

The Struggle For Sea Power A Naval History Of American Independence

From a brilliant Brookings Institution writer, a vivid, timely, and insightful examination of the critical role that oceans play in the daily struggle for global power, in the bestselling tradition of Robert Kaplan's *The Revenge of Geography*. For centuries, oceans were the chessboard on which empires battled for dominance. But in the nuclear age, air power and missile systems dominated our worries about security, and for the United States, the economy was largely driven by domestic production, with trucking and railways that crisscrossed the continent the primary modes of commercial transit. All that has changed, as nine-tenths of global commerce and the bulk of energy trade is today linked to sea-based flows. A brightly-painted 40-foot steel shipping container loaded in Asia with twenty tons of goods may arrive literally anywhere else in the world; how that really happens and who actually profits by it show that the struggle for power on the seas is a critical issue today. Now, in bright, closely observed prose, *To Rule the Waves* author Bruce Jones conducts us on a fascinating voyage through the great modern ports and naval bases of this era—from the vast container ports of Shanghai and Hong Kong to the vital naval base of the American 7th fleet in Hawaii to the sophisticated security arrangements in the port of New York. Along the way, the book illustrates how global commerce works, that we are amidst a global naval arms race, and why the oceans are so crucial to America's standing going forward. As Jones reveals, the three great geopolitical struggles of our time—for military power, for economic dominance, and over our changing climate—are playing out atop, within, and below the world's oceans. The essential question, he shows, is this: who will rule the waves and set the terms of the world to come?

Six Victories relates one of the most interesting and instructive naval campaigns of World War II: the Mediterranean war on traffic in the fall and winter of 1941-42. It is a cautionary tale of how sea power was practiced, and how it literally shifted 180 degrees overnight. The book is based on British and Italian archival sources. It emphasizes strategic context, the role of intelligence, and the campaign's logistics. It is well-paced and entertaining but also authoritative. The book's conclusions are controversial but based on compelling evidence. In October 1941 the British Admiralty based a surface strike force in Malta to attack Axis sea lanes between Italy and Africa. Aided by ULTRA intelligence, submarines and bombers based in Malta, this force dominated the Central Mediterranean. From the end of October through the middle of December 1941 less than third of the supplies shipped from Italian ports arrived in Libya. Shortages of ammunition and fuel finally compelled the Afrika Korps to retreat four hundred miles. Then, in the space of thirty hours, this all changed. First, Italian naval forces broke the blockade by fighting through a major convoy that arrived in time to blunt the British advance; next, the strike force plowed into a minefield laid by Italian cruisers; and finally, in a daring attack, Italian commandos crippled the Mediterranean Fleet's battleships in port. The swing in fortune was immediate and dramatic. *Six Victories* shows how information provided by ULTRA was often offset by the Italian ability to read British codes and take corrective actions even as British strikes forces were approaching their target. It examines how the Italians improved the protection of their traffic and how, in conjunction with Germany, came to dominate the Central Mediterranean and isolate Malta.

The book ends with the triumph of Axis sea power as expressed in the late March 1942 Second Battle of Sirte which initiated a period of Axis domination in the Central Mediterranean. *Six Victories* breaks new ground in the historiography of World War II. It relates lessons that are relevant today and should be required reading for all who practice the art of power at sea as well as those who want to understand the intricate and interrelated factors that are the foundations of military success. It is also a good and compelling story.

This book explains both the strategic and the operational aspects of exercising control of the sea. The struggle for sea control consists of three mutually related and overlapping phases: obtaining, maintaining and exercising sea control. It is in the phase of exercising sea control when one's strategic or operational success is exploited; otherwise, the fruits of victories achieved would be wasted. This work describes the strategy of a stronger side in wartime after a desired degree of control has been obtained, which is followed by a discussion on the objectives and main methods used in exercising sea control. The remaining chapters explain and analyze in some detail each of the main methods of exercising sea control: defence and protection of one's own and destruction/neutralization of the enemy's military-economic potential at sea, capturing the enemy's operationally important positions ashore, destroying/weakening the enemy's military-economic potential ashore and supporting one's ground forces in their offensive and defensive operations on the coast. This book will be of much interest to students of strategic studies, sea power and naval history.

