hundreds maimed and wounded This book tells the story of just a few of these quiet heroes

Return of the Coffin Ships Bernard Edwards, 2010-04-20 this book deserves a very wide readership among those interested in safety at sea Cdr Brian Wainwright FNI Seaways September 2000 Wonderful Really terrific A first rate piece of research Stan Bernard NBC News Shameful tale of bulkier tragedies Telegraph July 1999 In September 1980 the British ship Derbyshire sailed into the eye of Typhoon Orchid and on into oblivion taking all on board with her The destructive power of a typhoon is awesome but the Derbyshire was no small and ageing tramp running red rust with a crew of deadbeats culled from the backwaters of the world She was just four years old manned entirely by competent British seamen and maintained to the highest standards She matched the best afloat in her day How then could this great ship have disappeared so quickly and completely with not even a faint cry for help and leaving only a thin film of oil on the sea to mark her passing The only good thing to come out of whatever appalling calamity over whelmed the Derbyshire was that it turned the spotlight on a hitherto unrecognised phenomenon the disappearing bulk carriers In this powerful book Bernard Edwards master mariner turned writer reports on his investigations into the loss of a number of these giant bulk carriers and offers a new and controversial solution to the Derbyshire mystery at the same time taking the lid off the on going scandal of the disappearing bulk carriers Beware Raiders! Bernard Edwards, 2014-07-19 A British naval historian recounts the victories and defeats of two of the most infamous German Navy vessels during World War II Bernard Edwards's Beware Raiders tells the fascinating story of two German ships and the havoc they caused amongst Allied shipping in World War II One was the eight inch gun cruiser Admiral Hipper named for World War I's German fleet Admiral Franz von Hipper fast powerful and Navy manned The other was a converted merchant man Hansa Line's Kandelfels armed with a few old scavenged guns manned largely by reservists and sailing under the nom de guerre Pinguin The difference between the pride of the Third Reich's Kriegsmarine's fleet and the converted cruiser was even more evident in their commanders Edwards emphasizes the striking

contrast between the conduct of Ernst Kruder captain of the Pinguin who attempted to cause as little loss of life as possible and the callous Iron Cross decorated Wilhelm Meisel of the Admiral Hipper who had scant regard for the lives of the men whose ships he had sunk Contrary to all expectations as Edwards reveals in his thrilling accounts of the missions performed by each ship the amateur man of war reaped a rich harvest and went out in a blaze of glory The purpose built battlecruiser on the other hand was hard pressed even to make her mark on the war and ended her days in ignominy *Attack & Sink, the Battle of the Atlantic, Summer 1941* Bernard Edwards,2010-02-13 This convoy must not get through U boats pursue attack and sink This was the signal that Admiral Donitz sent to the commanders of the 21 U boats of the Markgraf wolf pack on September 9 1941 just before the United States entered the war Sixty three merchant ships a number old and dilapidated and all slow and heavy laden with vital supplies from the United States for the United Kingdom were strung out in 12 columns abreast covering 25 miles of inhospitable ocean They set sail from Nova Scotia at a time when the German U boats were sinking more than one hundred ships a month and the US Navy could do nothing but stand by and watch at least officially Around noon the three US destroyers Charles F Hughes Russell and Sims wheeled away and made off to the west at speed The American ships had served their purpose for although they had taken great pains not to be associated with SC42 s official escort the mere presence of these modern powerful men of war had contributed to the withdrawal of the U boats The convoy s escort of one destroyer and three corvettes of the Royal Canadian Navy all untried in combat was hopelessly outclassed when the battle for SC42 commenced The battle lasted for seven days and covered 1 200 miles of ocean First hand accounts by participants on both sides add interest and drama *The Road to Russia* Bernard Edwards,2002-01-22 The renowned naval historian chronicles three WWII convoy missions to Russia through dangerous Arctic waters and relentless Luftwaffe attacks During the Summer of 1942 Britain and America jointly agreed to supply desperately needed arms to Soviet Russia Determined to stop this potentially decisive operation the Germans relentlessly hounded the Allied convoys from the sky And the Arctic sea battleground could not have been more inhospitable The British and American merchantmen and their gallant naval escorts suffered grievous losses The cold was so intense that there were pitifully few survivors from the many vessels sunk in the running battles that raged In Road to Russia acclaimed naval historian Bernard Edwards vividly chronicles three of these courageous and harrowing voyages convoys PQ13 and PQ 17 bound from Iceland to North Russia and the Westbound convoy QP13 Attacked by aircraft and U boats PQ13 and PQ17 lost between them a total of thirty ships while QP13 untouched by the enemy ran into a British minefield off Iceland with the loss of seven ships The Road to Russia is an important addition to the bibliography of this bitterly fought campaign *Attack and Sink* Bernard Edwards,2002-03-28 Attack and Sink was the signal that Admiral Donitz sent to the commanders of the 21 U boats of the Markgraf wolf pack on the 9th September 1941 Convoy SC42 consisted of sixty three merchant ships many of them British many old and dilapidated and all slow and heavy laden with vital supplies for the United Kingdom was strung out in 12

