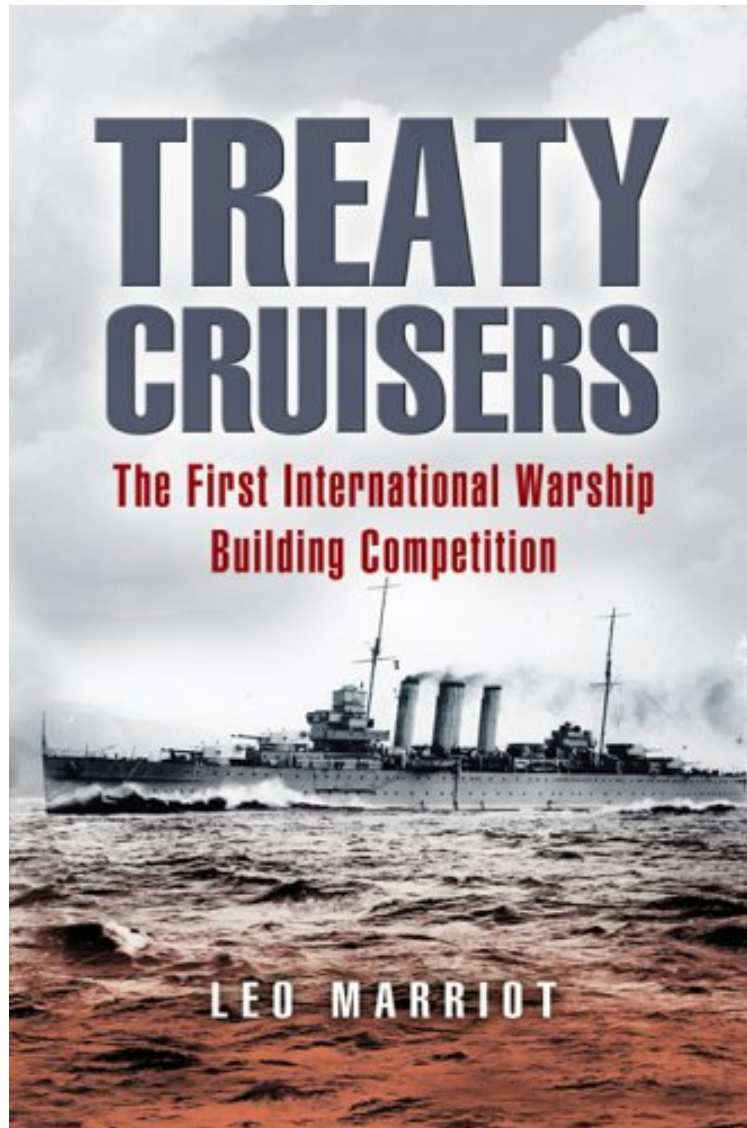


[Read now] Treaty Cruisers: The First International Warship Building Competition

# Treaty Cruisers: The First International Warship Building Competition

*Leo Marriott*

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**Leo Marriott : Treaty Cruisers: The First International Warship Building Competition** before purchasing it in order to gage whether or not it would be worth my time, and all praised Treaty Cruisers: The First International Warship Building Competition:

8 of 8 people found the following review helpful. Enormous number of typos and outright errors mar otherwise useful bookBy AirsharkPlease, hire an editor. There are entire paragraphs duplicated, ship names misspelled, duplicated

words, etc. there are also factual errors, such as placing USS Chester with TF 17 at Midway (she was actually in the Aleutians). But it was an amusing read, though not detailed enough in technical matters. 0 of 0 people found the following review helpful. The story of the Great Eight Inch Gun Cruiser Competition By George W Prescott When the Washington Naval Treaty was negotiated and ratified, an unexpected consequence (but one that should have been seen) was that the five treaty nations very quickly ended up building cruisers to the maximum limits of the Treaty. For these nations, this was also a completely new experience in that they were now dealing with an entirely new definition of the permitted displacement of the cruisers, a definition none of them had ever used before. This book looks at how the Great Eight Inch Gun Cruiser Competition worked out. For many, this book covers some familiar territory. For myself, I enjoyed how Leo Marriott compares how each nation addressed the issue of building cruisers to meet their perceived needs, juggling the three demands of speed, firepower, and protection within a very tight limit. 55 of 56 people found the following review helpful. A mediocre Re-hash of known information By J. C. O'Neil This book had promise, but it fails to deliver on it. Having the treaty information and all the heavy cruisers information in one small book is convenient, but there was so much more that could have been accomplished. The "evaluations" are shallow and show minimal understanding of naval warfare in WW 2. The British COUNTY Class cruisers are apologized for and given credit "as so few were lost in the war" while the US NEW ORLEANS class is slighted, as so many were lost in one battle (First Guadalcanal) "That something must have been wrong with them". By that standard, the OMAHA Class CLs must have been wonderful, as none were lost. The author does take the Axis cheating on displacement into account, but he really doesn't evaluate the ships well at all. If you want a fair Evaluation, Buy Richard Worth's FLEET'S OF WORLD WAR 2. You'll get all the ships and a much better feel for how they stacked up against each other.

The Washington Naval Treaty of 1921 and subsequent treaties in the 1930s effectively established the size and composition of the various navies in World War II. In particular they laid down design parameters and tonnage limitations for each class of warship including battleships, aircraft carriers, cruisers and destroyers. With one or two exceptions, battleship construction was deferred until the mid 1930s but virtually all navies embraced the concept of the 8in gun armed 10,000 ton heavy cruisers and laid down new vessels almost immediately. This book will trace the political processes which led to the treaties, describe the heavy cruisers designed and built to the same rules by each nation and then consider how the various classes fared in World War II and will attempt to assess which was the most successful. Ships from the navies of Britain, France, Italy, Germany, the USA and Japan will be included. Appendices cover Construction Tables, History of each ship, Technical Specifications, Armament and Aircraft Carried.

About the Author Leo Marriott is one of Britain's most respected authors on naval history. He has written over 30 books on ship design and naval warfare. He is a keen yachtsman and lives in Somerset.