

Lower Deck: Life Aboard A British Destroyer In World War II

Religious activity flourished in the 18th-century navy - this title examines the reasons why and its manifestations.

This finely researched book is a portrait of the Royal Navy during the Napoleonic wars; but it is particularly a portrait of the Navy's people, of the officers and men who formed that formidable fighting force made popular by novels of C.S. Forester and Patrick O'Brian. These men were assembled from all classes in society and came from all parts of the British Isles and so the social history of the Navy demonstrates a complete cross-section of contemporary life, and the divisions aboard ship, between quarter deck and lower deck for instance, reflected divisions on land. But parentage and social background form only a small fragment of the story. The author follows their lives from the cradle to the grave and paints a detailed picture of both the expectations and the reality of life at sea. He describes how men came to go to sea and explains the volunteer, the press and the quota; the story of officer-entry is dealt with, along with the whole complex business of shipboard and naval hierarchy. Pay, prize money and other inducements are explained along with insight into the unhappier predicament of half-pay. In the twenty-two years of war the cost in lives was heavy and every sailor was confronted by the persistent and daily dangers of the sea itself, the enemy and disease. If he was lucky enough to survive then an officer retired ashore on half-pay, not rich but proud of his service; a sailor from the lower deck might find a snug berth in one of the naval hospitals. He would have little but then he never expected much. First published in 1960, Lewis' book is a masterful account of how the men of the Nelsonic navy, at sea in those far-distant storm-beaten ships', organized their insular social world. In 1803, at the age of fourteen, Robert Hay ran away from home to join the Royal Navy, and for the next eight years experienced the trials and tribulations of a sailor's life. Intelligent, agile and willing, he became a boy servant to a series of officers, all of whom helped advance his education as was the practice of the day. But the taxing conditions of life onboard he found detestable and he was, after an action off the French coast, sorely tempted to desert but the well known and ruthless treatment of deserters, if caught, deterred him this time. He was then posted to the East Indies where he was badly wounded and nearly lost a leg before returning home after five years with £14 and fourteen days leave to look forward to. His next ship ran aground off Plymouth and, this time, he took the opportunity to desert but was then quickly taken by a press gang. Terrified of being identified, he managed to escape and reach the Scotland and home. As well as a wonderful yarn, the book is also an impressive description of early nineteenth-century naval life, and his ability as a writer was considerable. His descriptions of his remarkable experiences in the East Indies are full of the flavour of the region, while the

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sailors natural inclination to drink and debauchery is told with verve. But also running through the narrative are many fine observations on nature and on the human condition. A true and vivid account of the sailors life of this era.

This remarkable work is a comprehensive historiographical and bibliographical survey of the most important scholarly and printed materials about the naval and maritime history of England and Great Britain from the earliest times to 1815. More than 4,000 popular, standard and official histories, important articles in journals and periodicals, anthologies, conference, symposium and seminar papers, guides, documents and doctoral theses are covered so that the emphasis is the broadest possible. But the work is far, far more than a listing. The works are all evaluated, assessed and analysed and then integrated into an historical narrative that makes the book a hugely useful reference work for student, scholar, and enthusiast alike. It is divided into twenty-one chapters which cover resource centres, significant naval writers, pre-eminent and general histories, the chronological periods from Julius Caesar through the Vikings, Tudors and Stuarts to Nelson and Bligh, major naval personalities, warships, piracy, strategy and tactics, exploration, discovery and navigation, archaeology and even naval fiction. Quite simply, no-one with an interest and enthusiasm for naval history can afford to be without this book at their side.

Lower DeckLife Aboard a British Destroyer in WWII.A Social History of the Navy 1793-1815Greenhill Books
A not quite sixteen-year-old Alfred Pickup is declared healthy, and after a simple written exam, joins the Royal Navy as a Junior Electrical Mechanic 2nd class in 1961. Pickup would serve on numerous ships from the HMS Wakeful, a decaying WW II era Destroyer to the HMS Cardiff, a brand new destroyer in 1979. Before joining any ship, a sixteen-year-old must learn many new skills. From minor obstacles of embroidering his name on his uniforms to learning to use a rifle, Pickup is readied for duty in strict Navy tradition. He puts together a string of first round knockouts as a member of the boxing team before seemingly meeting his match in a local ranked amateur. He would see incredible storms, on board fires, mechanical breakdowns, and the threat of war when the Falklands conflict began in 1982. Different ports-of-call would offer a range of shore leave possibilities. Strict navy regulations would not deter some crew from overindulging, nor would it protect them from unscrupulous individuals looking to separate them from their pay. While in foreign ports, Pickup would meet a remarkable number of Navy-friendly locals happy to show him the sights or take him into their homes for a home cooked meal. Raising a family of four on a meager Navy pay would see Pickup and his wife running a bed & breakfast, and later a fish and chips shop. Pickup worked odd jobs ashore and during a lengthy station in Gibraltar, operated a booming automotive repair and paint shop. Fish and Ships chronicles with humour and fine detail a twenty-five year career in the RN that would see Pickup rise to the rank of Chief Petty Officer and retire from service in his early forties to life as a restaurateur.