columns abreast covering an area of 25 miles of inhospitable ocean They set sail from Nova Scotia at a time when the German U boats were sinking more than one hundred ships a month Their escort of one destroyer and three corvettes of the Royal Canadian Navy all untried in combat were hopelessly outclassed when the battle of SC42 commenced when it was in sight of the coast of Greenland The battle lasted for seven days and covered 1 200 miles of ocean Captain Bernard Edwards has written another superb story of courage and endurance and has dedicated this book to all those who fought and died in the battle of convoy SC42 First hand accounts of the participants on both sides add to the interest and drama *Survivors of Enemy Action* Bernard Edwards,2023-06-30 The war years 1939 1945 were the most perilous in the long history of the British Merchant Navy The figures speak for themselves With 2 535 ships sunk and 36 749 merchant seamen lost the proportional casualty rate was higher than any branch of the Armed Forces except for Bomber Command The danger to the lightly armed merchant ships came from enemy air attacks surface warships raiders and of course submarines Prisoners were seldom taken so the crews of stricken vessels had to fend for themselves Those who survived enemy action faced death by drowning exposure and lack of food and water Compiled mainly from experiences related direct to the author this inspiring book draws on first hand accounts of the lucky few who survived With extraordinary honesty and modesty their stories describe the events leading up to the enemy attack the actions and the aftermath Readers will be struck by the courage and fortitude of these men who often suffered extreme hardship and privation Too many died before reaching land or being rescued These men are without doubt the unsung heroes of the Second World War and this fine book is an overdue recognition of their sacrifices and courage Blood And Bushido Bernard Edwards,2010-03-02 Imperial Japan s wartime atrocities left a bloody stain on the waters of the Pacific This is a story that might have quietly slipped beneath the waves of history had Bernard Edwards not written this important book The book vividly recounts the barbaric actions of Japan s navy in the wake of its attacks on Allied shipping including the ramming of lifeboats the machine gunning of survivors and the bayoneting and beheading of captives As Edwards explains the ancient Japanese warrior code of Bushido under which capture is forbidden was in stark and lethal contrast to the humane code of conduct usually honored by seafarers Anyone unfortunate enough to fall victim to the Imperial Navy paid a terrible price Drawing on the dramatic accounts of Allied survivors this book serves as a reminder of the Imperial Navy s inhumane acts and a tribute to those who perished because of them A selection of the Military Book Club **The Decoys** Bernard Edwards,2012-10-30 In November 1942 Britain and America launched Operation TORCH the ambitious invasion of French North Africa To convey 70 000 troops and their equipment required 600 merchant ships crossing the U boat infested North Atlantic The need for their protection meant withdrawing escorts from the routine convoys Amongst those left without adequate defence were RB 1 and SC 107 both eastbound from America and SL 125 northbound from Freetown All three were at sea at the same time as the TORCH convoys *Convoy Will Scatter* Bernard Edwards,2013-06-12 A naval historian reveals the full story of the HMS Jervis Bay