One of the most eminent historians of our age investigates the extraordinary success of five small maritime states Andrew Lambert, author of *The Challenge: Britain Against America in the Naval War of 1812*—winner of the prestigious Anderson Medal—turns his attention to Athens, Carthage, Venice, the Dutch Republic, and Britain, examining how their identities as “seapowers” informed their actions and enabled them to achieve success disproportionate to their size. Lambert demonstrates how creating maritime identities made these states more dynamic, open, and inclusive than their lumbering continental rivals. Only when they forgot this aspect of their identity did these nations begin to decline. Recognizing that the United States and China are modern naval powers—rather than seapowers—is essential to understanding current affairs, as well as the long-term trends in world history. This volume is a highly original “big think” analysis of five states whose success—and eventual failure—is a subject of enduring interest, by a scholar at the top of his game.

The Struggle for Sea Power is the fourth book in M. B. Synge's engaging *Story of the Worlds* series. This edition focuses on the age of European Empires and world colonization in America, Australia, South Africa, and India. Synge also covers the American and French Revolutions, as well as the campaigns of Napoleon. This volume makes history come alive for your child.

"A treasure of a book."—David McCullough The harrowing story of a pathbreaking naval expedition that set out to map the entire Pacific Ocean, dwarfing Lewis and Clark with its discoveries, from the New York Times bestselling author of *Valiant Ambition* and *In the Hurricane's Eye*. A New York Times Notable Book America's first frontier was not the West; it was the sea, and no one writes more eloquently about that watery wilderness than Nathaniel Philbrick. In his bestselling *In the Heart of the Sea* Philbrick

probed the nightmarish dangers of the vast Pacific. Now, in an epic sea adventure, he writes about one of the most ambitious voyages of discovery the Western world has ever seen—the U.S. Exploring Expedition of 1838–1842. On a scale that dwarfed the journey of Lewis and Clark, six magnificent sailing vessels and a crew of hundreds set out to map the entire Pacific Ocean and ended up naming the newly discovered continent of Antarctica, collecting what would become the basis of the Smithsonian Institution. Combining spellbinding human drama and meticulous research, Philbrick reconstructs the dark saga of the voyage to show why, instead of being celebrated and revered as that of Lewis and Clark, it has—until now—been relegated to a footnote in the national memory. Winner of the Theodore and Franklin D. Roosevelt Naval History Prize

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. The contrast between expectation and reality had enormous consequences not only for the course of the war but also for the way navies developed afterwards. This book melds strategic, technical, and tactical aspects to reveal the First World War from a fresh perspective, but also demonstrates how its perceived lessons dominated the way navies prepared for the Second.

From one of the most admired admirals of his generation -- and the only admiral to serve as Supreme Allied Commander at NATO -- comes a remarkable voyage through all of the world's most important bodies of water, providing the story of naval power as a driver of human history and a crucial element in our current geopolitical path. From the time of the Greeks and the Persians clashing in the Mediterranean, sea power has determined world power. To an extent that is often underappreciated, it still does. No one understands this better than Admiral Jim Stavridis. In *Sea Power*, Admiral Stavridis takes us with him on a tour of the world's oceans from the admiral's chair, showing us how the geography of the oceans has shaped the destiny of nations, and how naval power has in a real sense made the world we live in today, and will shape the world we live in tomorrow. Not least, *Sea Power* is marvelous naval history, giving us fresh insight into great naval engagements from the battles of Salamis and Lepanto through to Trafalgar, the Battle of the Atlantic, and submarine conflicts of the Cold War. It is also a keen-eyed reckoning with the likely sites of our next major naval conflicts, particularly the Arctic Ocean, Eastern Mediterranean, and the South China Sea. Finally, *Sea Power* steps back to take a holistic view of the plagues to our oceans that are best seen that way, from piracy to pollution. When most of us look at a globe, we focus on the shape of the of the seven continents. Admiral Stavridis sees the shapes of the seven seas. After reading *Sea Power*, you will too. Not since Alfred Thayer Mahan's legendary *The Influence of*

Sea Power upon History have we had such a powerful reckoning with this vital subject.

This revisionist study shows how the Royal Navy's ideas about the meaning and application of seapower shaped its policies during the years between the wars. It examines the navy's ongoing struggle with the Treasury for funds, the real meaning of the 'one power standard', naval strategies for war with the United States, Japan, Germany and Italy, the influence of Mahan, the role of the navy in peacetime, and the use of propaganda to influence the British public.

This book examines the strategic choices that American and Chinese decisionmakers face regarding sea power in the Western Pacific, shaped by geography, history, technology, and politics. In particular, the author explores the potential for cooperation on maritime security in the Western Pacific, and how the United States might pursue such cooperation as part of a broader strategy to advance its interests in the region.

