

2014

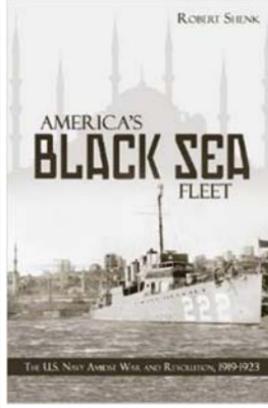
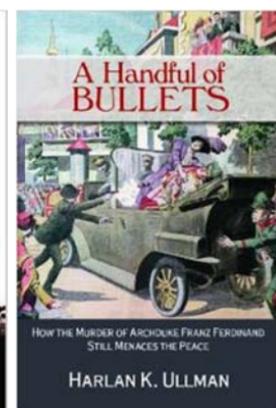
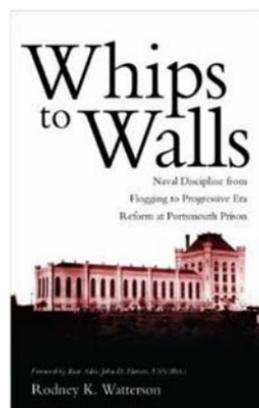
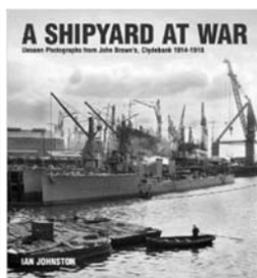
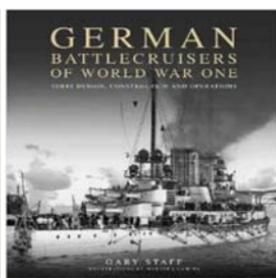
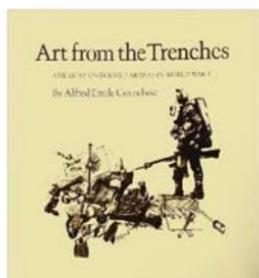
WWI Studies

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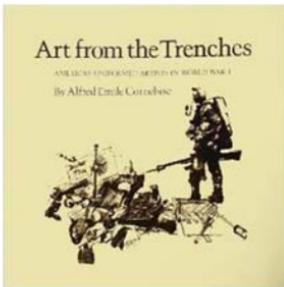
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US Army in World War I

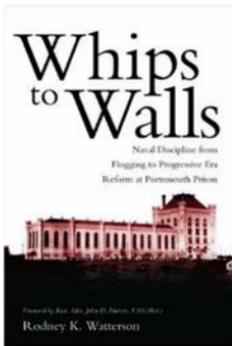


Art from the Trenches America's Uniformed Artists in World War I Alfred Emile Cornebise

Since ancient times, wars have inspired artists and their patrons to commemorate victories. When the United States finally entered World War I, American artists and illustrators were commissioned to paint and draw it. These artists' commissions, however, were as captains

for their patron: the US Army. The eight men—William J. Aylward, Walter J. Duncan, Harvey T. Dunn, George M. Harding, Wallace Morgan, Ernest C. Peixotto, J. Andre Smith, and Harry E. Townsend—arrived in France early in 1918 with the American Expeditionary Forces (AEF). Alfred Emile Cornebise presents here the first comprehensive account of the US Army art program in World War I. The AEF artists saw their role as one of preserving images of the entire aspect of American involvement in a way that photography could not.

**Texas A & M University Press, September 2015
9781623492021, paper, \$43.75**



Whips to Walls Naval Discipline from Flogging to Progressive Era Reform at Portsmouth Prison Rodney K. Watterson

The abolishment of flogging in 1850 started the U.S. Navy on a quest for a prison system that culminated with the opening of Portsmouth Naval Prison in 1908. During World War I, that prison became the center of the Navy's attempt to reform what many considered outdated means of punishment. Driven by Progressive Era ideals and led by Thomas Mott Osborne, cell doors remained opened, inmates governed themselves, and thousands of rehabilitated prisoners were returned to the fleet.

Championed by Secretary of the Navy Josephus Daniels and Assistant Secretary of the Navy Franklin Roosevelt, Osborne's reforms proceeded positively until Vice Adm. William Sims and others became convinced that too many troublemakers were being returned to the fleet.