and the merchant ships that valiantly saved lives during the WWII Battle of the Atlantic On November 5th 1940 the thirty eight merchant ships of Convoy HX84 were making their way across the North Atlantic escorted by the armed cruiser HMS Jervis Bay In mid ocean they were attacked by the German pocket battleship Admiral Scheer Though the Jervis Bay charged at the enemy she was hopelessly outgunned Within twenty two minutes the ship was destroyed Meanwhile the merchantmen scattered under the cover of a smokescreen But the radar equipped Admiral Scheer was still capable of picking them off one at a time Captain Hugh Pettigrew commanding the highly armed Canadian Pacific cargo liner SS Beaverford began a desperate game of hide and seek with the Scheer which continued until the Beaverford was sunk with no survivors Thanks to this sacrifice thirty three merchantmen were able to escape Later the neutral flag Swedish freighter Stureholm commanded by Captain Olander picked up survivors from the Jervis Bay While Jervis Bay s Captain Edward Fegen was rightly awarded the Victoria Cross for his bravery and sacrifice the history books only mention the Beaverford and the Stureholm in passing This thrilling book puts the record straight *Running the Gauntlet* Bernard Edwards,2022-04-21 The British Merchant Navy dominated the world trade routes in the years leading up to the Second World War The star players of the fleet were the cargo liners faster and larger than the tramps and offering limited passenger accommodation On the outbreak of war these cargo liners became crucial to the nation s survival using their speed and expertise to evade Nazi warships raiders and U boats Initially operating alone but increasingly relying on Royal Navy protected convoys these key elements of the Merchant Navy plied the oceans and seas despite mounting losses throughout the war years This superbly researched book describes numerous dramatic incidents Some ended in disaster such as the New Zealand Shipping Company s Turakina which was sunk after a running battle with the German raider Orion Others were triumphs for example Operation Substance when six fast cargo liners succeeded against all the odds in reaching besieged Malta with vital supplies The common denominations in all these historic voyages were the courage and skilled seamanship of the Merchant Navy crews As *Running The Gauntlet* vividly illustrates their contribution to victory too long overlooked cannot be overstated *War of the U-Boats* Bernard Edwards,2007-03-27 From the earliest days of the Second World War Hitlers U Boats were unleashed with the mission of sinking as much Allied merchant tonnage as possible From the sinking of the Glasgow based ship Olivegrove by U 23 to the end of hostilities six years later officers and seamen of the Merchant Marine played a key role in winning the war by their blatant disregard of the risks from Axis forces The most dangerous were the U Boats working unseen but there were also surface raiders and aircraft All too often the result was the loss of ship cargo and tragically crew But as described in this excellent book great gallantry against overwhelming odds brought rewards and surprising results We learn of acts of both chivalry and brutal activity by the enemy The actions described in this book are varied but always make for excellent reading *The Twilight of the U-Boats* Bernard Edwards,2003-07-22 A gripping narrative of the German submarines that nearly changed the outcome of World War II from the author of *D nitz and the Wolf Packs* Naval Review In essence this is the