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Surveys the whaling industry, ranging from hunting in colonial America to modern whaling regulations and conservation efforts.

[Hearings Held Before the Committee on the Merchant Marine and Fisheries, H. of R. on S. 136. An Act to Promote the Welfare of American Seamen in the Merchant Marine... and to Promote Safety at Sea](#)

[A Social History of the Lower Deck, 1850 to 1880](#)

[British Naval History Since 1815](#)

[Draft, General Management Plan, Environmental Impact Statement](#)

[Women Aboard Ship in the Age of Sail](#)

[Re-Visioning History, Memory, and Identity](#)

[Sailor Lives in the Royal Navy, 1900-1945](#)

[Cut and Run](#)

[The Seamen's Bill](#)

[San Francisco Maritime National Historical Park, General Management Plan \(GMP\)](#)

[Ghosts of the African Diaspora](#)

[Evangelicals in the Royal Navy, 1775-1815](#)

[Sometimes the Dragon Wins](#)

[By Force Of Arms](#)

There have been many fine books written on HMS Hood, the glory of the Royal Navy, while television and cinema have also taken the subject to their heart. No book, however, has ever offered the combination of in-depth research and thrilling narrative to be found in *The End of Glory*. For twenty years Hood symbolised the Royal Navy during the twilight years of the British Empire before, in 1941, being destroyed in seconds by the battleship *Bismarck*, a catastrophe that shattered the morale the British public. For those who manned her, however, she was both a home and a fighting platform, and this new book, through official documents as well as the personal accounts and reminiscences of more than 150 crewmen, offers a vivid image of the face of naval life and the face of naval battle. A brilliant behind-the-scenes exposé of a warship in peace and war, it not only paints an intimate picture of everyday life but deals with any number of controversial issues such as the Invergordon mutiny, escapades ashore and afloat, the Christmas mutiny of 1940 and the terrible conditions onboard in war. This coverage, based on so many original sources, makes for a truly compelling story which neither historian, enthusiast

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nor general reader will find easy to put down.

McKee scours sailors' diaries, letters, memoirs, and oral interviews to uncover the lives and secret thoughts of British men of the lower deck. From working-class childhoods to the hardships of finding civilian employment after leaving the navy, the former sailors speak with candor about the naval life. Illustrations.

Between France and New France is an absorbing look at life aboard the sailing vessels which plied the North Atlantic during the French colonial era in North America. Focusing on the first half of the eighteenth century and the Seven Years' War period, this book analyses four major aspects of the crossing: martime traffic and the outfit of vessels; the Atlantic course and navigation; the people and their occupations; and life aboard the ship. Together they present a fascinating view of sea life. Gilles Proulx has used official correspondence between the Minister of marine and the Canadian colonial authorities, and the papers seized on boarded vessels, as well as over one hundred log-books and personal diaries, to obtain a wealth of detail about the rigours of the colonial shipboard experience. In addition, many photographs, both colour and black and white, have been included to illustrate this exciting period in Canadian history.

The wives and female guests of commissioned officers often went to sea in the sailing ships of the British Royal Navy in the 18th and 19th centuries, but there were other women on board as well, rarely mentioned in print. Suzanne Stark has written the story of the women who lived on the lower decks. She thoroughly investigates the custom of allowing prostitutes to live with the crews of warships in port. She provides some judicious answers to questions about what led so many women to such an appalling fate and why the Royal Navy unofficially condoned the practice. She also offers some revealing firsthand accounts of the wives of warrant officers and seamen who spent years at sea living—and fighting—beside their men without pay or even food rations, and of the women in male disguise who actually served as seamen or marines. These women's stories have long intrigued the public as the popularity of the often richly embellished accounts of their exploits has proved. Stark disentangles fact from myth and offers some well-founded explanations for such perplexing phenomena as the willingness of women to join the navy

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when most of the men had to be forced on board by press gangs. Now available in paperback, this lively history draws on primary sources and so gives an authentic view of life on board the ships of Britain's old sailing navy and the social context of the period that served to limit roles open to lower-class women. The final chapter is devoted to the autobiography of one redoubtable seagoing woman: Mary Lacy, who served as a seaman in shipwright in the Royal Navy for twelve years.