**Naval Institute Press, March 2014
9781612514451, paper, \$74.95**

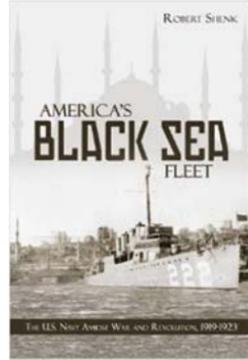
America's Black Sea Fleet
The U.S. Navy Amidst War and Revolution,
1919-1923

Robert Shenk

In a high-tempo series of operations throughout the Black Sea, Aegean Sea and eastern Mediterranean, a small American fleet of destroyers and other naval vessels responded ably to several major international crises including the last days of the Russian Revolution and the 1920-1922 Turkish Nationalist Revolution. Officers and men of the navy's "four-piper" destroyers began by investigating circumstances on the ground in mainland Turkey right after World War I, and by transporting American relief teams to ports throughout Turkey and Southern Russia to aid the tens of thousands of orphans and refugees who had survived the wartime Armenian genocide.

Naval Institute Press, 2012

9781612510538, cloth, \$43.75



Spy Sub

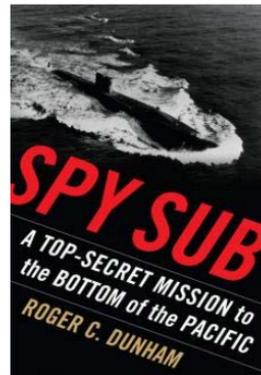
A Top-Secret Mission to the Bottom of the Pacific

Roger C. Dunham

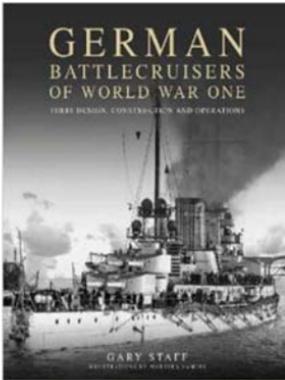
Spy Sub is the acclaimed story of the secret mission by the USS *Viperfish* to find a lost Soviet submarine armed with nuclear missiles in the great depths of the Pacific Ocean. This mission is still classified by the U.S. Department of Defense, nearly 50 years after the event. Moving silently beneath the Soviet ships searching on the surface, the nuclear submarine hunt was so secretive that even the men on the vessel never knew the object of their search. The brave exploits of these sailors and their commanding officer recount one of the greatest undersea searches in naval history. The failures, the near-catastrophes, and the challenges are described in personal detail. The story of how these men brought critical information to President Lyndon Johnson is a saga like none other in the annals of submarine exploits.

Naval Institute Press, February 2015

9781591142089, paper, \$24.95



Europe and The Great War



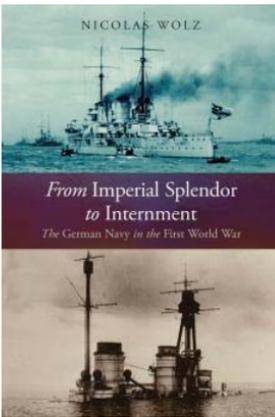
German Battlecruisers of World War One Their Design, Construction and Operations Gary Staff

This is the most comprehensive study yet in the English language of the German Imperial Navy's battlecruisers that served in the First World War. Known as Panzerkreuzer, literally 'armored cruiser', the eight ships of the class were to be involved in several early North Sea skirmishes before the great pitched battle of Jutland where they inflicted devastating damage on the Royal Navy's battlecruiser fleet. In this new book the author details their design

and construction, and traces the full service history of each ship, recounting their actions, largely from first-hand German sources and official documents, many previously unpublished in English.

Naval Institute Press, September 2014

9781591141914, cloth, \$106.25



From Imperial Splendor to Internment The German Navy in the First World War Nicolas Wolz

This important work describes how the Imperial German Navy, which had expanded to become one of the great maritime forces in the world, proved, with the exception of its submarines, to be largely ineffective throughout World War I. The inactivity of the great Imperial Navy caused deep frustration, particularly among the naval officers. Not only were they unable to see themselves as heroes, they were also ridiculed on the home front and felt profoundly humiliated. With the exception of the one sea battle at Jutland,

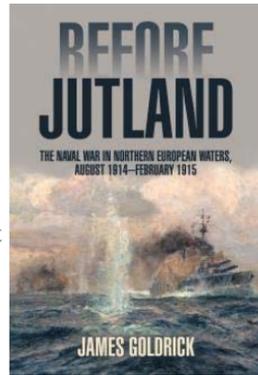
their ships saw little or no action at sea. Morale collapsed to a point where, at the end of the war, the crews were in a state of mutiny. The order that forced the fleet to go to sea against the British in 1918 was driven by a sense of humiliation, but because the German sailors wanted no part in such madness it triggered a revolution.