China's rise has upset the global balance of power, and the first place to feel the strain is Beijing's back yard: the South China Sea. For decades tensions have smoldered in the region, but today the threat of a direct confrontation among superpowers grows ever more likely. This important book is the first to make clear sense of the South Sea disputes. Bill Hayton, a journalist with extensive experience in the region, examines the high stakes involved for rival nations that include Vietnam, India, Taiwan, the Philippines, and China, as well as the United States, Russia, and others. Hayton also lays out the daunting obstacles that stand in the way of peaceful resolution. Through lively stories of individuals who have shaped current conflicts—businessmen, scientists, shippers, archaeologists, soldiers, diplomats, and more—Hayton makes understandable the complex history and contemporary reality of the South China Sea. He underscores its crucial importance as the passageway for half the world's merchant shipping and one-third of its oil and gas. Whoever controls these waters controls the access between Europe, the Middle East, South Asia, and the Pacific. The author critiques various claims and positions (that China has historic claim to the Sea, for example), overturns conventional wisdoms (such as America's overblown fears of China's nationalism and military resurgence), and outlines what the future may hold for this clamorous region of international rivalry.

Admiral Gorshkov has transformed the Soviet fleet into a world sea power for the first time in Russian history. He is Russia's most brilliant naval strategist of all time. He has created the modern Soviet navy. His book examines the main components of sea power among which attention is focused on the naval fleet of the present day, capable of conducting operations and solving strategic tasks in different regions of the world's oceans, together with other branches of the armed forces and independently

Excerpt from Sea Power: The Decisive Factor in Our Struggle for Independence There is no use to analyze British conduct in the bringing about of Burgoyne's surrender. It 'was military incapacity, pure and simple. One can only wonder. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections

successfully; any imperfections that remain are intentionally left to preserve the state of such historical works. This book focuses on the religious beliefs and writings of naval historian and theorist Alfred Thayer Mahan. Mahan was a devout Christian and an active Episcopal layman. His religious beliefs had a major influence on his theories of sea power, naval command, war, and politics. Some historians and biographers have completely ignored his these beliefs. Others have acknowledged them, but viewed them as irrelevant to Mahan's thinking on naval matters. Some have acknowledged them as important, but viewed them as being a negative influence on Mahan. All these views are wrong. Mahan devoted a lifetime to studying and developing his views on religion and they were a major source of his thinking on his naval and political theories. And his religious writings also demonstrate that many of the negative stereotypes of him (such as imperialist, war-monger, racist, Social Darwinist) are inaccurate. There is a large body of material that has either been overlooked or only superficially studied that give us insight into Mahan's religious life, thoughts, and writings. There is a large collection of correspondence to family and friends in which Mahan discusses his Christian faith. There is his diary, kept while he was a young officer on a three-year voyage aboard the USS Iroquois. This document, also frequently misunderstood, gives a dramatic account of his struggles to achieve a right relationship with God. Lastly, there is a significant corpus of his published writings on religious topics. Once he retired from the Navy Mahan began to publish extensively on theological topics in both the secular and religious press. These writings included letters to the editor, book reviews, articles, and a book, *The Harvest Within: Thoughts on the Life of a Christian* published in 1909. In addition to his writings he also gave a number of speeches to church groups. Copies of most of these speeches still exist. All this material gives us a very full picture of his faith, a fascinating combination of born-again evangelicalism and High Church Anglicanism. Mahan was also an active layman in the Episcopal Church and these activities are discussed as well. Mahan's father, Dennis Hart Mahan, was a West Point professor of engineering and military science for many years, and was a notable military figure in his own right. Mahan's uncle, Milo Mahan, was a noted church historian and professor at General Theological Seminary. Both these men had a strong influence on Alfred and their lives and careers are discussed as well.

The Mediterranean Sea was the most intensely contested body of water in World War II. As the maritime crossroads where Europe, Asia, and Africa meet, more major naval actions were fought in the Mediterranean than in the Atlantic or Pacific. Despite its importance, remarkably little has been written about the subject, and what exists is largely one-sided and outdated. This fresh study of the naval war in the Mediterranean analyzes the actions and performances of the five major navies British, Italian, French, German, and American during the entire five-year campaign and objectively examines the national imperatives that drove each nation's maritime strategy. *The Struggle for the Middle Sea* sidesteps the myths that haunt this campaign, such as Great Britain enjoying a moral advantage over Italy, or the French being Germany's puppet, or the North African campaign significantly contributing to the eventual Allied victory. The book documents how the British Royal Navy, despite brilliant victories, was bled white in a campaign with questionable