Delivers a comprehensive historiographical and bibliographical survey of academic and printed materials on the maritime and naval history of England and Great Britain from its earliest times to 1815.

This book examines Anglo-Australian naval relations between 1945-75, a period of great change for both Australia and Great Britain and their respective navies. It explores the cultural and historical ties between the Royal Navy and the Royal Australian Navy (RAN), the efficacy of communications between the services, and the importance of personal relations to the overall inter-service relationship. The author assesses the dilemmas faced by Great Britain associated with that nation's declining power, and the impact of the retreat from 'East of Suez' on the strategic relationship between the United Kingdom and Australia. The book also considers operational co-operation between the Royal Navy and the RAN including conflicts such as the Korean War, the Malayan Emergency, and confrontation with Indonesia, as well as peacetime pursuits such as port visits and the testing of atomic weapons in the 1950s. Co-operation in matters of personnel and training are also dealt with in great detail, along with the co-operation between the Royal Navy and the RAN in equipment procurement and design and the increased ability of the RAN to look to non-British sources for equipment procurement. The book considers the impact of stronger Australian-American ties on the RAN and appraises the role it played in the conflict in Vietnam.

A historiographical and bibliographical survey of the published literature of the naval and maritime history of Great Britain in modern times. An annotation in narrative form includes evaluation and critical assessments, integration of the various interpretations, theses, approaches, and methodologies into the overall literature, and suggestions for

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further research. The bibliographical listing includes selected secondary materials, official publications, dissertations, and important articles in Western languages published since 1960. Annotation copyrighted by Book News, Inc., Portland, OR

[A Collection of My Naval Yarns](#)

[The Lady and the President](#)

[Count Not the Dead](#)

[Jannaway's Mutiny](#)

[Two Years Before the Mast](#)

[Reform in the Royal Navy](#)

[The Popular Image of the German Submarine](#)

[San Francisco Maritime National Historical Park, California](#)

[The Seaforth Bibliography](#)

[A Seaman's Book of Sea Stories](#)

[A Memoir](#)

[His Majesty's Ship](#)

[Cruising World](#)

[Crean - The Extraordinary Life of an Irish Hero](#)

The Fourth Book in Alaric Bond's Fighting Sail Series Disillusioned by the lack of opportunity in the Royal Navy, Lieutenant King opts for a spell with the Honourable East India Company. But, a trip in an Indiaman is anything but the easy option when his captain is revealed to be an old enemy. With the added perils of privateers, storms, and the might of the French Navy, he finds there is just as much excitement in the merchant service, and wonders why he ever chose to cut and run. Alaric Bond has stepped into the first rank of writers of historic naval fiction. Alaric Bond has laid the groundwork for a great series of Age of Fighting Sail novels and I can only hope that the next one comes soon.

Massive, richly documented study of Mississippi steamboating from 1823 to about 1870. Steamboats as cargo carriers, in Indian affairs, during Civil War, much more. Over 130 illustrations.

Chin Zhonghua Renmin Gonghehuo, the Peoples Republic of China, achieves a technological triumph with its "Great Leap Upward," the late 21st century deployment of a "space elevator" rising from an equatorial mountain in Kalimantan to an enormous microgravity production satellite in geosynchronous orbit, as well as starward to a spacecraft inertial launch and retrieval complex. This radical, innovative system permits the importation of lunar and orbital products at negligible cost, creating economic chaos in world marketplaces. Blackmailed into accepting a "suicide" mission to penetrate the space elevator's closely guarded secrets and

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effect minor sabotage, United Nations intelligence asset Rudy Cateel becomes embroiled in the subterfuge of China's counterintelligence director who convinces China's hierarchy that economic overkill might end in thermonuclear holocaust and, since system repair and rework are mandatory, arranges an artificial hiatus in operation in order for China to "save face." Things go awry when a Nipponese double-agent is ordered to do away with Cateel and effect totally destructive sabotage.