Naval Institute Press, July 2015

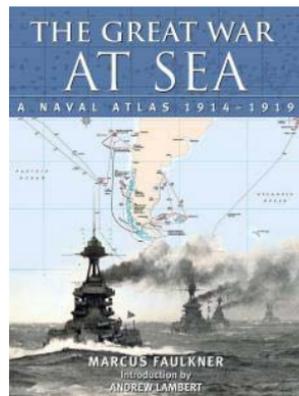
9781591141747, cloth, \$66.25

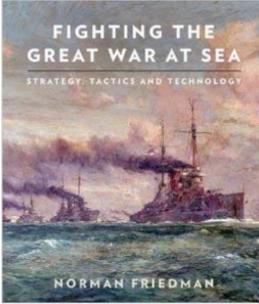
Before Jutland**The Naval War in Northern European Waters,
August 1914-February 1915****James Goldrick**

Before Jutland is a definitive study of the naval engagements in northern European waters in 1914–15 when the German High Sea Fleet faced the Grand Fleet in the North Sea and the Russian Fleet in the Baltic. Author James Goldrick reexamines one of the key periods of naval operations in the First World War, arguing that a focus on the campaign on the western front conceals the reality that the Great War was also a maritime conflict. Combining new historical information from primary sources with a comprehensive analysis of the operational issues, this book is an extensive revision of *The King's Ships Were at Sea*, Goldrick's earlier work on this naval campaign. In all, *Before Jutland* shows not only what happened, but how the various navies evolved to meet the challenges that they faced during the Great War and whether or not that evolution was successful.

Naval Institute Press, February 2015**9781591143499, paper, \$56.25****The Great War At Sea****A Naval Atlas, 1914-1919****Marcus Faulkner**

In the vast literature about World War I there has never been a naval atlas that depicts graphically the complexities of the war at sea, and puts in context the huge significance of the naval contribution to the defeat of Germany. With more than 125 beautifully designed maps and charts, *The Great War At Sea* is the only atlas to present all of World War I's great sea battles as well as the smaller operations, convoys, skirmishes, and sinkings. The atlas looks at the many scarcely covered, historically significant events at sea which impacted the land war. This book gives a new and exciting presentation to things such as, the impact of the United States Navy in Europe, operations in the Baltic and northern Russia, and Japanese naval contributions in the Middle East.

Naval Institute Press, May 2015**9781591141921, cloth, \$94.95**



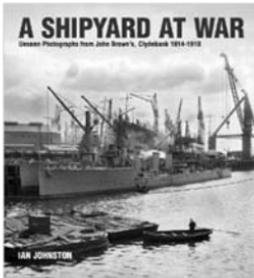
**Fighting the Great War at Sea
Strategy, Tactics and Technology**
Norman Friedman

The overriding image of the First World War is the bloody stalemate of the Western Front, but although much of the action did occur on land, the overall shape of the war - even the inevitability of British participation - arose out of its maritime character. It was essentially a struggle about access to worldwide resources, most clearly seen

in the desperate German attempts to deal with the American industrial threat, which ultimately levered the United States into the war, and thus a consequence of British sea control. This radical new book concentrates on the way in which each side tried to use or deny the sea to the other, and in so doing it describes rapid wartime changes not only in ship and weapon technology but also in the way naval warfare was envisaged and fought. Combat produced many surprises: some, like the impact of the mine and torpedo, are familiar, but this book also brings to light many previously unexplored subjects, like creative new tactical practices and improved command and control.

Naval Institute Press, September 2014

9781591141884, cloth, \$106.25



A Shipyard at War
**Unseen Photographs from John Brown's
Clydebank, 1914-1918**
Ian Johnston

Although best known for large liners and capital ships, between 1914 and the completion of the wartime programs in 1920 the Clydebank shipyard of John Brown & Sons built a vast range of vessels - major warships down to destroyers and

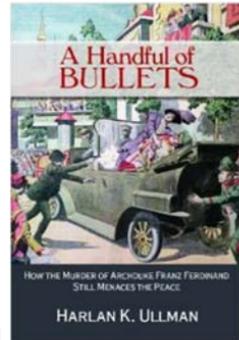
submarines, unusual designs like a seaplane carrier and submarine depot ship, and even a batch of war-standard merchant ships. This makes the yard a particularly good exemplar of the wartime shipbuilding effort. Like most shipyards of the time, Clydebank employed professional photographers to record the whole process of construction, using large-plate cameras that produced pictures of stunning clarity and detail; but unlike most shipyard photography, Clydebank's collection has survived, although relatively few of the images have ever been published.