strategic goals; how Italy followed its own coherent naval strategy, much to the frustration of its German ally; and how the Marine Nationale was the strength of the independent French state and how it fought the Allies--and rejected the Axis--to maintain that independence. Most World War II histories tell the story of the Mediterranean War from a limited national point of view. Other works also end the story in 1943. *Struggle for the Middle Sea* provides a complete history of the entire campaign from all perspectives and covers Germany's largely unknown and remarkably successful struggle to employ sea power in the Mediterranean after the Italian armistice. The book's perspective and depth of detail is unmatched by other works, and its fresh viewpoints, supported by extensive research in Italian and French sources, are certain to provoke controversy. Its lessons about coastal warfare, the use of the sea, and the difficulty of gaining command of the sea in wartime provide insight into the role naval strategy played in World War II.

This monograph examines China's approach to using sea power to defend and advance its maritime claims in the East China Sea and South China Sea. This approach, which Chinese strategists sometimes called "echelon defense," involves the use of non-military instruments of sea power--especially maritime law enforcement forces--to vie with other states for control over disputed maritime space. These non-military forces operate on the first line (or echelon) of China's expanding frontier. Behind them, on the second line, China employs naval forces to deter foreign leaders from using force, thereby compelling them to compete on China's own terms. The echelon defense approach allows China to gradually achieve its objectives without risking a conflict or giving other great powers such as the United States sufficient grounds to intervene. Since 2006, when this approach was pioneered, it has enabled China to expand its influence and control in maritime East Asia. But it has also harmed China's relations with its neighbors and other great powers.

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This book is an exploration and interpretation of three centuries of European rivalry and expansion in and around the North Atlantic. Professor Graham tells the story from the first conquest of the ocean by the armed sailing ship at the beginning of the sixteenth century to the end of the wooden ship of the line in the nineteenth. Gradually, in competition with Spain and then with Holland and finally with France, England achieved command of the seas, until, by the time of the Napoleonic Wars, despite her relative weakness in manpower, she was able to extend her Empire from its centre in the North Atlantic to the distant reaches of the Indian and Pacific oceans.

"This is an account of the great naval campaign in the Mediterranean 200 years ago; and, of course, it is also about

Nelson. The Battle of the Nile was arguably the most decisive naval victory of its age, and its story is one worth telling in all its detail." -- [p.5]

This account of the development and application of maritime strategy is based on the truism that the function of maritime power is to win and keep control of the seas for one's own use. There is a distinction, however, between the predatory methods of some maritime nations and the desire of others to enjoy the benefits of a peaceful exchange of goods carried by sea.

A classic work widely acknowledged over the past 20 years as the definitive text on its subject. All aspects of over 2,000 years of naval history are covered, from Greek and Roman galley warfare to Vietnam and beyond, with emphasis on the evolution of strategy, tactics, and weapons development. With 14 authors it is not so much a symposium as a continuous narrative. Acclaimed historians such as James C. Bradford, Henry H. Adams, and Craig Symonds lend their expertise to the work, which continues to serve as a standard for any historical study of the role of navies on history.

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Excerpt from *The Struggle for Sea Power* The wonderful story of England's conquest of India reads, even today, like some fairy legend of the Old World. It is the story of how one small island, away in the Northern seas, conquered an empire ten times its own size, at a distance of 6000 miles. In the ages of long ago, when the Egyptians were building their pyramids, when the Phoenicians were sailing to the Pillars of Hercules, when the Greeks were adorning Athens and the Romans were spreading their empire far and wide, this England was still Sleeping on the waves of the boundless sea. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

The Struggle for Sea Power A Naval History of the American Revolution W. W. Norton

Naval warfare is vividly brought to life, from first contact through how battles were won and lost to damage repair.

A fascinating naval perspective on one of the greatest of all historical conundrums: How did thirteen isolated colonies, which in 1775 began a war with Britain without a navy or an army, win their independence from the greatest naval and military power on earth? The American Revolution involved a naval war of immense scope and variety, including no fewer than twenty-two navies fighting on five oceans—to say nothing of rivers and lakes. In no other war were so many large-scale fleet battles fought, one of which was the most strategically significant naval battle in all of British, French, and American history. Simultaneous naval campaigns were fought in the English Channel, the North and Mid-Atlantic, the Mediterranean, off South Africa, in the Indian Ocean, the Caribbean, the Pacific, the North Sea and, of course, off the eastern seaboard of America. Not until the Second World War would any nation actively fight in so many different theaters. In *The Struggle for Sea Power*, Sam Willis traces every key military event in the path to American independence from a naval perspective, and he also brings this important viewpoint to bear on economic, political, and social developments that were fundamental to the success of the Revolution. In doing so Willis offers valuable new insights into American, British, French, Spanish, Dutch, and Russian history. This unique account of the American Revolution gives us a new understanding of the influence of sea power upon history, of the American path to independence, and of the rise and fall of the British Empire.