This memoir was inspired by the author's daughter. He would tell her stories about incidents in his life: so she persuaded him to write them down. "You must write all this down, Dad, so they can be read by your grandchildren. And you must get on with it before you die." Some stories are brief, half a page: others are long, twelve pages. It is the sort of book to keep by the bedside and dip into, one story at a time. Some stories cover events that occurred when the author was a small boy growing up in England during the war. Some cover incidents while he and his wife were travelling, in China, Japan, France, in Canada and in other odd places: events that occurred in the neighbourhood in Caulfeild Cove, where he and his wife have lived for fifty two years. There are pieces about Haida Gwaii and some about his experiences practising law. The stories range from the funny to the harrowing. Jannaway's Mutiny is a tale of love and tragedy that reveals the secret causes of the British Royal Navy's most catastrophic mutiny. In September 1931, the mass mutiny of the sailors of the Royal Navy's Atlantic Fleet at Invergordon, Scotland, brought down the final curtain on the British Empire. In this historical fiction account, Charles Gidley Wheeler tells the life story of Frank Jannaway, a British sailor who finds himself at the focus of the mutiny. Sent into the Royal Navy against his will, Frank experiences the hardship and injustice of life on the lower deck aboard a coal-burning cruiser on the China Station. After serving with distinction at the Battle of Jutland, Frank reunites with Anita Yarrow, whom he has known since his youth and who has been sent to Malta in disgrace. Anita helps Frank, her childhood hero, to gain promotion to the rank of officer. Years later, when Anita's detestable brother Roddy terrorizes his officers aboard a cruiser of the Atlantic Fleet, Frank is appointed to his ship. The result is tragedy. From the Edwardian Golden Age to wartime Britain in the blitz, Jannaway's Mutiny paints a vivid picture of heroism-and its ultimate price.

Looks at historical arguments made for slavery and abolition, slavery systems in various countries, related legal cases, slave rebellions, slave biographies, the history of the slave trade, and the teachings of various religions concerning slavery

In "The Patriot's Fate," Alaric Bond joins the ranks of well-known Age of Sail authors C.S. Forester and Patrick O'Brian in his skillful combining of historical fact with compelling fiction to produce another gripping novel in his Fighting Sail series. It is 1798 and Ireland rises up against years of repression and injustice. Rebels, supported by a mighty French invasion fleet, prepare to claim their land but find themselves countered by a powerful British battle squadron. Two friends and former allies, separated by chance and circumstance, witness developments from opposing sides while storms, political intrigue and personal dynamics abound. In The Patriot's Fate Bond maintains a relentless pace that climaxes in thrilling naval action and noble sacrifice."

[Slings and Arrows #5](#)

[Female Tars](#)

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[Between France and New France](#)

[Anglo-Australian Naval Relations, 1945-1975](#)

[Life Aboard the Tall Sailing Ships](#)

[Blue Lights & Psalm-singers](#)

[Or, Sea Life Aboard a Yankee Square-rigger](#)

[A More Independent Service](#)

[Letters to His Children from an Uncommon Attorney](#)

[A Guide to More Than 4000 Works on British Naval History 55BC - 1815](#)

[A Guide to the Literature](#)

[Steamboating on the Upper Mississippi](#)

[Commission in Chinese Waters](#)

[The Patriot's Fate](#)

The perfect guide to Nelson's Navy for all those with an interest in the workings of the great fleet.

As she lay in dry dock, devastatingly damaged by one of Hitler's newly deployed magnetic mines after barely two months in service, few could have predicted the illustrious career that lay ahead for the cruiser HMS Belfast. After three years of repairs to her broken keel, engine- and boiler-rooms, and extensive refitting, she would go on to play a critical role in the protection of the Arctic Convoys, would fire one of the opening shots at D-Day and continue supporting the Operation Overlord landings for five weeks. Her service continued beyond the Second World War both in Korea and in the Far East before she commenced her life as one of the world's most celebrated preserved visitor ships in the Pool of London. Her crowning glory however came in December 1943 when, equipped with the latest radar technology, she was to play the leading role in the Battle of the North Cape sinking the feared German battlecruiser Scharnhorst, the *bête noir* of the Royal Navy. In doing so the ship's crew made a vital contribution to, what was to be, the final big-gun head-to-head action to be fought at sea. In *The Last Big Gun* Brian Lavery, the foremost historian of the Royal Navy, employs his trademark wide-ranging narrative style and uses the microcosm of the ship to tell the wider story of the naval war at sea and vividly portray the realities for all of life aboard a Second World War battleship. The book is lavishly illustrated with photographs and illustrations and will appeal to all those with an interest in military history and life in the wartime Royal Navy. • The illustrious survivor of the last big-gun head-to-head 'broadside' engagement at sea • The very first complete 'biography' of HMS Belfast • Exhaustively researched from primary sources and interviews and written in the matchless narrative style of the award-winning, Sunday Times bestselling author Brian Lavery • An original work of popular history juxtaposing an in-depth