Naval Institute Press, September 2014

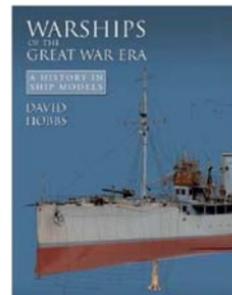
9781591141891, cloth, \$74.95

A Handful of Bullets**How the Murder of Archduke Franz Ferdinand Still Menaces the Peace****Harlan K. Ullman**

The Great War or the "War to end all wars" as promised by President Woodrow Wilson was neither great nor ultimately conclusive. Precipitated by the assassination of the Austro-Hungarian Archduke Franz Ferdinand and his wife in the streets of Sarajevo on June 28, 1914, World War I demolished the order established by the Concert of Vienna, an order that had maintained the peace in Europe for almost a century. The ensuing carnage laid the foundation for World War II and the Cold War that followed. World War I also left in its catastrophic wake three transformational legacies that remain largely unnoticed today. These legacies have provoked and will continue to provoke massive change to the international order. But containing, mitigating, and preventing these disruptions from exploding into major crises will prove no less difficult a challenge than did restraining the forces that ignited the chaos and violence of the last century.

Naval Institute Press, September 2014**9781612517995, cloth, \$43.75****Warships of the Great War Era****History of Ship Models****David Hobbs**

The National Maritime Museum in Greenwich houses the largest collection of scale ship models in the world, many of which are official, contemporary artifacts made by the craftsmen of the navy or the shipbuilders themselves, and ranging from the mid seventeenth century to the present day. As such they represent a three-dimensional archive of unique importance and authority. Treated as historical evidence, they offer more detail than even the best plans, and demonstrate exactly what the ships looked like in a way that even the finest marine painter could not achieve. This book is one of a series that takes a selection of the best models to tell the story of specific ship types - in this case, the various classes of warship that fought in the First World War, from dreadnoughts to coastal motor boats.

Naval Institute Press, September 2014**9781591141907, cloth, \$61.25**



Crisis in the Mediterranean: Naval Competition and Great Power Politics, 1904-1914

Jon K. Hendrickson

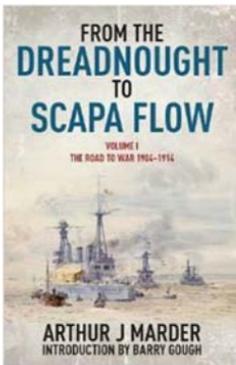
Prior to July 1914, the extensive British grip on the Mediterranean Sea was beginning to weaken, leading to a wide-open competition between Austria-Hungary, Italy, France, and Great Britain. This change, Hendrickson contends, was driven by three largely understudied events: the weakening of the British Mediterranean Fleet to provide

more ships for the North Sea, Austria-Hungary's

decision to build a navy capable of operating in the Mediterranean, and Italy's decision to seek naval security in the Triple Alliance after the Italo-Turkish War. These three factors radically altered the Mediterranean balance of power, forcing Britain and France to come to a mutual accommodation and accelerate ship construction to defend their respective interests in the region.

Naval Institute Press, April 2014

9781612514758, cloth, \$68.75



**From the Dreadnought to Scapa Flow
Volume I: The Road to War, 1904-1914**
Arthur J. Marder

Arthur Marder's critically acclaimed five volume series, *From the Dreadnought to Scapa Flow*, represents one of the finest contributions to the literature of naval history since the work of Alfred Mahan.

These new editions of the series are published with a new introduction by **Barry Gough, distinguished Canadian maritime and naval historian**, that provide an assessment of the importance of Marder's work and anchors it firmly amongst the great naval narra-

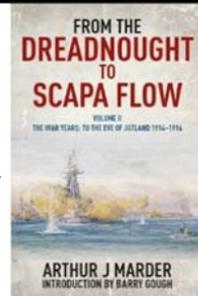
tive histories of this era. The first volume in this series covers many facets of the history of the Royal Navy during the pre-war decade, including the economic and political background such as the 1906 Liberal Government hostility towards naval spending, the German naval challenge, the arms race and the subsequent Anglo German rivalry, and, finally, the British plans for the blockade of the German High Seas Fleet.