story of U 223 commanded by Karl Jurgen Wchter from the time of her commissioning in Kiel in January 1943 through a murderous career to her eventual but dramatic demise in the Mediterranean in March 1944 At the same time the book covers the declining fortunes of the U boat arm as a whole from early 1943 when it seemed invincible and seriously threatened the Allies with defeat to the end of the war An intimate narrative one driven by human endurance and frailty Amsterdam Nautical College Newsletter Japans Blitzkrieg Bernard Edwards,2006-08-30 Early on the morning of 7 December 1941 360 Japanese carrier borne aircraft made a surprise attack on the US naval base at Pearl Harbor and laid waste to the American Far East Fleet They sank four battleships crippled three cruisers and three destroyers and seriously damaged two other battleships One hundred and sixty four planes were destroyed and 2 403 servicemen and civilians were killed All for the loss of twenty nine Japanese aircraft and fifty five men Two days later the British battleships Prince of Wales and Repulse were sunk by Japanese torpedo bombers as they raced north to intercept an enemy invasion force heading for Malaya In these two bold forays the Japanese had successfully emasculated Allied naval power in the East There now remained no big guns afloat anywhere in the Pacific and Indian oceans capable of opposing Admiral Yamamoto s ships So began Japan s blitzkrieg The Malay peninsular was rapidly overwhelmed Hong Kong surrendered on Christmas Day Manila went the same way on the 31st and on 15 February 1942 in one of the most ignominious defeats in modern warfare 85 000 British troops laid down their arms and the vital base of Singapore was in Japanese hands Thereafter the rays of the Rising Sun spread ever outwards overrunning island after island until even Australia was threatened The book tells how the Dutch Spice Islands Java and Sumatra became a last refuge for those fleeing before the Japanese whirlwind advance and it was from here that the remaining Allied merchant ships in the area made their bid for freedom carrying hundreds of refugees For many of these ships it was to be their last voyage *Death in the Doldrums* Bernard Edwards,2005-07-30 With their very long range the giant Type IX U Cruisers gave Admiral Dnitz s U boat fleet global reach Initially these boats operated with considerable success off the East coast of America and in the Caribbean but their main impact was in the Gulf of Guinea 1942 43 which due to the closure of the Suez Canal was a vital Allied supply route Two submarines in particular U 68 and U 505 had a profound effect causing major panic by their hugely successful operations **U-Boats Beyond Biscay** Bernard Edwards,2017-05-31 On the outbreak of war in 1939 Admiral Donitzs U boat flotillas consisted of some thirty U boats fully operational with only six to eight at sea at any one time Their activities were restricted mainly to the North Sea and British coastal waters When France fell in the summer of 1940 the ports in the Bay of Biscay gave direct access to the Atlantic and the ability to extend their reach even to The Royal Navy was unable to escort convoys much beyond the Western Approaches In a short time the Allies were losing 500 000 tons of shipping a month every month Donitz now looked over the far horizons Americas Eastern Seaboard the coasts of Africa and the Mediterranean where Allied merchantmen habitually sailed alone and unprotected There was a rich harvest to be gathered in by the long range U boats the silent hunter killers mostly

operating alone This book tells their story **The Wolf Packs Gather** Bernard Edwards, 2012-07-19 The capture by the German surface raider Atlantis of the British steamer City of Baghdad's secret code books in July 1940 enabled the Nazis to decipher Admiralty convoy plans with deadly effect This book describes the resulting appalling Allied losses suffered by four convoys during the Autumn of 1940 Admiral Donetz aware of the movements of the Allied convoys marshaled as many of his U boats as possible The first convoy SC2 consisting of 53 merchant men was attacked in early September by four U boats Due to poor weather only five ships were lost Shortly after HX72 with 41 ships sailing from Nova Scotia lost eleven ships to five Type VIIC U boats Top Aces Otto Kretschmer and Joachim Schepke who penetrated inside the columns accounted for nine No less than nine U boats attacked SC7 in October 1940 Of 35 merchant men a staggering 20 were lost HX79 also fared terribly despite being a fast convoy with ten escorts losing twelve ships In total forty eight merchant men were sunk and seven more damaged without any U boat losses at all The Wolf Packs Gather is an authoritative account of the darkest hours of the War in the Atlantic It describes not only the German tactics but the inadequacies of what few escorts there were and the heartbreaking loss of defenseless life Churchill's Thin Grey Line Bernard Edwards, 2017-11-30 The naval historian and retired merchant navy captain recounts the contributions of Britain's civilian ships during WWII in this cracking read The Bridgend Porthcawl Gem The first British casualties of the Second World War were not members of the Royal Navy the army or the Royal Air Force They were British merchant seamen on the transatlantic passenger liner SS Athenia torpedoed by a German U 30 submarine on September 3 1939 For the duration of the war Britain's merchant fleet performed a vital role carrying the essential supplies that kept the country running during the darkest days and made victory possible Their achievements came at a terrible cost with 2 535 British oceangoing merchant ships being sunk and of the 185 000 men and women serving in the British Merchant Navy at the time 36 749 sacrificed their lives Another 4 707 were wounded and 5 720 ended up as prisoners of war Their casualty rate of twenty five percent was second only to RAF Bomber Command's Thoroughly researched and full of fascinating true accounts Bernard Edwards's Churchill's Thin Grey Line tells the inspiring story of those brave civilian volunteers who fought so gallantly to defend their ships cargo and country A cracking read which brings home to the reader how much we in England owe to the Merchant Navy Bernard Edwards has done them proud The Bridgend Porthcawl Gem Royal Navy Versus the Slave Traders Bernard Edwards, 2008-03-24 The acclaimed naval historian sheds significant light on the Royal Navy's role in fighting the African slave trade through years of bitter battle at sea On March 16th 1807 the British Parliament passed The Abolition of the Slave Trade Act The following year the Royal Navy's West African Squadron was formed for the purpose of stopping and searching ships at sea suspected of carrying enslaved people But with typical thoroughness the Royal Navy took the fight to the enemy sailing boldly up uncharted rivers and creeks to attack the barracoons where slave traders prepared their shipments For much of its long campaign against the evil of slavery Britain's Navy fought alone and unrecognized Its enemies were many and formidable Ranged against it were