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technical understanding with an highly evocative use of quote and anecdote

"Just the sort of book one likes to find on a yacht's bookshelf between watches." - Classic Boat Magazine Set sail on a voyage of discovery of great nautical stories. These stories range from the Napoleonic wars, via ships that traded under sail round Cape Horn, to what it was like to take charge of a ship in Convoy, serve in the force-ends of a submarine or fly a Corsair against the Japanese. If you have seen WW1 picture of a ship in dazzle camouflage, there is a description of how it came about, and the Dunkirk evacuation is movingly depicted. Lastly there is Uffa Fox's airborne lifeboat: a real masterpiece of design, and what a man!

From bestselling author James Nelson, an enthralling, swashbuckling naval adventure set in the American War of Independence, perfect for fans of C.S.Forester and Patrick O'Brian. You'll be gripped from the first page!

"Authenticity runs throughout the book, carrying total conviction" -- Patrick O'Brian. "This is another great author, who knows what he writes about." - ***** Reader review. "There is action and plot twists right up to the last page, I couldn't put it down." - ***** Reader review. "A fine adventure series...first-rate action writing" -- PUBLISHERS WEEKLY *****
***** FORCED TO SACRIFICE THE SHIP HE LOVES. CAPTURED BY THE ENEMY. CAN HE CHANGE HIS FATE? 1775. The American War of Independence is starting in earnest and Captain - and smuggler - Isaac Biddlecomb, pursued by HMS Rose, sacrifices his ship, the Judea, rather than surrender to the British. Forced to go on the run, and to disguise himself as a lowly ship's mate on a brig bound for Jamaica, he finds himself captured by the enemy. Can he use his wits to survive a life of servitude under the deranged captain and sadistic crew of the HMS Icarus...? By Force of Arms is the first novel in James Nelson's Revolution at Sea series. Biddlecomb's story continues in The Maddest Idea.

Since 2010 Tim Foley has been the driving force of a campaign to honour a man with a remarkable story. Tom Crean, the subject of the new book 'Crean -The Extraordinary Life of an Irish Hero,' was born and raised a few miles away from the author's father, on the breathtaking Dingle Peninsula in County Kerry, Ireland. Tim's narrative in this Special edition, standalone biography, is based on many years of research and study into the life of Crean, who joined the Navy at 16-years-old and who embarked upon a career that saw him become a member of three major, pioneering Polar expeditions of the 20th century. Much of the research undertaken for this biography sheds new light on Crean's story and the book challenges commonly held beliefs about the life and naval career of Tom Crean. The story commences in late 19th century Ireland under the governance of the British Empire and continues through Crean's career in the Royal Navy whilst serving under the leadership of Captain Robert Falcon Scott and Sir Ernest Shackleton over the course of three Antarctic expeditions, Discovery, 1901-1904, Terra Nova, 1910-1913 and

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Endurance, 1914-1916. After serving an unhappy apprenticeship under the strict governance of the Navy at the age of 16, Able Seaman, Tom Crean found himself thrust into a major international incident on his first Naval assignment to Central America. It sparked another miserable period of his Naval career and resulted in demotions until an opportunity arose that would lead him to the place where he became most associated with - Antarctica. Crean found his true calling during the heroic age of exploration on the frozen continent. Four of the chapters in the book focus on documented tales of Crean's remarkable heroism that brought about the life-saving rescue of 25 of his colleagues over three separate occasions. We are then taken through to Crean's retirement and his return to a changed country in the aftermath of rebellion and in the midst of a War of Independence that came at a great personal loss to Tom Crean. The book goes on to question why and how Crean's story was largely forgotten during his lifetime and after his death and reveals the surprising source of the first ever documented account of Crean's Polar feats that was written in 1952. Continuing the story the author details the efforts now being made in a petition to earn him national recognition from the Irish Government. Born in 1877, the son of a farmer and into an impoverished life in County Kerry, Ireland, Tom Crean's tale is one of suffering, successes and sadness but above all, it's an inspirational story of an unassuming man who displayed unparalleled bravery to save the lives of many others whilst subject to the harshest conditions on the planet. This book version is a Special volume, second edition written to commemorate the centenary of Tom Crean's retirement from the Royal Navy in 1920. It features additional, freshly sourced information, new images and maps, added to assist readers through the journey of Tom Crean's life. Basing his study on some two-hundred-and-fifty German novels, memoirs, fictionalized histories, and films (including *Das Boot*), Michael Hadley examines the popular image of the German submarine and weighs the values, purposes, and perceptions of German writers and film makers. He considers the idea of the submarine as a war-winning weapon and the exploits of the "band of brothers" who made up the U-boat crews. He also describes the perceptions of the German public about the role of the U-boat in the war effort and the hopes that it carried for victory in two world wars against the Allied forces. Analysed in context, the U-boat emerges as a central factor and metaphor in Germany's ongoing struggle with its political and military past. In *Count Not the Dead* Hadley explores the complex relationships between political reality and cultural myth, and draws important conclusions about the way in which Germans have interpreted their past and how present concerns change these views.