At the beginning of the 21st century much has remained the same in naval terms but much has changed. Geoffrey Till's study is an exploration of how change will impact upon the world's navies.

The American Revolution—and thus the history of the United States—began not on land but on the sea. Paul Revere began his famous midnight ride not by jumping on a horse, but by scrambling into a skiff with two other brave patriots to cross Boston Harbor to Charlestown. Revere and his companions rowed with muffled oars to avoid capture by the British warships closely guarding the harbor. As they paddled silently, Revere's neighbor was flashing two lanterns from the belfry of Old North Church, signaling patriots in Charlestown that the redcoats were crossing the Charles River in longboats. In every major Revolutionary battle thereafter the sea would play a vital, if historically neglected, role. When the American colonies took up arms against Great Britain, they were confronting the greatest sea-power of the age. And it was during the War of Independence that the American Navy was born. But following the British naval model proved crushingly expensive, and the Founding Fathers fought viciously for decades over whether or not the fledgling republic truly needed a deep-water fleet. The debate ended only when the Federal Navy proved indispensable during the War of 1812. Drawing on decades of prodigious research, historian George C. Daughan chronicles the embattled origins of the U.S. Navy. From the bloody and gunpowder-drenched battles fought by American sailors on lakes and high seas to the fierce rhetorical combat waged by the Founders in Congress, *If By Sea* charts the course by which the Navy became a vital and celebrated American institution.

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As the United States grew into an empire in the late nineteenth century, notions like "sea power" derived not only from fleets, bases, and decisive battles but also from a scientific effort to understand and master the ocean environment. Beginning in the early nineteenth century and concluding in the first years of the twentieth, Jason W. Smith tells the story of the rise of the U.S. Navy and the emergence of American ocean empire through its struggle to control nature. In vividly told sketches of exploration, naval officers, war, and, most significantly, the ocean environment, Smith draws together insights from environmental, maritime, military, and naval history, and the history of science and cartography, placing the U.S. Navy's scientific efforts within a broader cultural context. By recasting and deepening our understanding of the

U.S. Navy and the United States at sea, Smith brings to the fore the overlooked work of naval hydrographers, surveyors, and cartographers. In the nautical chart's soundings, names, symbols, and embedded narratives, Smith recounts the largely untold story of a young nation looking to extend its power over the boundless sea.

Historian M. B. Syngue narrates how naval power grew in importance from the 1700s onward, playing a decisive role in the victories of several nations and their Empires. The advancing technology of shipping made their use in warfare evermore plausible. Ships could maneuver faster, were better armed with decks devoted to cannon, while signals between vessels allowed an admiral or commander to better coordinate his fleet. In narrating the histories of several countries, Syngue demonstrates how ships became both emblematic and instrumental of power - the Boston tea party, whereby ships were emptied of their cargo in protests against British taxation, was a pivotal event leading to the establishment of the USA. Prior to the late 1700s, ships were mainly viewed in the context of exploration, harassment or conquest of coastal settlements, or piracies, with large-scale successes for militaries at sea only rarely seen. Yet the stunning victories of Admiral Nelson of England placed naval power at the forefront, while the establishment of prospering colonies in places as far-flung as Australia made the economic importance of navies obvious. In describing a series of battles and events, M. B. Syngue builds his common theme: that navies would drive change in the world like never before.

World War II is usually seen as a titanic land battle, decided by mass armies, most importantly those on the Eastern Front. Phillips Payson O'Brien shows us the war in a completely different light. In this compelling new history of the Allied path to victory, he argues that in terms of production, technology and economic power, the war was far more a contest of air and sea than land supremacy. He shows how the Allies developed a predominance of air and sea power which put unbearable pressure on Germany and Japan's entire war-fighting machine from Europe and the Mediterranean to the Pacific. Air and sea power dramatically expanded the area of battle and allowed the Allies to destroy over half the Axis' equipment before it had even reached the traditional 'battlefield'. Battles such as El Alamein, Stalingrad and Kursk did not win World War II; air and sea power did.

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