the African chiefs who sold their own people into slavery and the slave ships of the rest of the world heavily armed and prepared to do battle to protect their right to traffic in so called black ivory

Unveiling the Energy of Verbal Art: An Emotional Sojourn through **S O S Men Against The Sea**

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angular speed control Sep 1, 2022 — Universiti Teknologi Malaysia. 81310 Johor Bahru, Johor. Date. : 1 September ... Figure C.1: Open loop DC motor Speed control with square wave ... SENSORLESS POSITION CONTROL OF DC MOTOR ... Nov 17, 2015 — ... Universiti Teknologi Malaysia, 81310, UTM Johor Bahru, Johor Malaysia ... Speed Control of D.C. Motor Using PI, IP, and Fuzzy Controller. Speed control of dc motor using pid controller - Universiti ... Nov 28, 2012 — Speed control of dc motor using pid controller - Universiti Malaysia UNIVERSITI TEKNOLOGI MALAYSIA - Universiti Malaysia Pahang. CHAPTER 1 ... Brushless DC Motor Speed Control Using Single Input ... Abstract: Many Industries are using Brushless Direct Current (BLDC) Motor in various applications for their high torque performance, higher efficiency and low ... Design a Speed Control for DC Motor Using an Optimal ... by AI Tajudin · 2022 · Cited by 1 — Abstract—The project purpose to implement Artificial Bee Colony (ABC) algorithm optimization technique for controlling the speed of the DC motor. (PDF) A response time reduction for DC motor controller ... This paper proposes an alternative solution to maximize optimization for a controller-based DC motor. The novel methodology relies on merge proper tuning with ... Modelling and Simulation for Industrial DC Motor Using ... by AAA Emhemed · 2012 · Cited by 61 — The main objective of this paper illustrates how the speed of the DC motor can be controlled using different controllers. The simulation results demonstrate ... Stability and performance evaluation of the speed control ... by SA Salman · 2021 · Cited by 3 — This paper presents the design of a state-feedback control to evaluate the performance of the speed control of DC motor for different applications. The. Precision Speed Control of A DC Motor Using Fuzzy Logic ... Precision Speed Control of A DC Motor Using Fuzzy Logic Controller Optimized by ... Universiti Teknologi Malaysia, ACKNOWLEDGMENT Johor, Malaysia, in 2011. He ... DC Motor Control | Automation & Control Engineering Forum Jun 20, 2022 — I have a 1 HP DC motor that I'm currently manually controlling

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