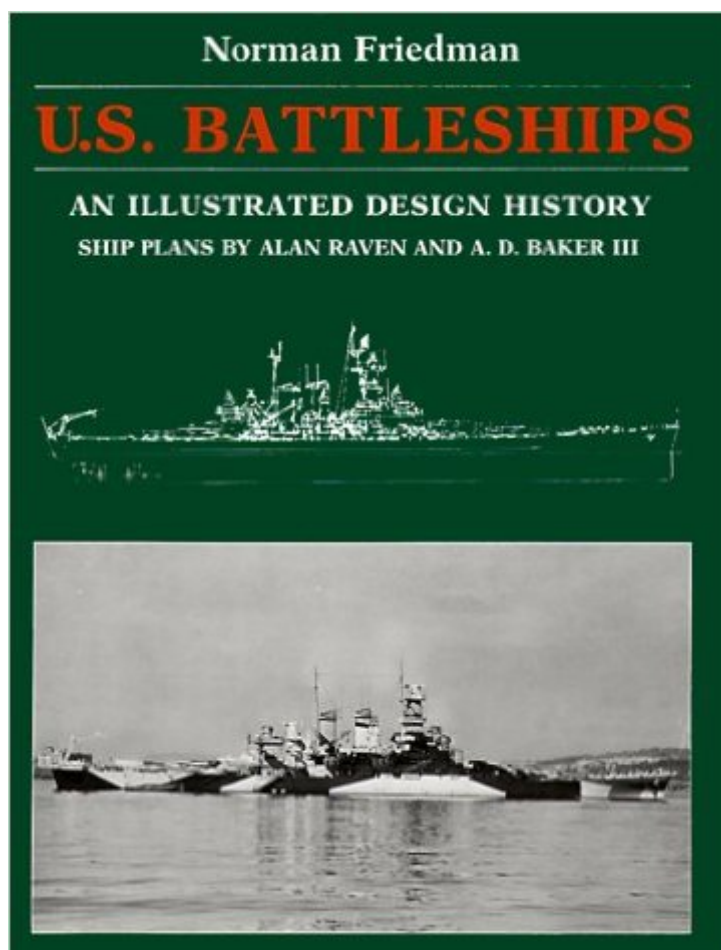


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U.S. Battleships: An Illustrated Design History



Synopsis

This fully illustrated series offers detailed descriptions of the evolution of all classes of the principle U.S. combatant types, as well as plans, profiles, and numerous detailed photographs.

Book Information

Series: Illustrated Design History

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Customer Reviews

I both scratch build models and study US Naval history. This book gives excellent reasons why the US rebuilt its seapower after the 20 suspension of Naval building following the American Civil War. One of the best parts of this book is Dr. Friedman includes the "post civil war" monitors in the design history. Monitors are not battleships in a proper sense. However, Dr. Friedman's giving them a separate chapter does show that he concluded, correctly, that the Monitors were considered capital ships up until the time of the Spanish-American war. Furthermore, Dr. Friedman pulls no punches regarding the shortcomings of American ships. In words, American ships are slow and were often 2nd class in design. But, he defends the reasons why the US Navy kept the old triple expansion steam engine rather than going over to the HMS Dreadnought type steam turbines. American ships had severe design limitations imposed by the US Congress and the operational requirements of having to steam far distances to the Southern Pacific area. So, American ships were designed for long distances and economy, not speed. No other navy in the world had such different design requirements forced upon them. The fact of the matter is a small battleship, such as the c. 1910 era USS Michigan, had a greater range than most Royal Navy ships of the same era on

much less tonnage. But, the cost of this is the USS Michigan could only steam at 18 knots rather than the 22 knots the typical post Dreadnought Class British Battleship. Dr. Friedman goes into detail about the problems of the last ten American battleships. The North Carolina class had a bad vibration problem. On paper they looked better than the British KGV class.

FIRST THOUGHTS: SIMILAR TO "BRITISH BATTLESHIPS OF WW2", by RAVEN &

ROBERTS Very similar in scope and organizational structure to Alan Raven's and John Robert's, "British Battleships of World War 2". Incidentally, Alan Raven is co-credited with supplying the 'ship plans' for this book. Naturally, this book covers an entirely different fleet, so the two volumes are ideal companions on my bookshelf. IN A NUTSHELL: CONCISE + DETAILED + INTERESTING + ILLUSTRATED = HIGH UTILITY This interesting design history includes 'all' U.S. Battleship designs [as well as proposed designs and proposed classes]. This history begins [actually begins on page 405 - appendix 1] with the civil war and post civil war monitors. From chapter 1, "THE PRE-DREADNOUGHTS", through chapter 15, "THE MONTANA CLASS", the book proceeds in linear fashion, with new chapter introducing and examining a new and improved [hopefully] class of Battleships. NOT JUST THE FINISHED GOODS - In each chapter's discussion, many alternative designs, as well as, the reasons for choosing one design over another is lucidly explored. Some people may feel this is extraneous, however, this exercise gives the reader a better grasp of what determines how well a Battleship will function according to both its anticipated roles, and reality. For instance, the requirement for air-defences was something that was indeed planned for on an ongoing and increasing basis since world war 1. However, until the second world war demonstrated the actual requirements, air-defense system designs were inadequate, having designs based on earlier assumptions that continuously underestimated the effectiveness of aircraft against heavy ships.

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