A new six-part epic covering the first year of service of the U.S.S. *Enterprise-E*, leading up to the events of the hit movie *Star Trek: First Contact*. A WEARY LIFE BOOK V A team from the *Enterprise* -- Riker, La Forge, and Daniels -- is sent to deal with the latest threat from the Maquis. For La Forge and Daniels, it's just another mission, but Riker

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must face the specter of his transporter twin, Tom Riker, who left Starfleet to join the Maquis. When the Enterprise team is caught between the Maquis and the Cardassians, Riker finds himself with an important decision to make -- one that may affect his future in Starfleet....

[War & Peace in HMS Hood 1916-1941](#)

[A Weary Life](#)

[Nelson's Navy](#)

[Lower Deck](#)

[The End of Glory](#)

[Landsman Hay](#)

[A Social History of the Navy 1793-1815](#)

[Clear Lower Deck](#)

[The Historical Encyclopedia of World Slavery](#)

[Life Aboard a British Destroyer in WWII.](#)

[The Ships, Men and Organisation, 1793 - 1815](#)

[A gripping naval adventure full of derring-do, guaranteed to have you hooked...](#)

[At War & At Sea with HMS Belfast](#)

A powerful ship, a questionable crew, and a mission that must succeed. In the spring of 1795 HMS Vigilant, a 64 gun ship-of-the-line, is about to leave Spithead as senior escort to a small, seemingly innocent, convoy. The crew is a jumble of trained seamen, volunteers, and the sweepings of the press; yet, somehow, the officers have to mold them into an effective fighting unit before the French discover the convoy's true significance. Based on historical fact, His Majesty's Ship will take you into the world of Nelson's Navy, and captivate you all the way to it's gripping conclusion. "Bond has an extraordinary talent for describing the sights and sounds of an 18th Century man-of-war. When you finish this book you genuinely feel like you have been there—and no novel can receive higher praise than that." The First Book in the Fighting Sail Series. Second Edition

Do you know where the expression "grog" comes from? Or what happened when the admiral's parrot was seasick? Or why a gun-toting generalissimo in the Philippines distributed medals from a shoebox? Or have you heard about a cat called Oscar who was sunk with the German battleship Bismarck in World War II but survived to be sunk twice more in the ships which rescued him? The answers to these questions, and other true salty stories, can be found in this book by former Royal Navy officer Roger Paine, as he charts the ups

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and downs of life, both ashore and afloat. Together with recipes for rum punch and rum Christmas cake, plus the traditional RN toasts for each and every day of the week, this delightfully irreverent, and occasionally indiscreet, collection of "yarns" is here to be savoured and treasured. Shortlisted for a Mountbatten Maritime Media Award, 2010

The first monograph to investigate the poetics and politics of haunting in African diaspora literature, *Ghosts of the African Diaspora: Re-Visioning History, Memory, and Identity* examines literary works by five contemporary writers - Fred D'Aguiar, Gloria Naylor, Paule Marshall, Michelle Cliff, and Toni Morrison. Joanne Chassot argues that reading these texts through the lens of the ghost does cultural, theoretical, and political work crucial to the writers' engagement with issues of identity, memory, and history. Drawing on memory and trauma studies, postcolonial studies, and queer theory, this truly interdisciplinary volume makes an important contribution to the fast-growing field of spectrality studies.

[**The Last Big Gun**](#)

[**English/British Naval History to 1815**](#)

[**Whaling Days**](#)

[**The Making of a Sailor**](#)

[**A Personal Narrative**](#)

[**The Life and Loss of the S.S. President Coolidge**](#)

[**Sober Men and True**](#)

[**Fish & Ships**](#)

[**Environmental Impact Statement**](#)

[**Life on the Lower Deck**](#)