Naval Institute Press, 2013

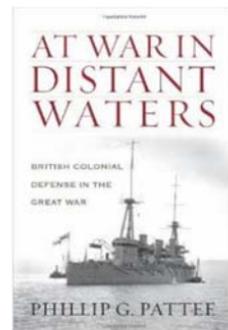
9781591142591, paper, \$37.50

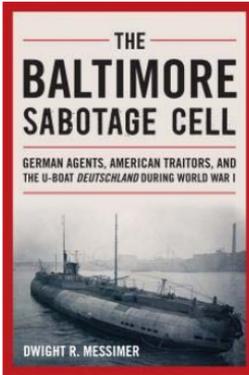
**From the Dreadnought to Scapa Flow
Volume II: The War Years: To the Eve of Jutland,
1914-1916****Arthur J. Marder**

Arthur Marder's critically acclaimed five volume series, *From the Dreadnought to Scapa Flow*, represents one of the finest contributions to the literature of naval history since the work of Alfred Mahan. These new editions of the series are published with a new introduction by **Barry Gough, distinguished Canadian maritime and naval historian**, that provide an assessment of the importance of Marder's work and anchors it firmly amongst the great naval narrative histories of this era. The second volume in the series begins with the embarrassing escape of the German ship *Goeben*, before moving on to the defeat at *Coronel*, soon avenged off the Falkland Islands. Marder then turns his attention to the humiliation of the Dardenelles and the submarine menace, before looking in detail at the whole question of British strategy and at how the German High Seas Fleet was to be brought to battle at Jutland and dealt a crushing blow.

Naval Institute Press, 2013**9781591142607, paper, \$37.50****At War in Distant Waters
British Colonial Defense in the Great War
Phillip G. Pattee**

At War in Distant Waters investigates the reasons behind Great Britain's combined military and naval offensive expeditions outside of Europe during the Great War. Often regarded as unnecessary sideshows to the conflict waged on the European continent, Pattee argues that the various campaigns were necessary adjuncts to the war in Europe, and fulfilled an important strategic purpose by protecting British trade where it was most vulnerable. Since international trade was essential for the island nation's way of life, Great Britain required freedom of the seas to maintain its global trade. While the German High Seas Fleet was a serious threat to the British coast, forcing the Royal Navy to concentrate in home waters, the importance of the island empire's global trade made it a valuable target to Germany's various commerce raiders, just as Admiral Tirpitz's risk theory had anticipated.

Naval Institute Press, 2013**9781612511948, cloth, \$74.95**



**The Baltimore Sabotage Cell
German Agents, American Traitors, and the U-
Boat Deutschland During World War I
Dwight R. Messimer**

By the summer of 1915 Germany was faced with two major problems in fighting World War I: how to break the British blockade and how to stop or seriously disrupt the British supply line across the Atlantic. The solution to the former was to find a way over, through, or under it. Aircraft in those days were too primitive, too short range, and too underpowered to accomplish this, and Germany lacked the naval strength to force a passage

through the blockade. But if Germany could build a fleet of cargo U-boats that were large enough to carry meaningful loads and had the range to make a round trip between Germany and the United States without refueling, the blockade might be successfully broken.

Since the German navy could not cut Britain's supply line to America, another answer lay in sabotaging munitions factories, depots, and ships, as well as infecting horses and mules at the western end of the supply line. German agents, with American sympathizers, successfully carried out more than fifty attacks involving fires and explosions and spread anthrax and glanders on the East Coast before America's entry into the war on 6 April 1917.

Breaking the blockade with a fleet of cargo U-boats provided the lowest risk of drawing America into the war; at the same time, sabotage was incompatible with Germany's diplomatic goal of keeping the United States out of the war. The two solutions were very different, but the fact that both campaigns were run by intelligence agencies—the Etap-pendienst (navy) and the Geheimdienst (army), through the agency of one man, Paul Hilken, in one American city, Baltimore, make them inseparable. Those solutions created the dichotomy that produced the U-boat *Deutschland* and the Baltimore Sabotage Cell. Here, Messimer provides the first study of the degree to which U.S. citizens were enlisted in Germany's sabotage operations and debunks many myths that surround the *Deutschland*.

**Naval Institute Press, March 2015
9781591141846, cloth, \$44.95**