BATTLESHIPS RODNEY & NELSON PDF, EPUB, EBOOK



DOWNLOAD
FILE
PDF
Adobe

Witold Koszela | 120 pages | 20 Feb 2020 | Wydawnictwo STRATUS, Artur Juszczak | 9788365958358 | English | Poland

Nelson-class battleship - Wikipedia

Ships and Subs. Action Figures. Sculptures Roaring Glory Warbirds. Display Cases Imex. See 4 more pictures. De Agostini. Minimum Purchase:. Maximum Purchase:. Buy in bulk and save. Preorder Now. Reorder Now. Preorder Sold Out. Product Videos. The Battleship Rodney The Battleship Rodney. Shots of the warship HMS 'Rodney' being towed into berth by tugs. The Battleship Product Videos The Battleship Rodney Enter your name: optional. Similar Products. Add To Cart. After the First World War , the Admiralty drew up plans for massive, heavily armoured battlecruisers and battleships, far larger and stronger than all previous vessels. The G3-class battlecruisers would carry inch mm guns, and the proposed N3-class battleships would carry nine inch mm guns, and would be the most powerful vessels afloat.

The Royal Navy was planning to hold its superiority in the burgeoning arms race, despite the large warships planned in Japan and the United States. Development was abruptly curtailed by the Washington Naval Treaty of , which brought the arms race to a halt. The four battlecruisers that had been ordered were cancelled. Some of the material acquired would later be used in Nelson and Rodney. The Treaty limited all nations' battleships to 35, tons and inch guns. The British had successfully ensured that the definition of maximum displacement — the "standard displacement" — excluded both fuel and boiler feed water. They had argued that having to protect the widespread British Empire meant their ships had to carry more of both and they should not be penalised compared to nations, such as Japan, France and Italy, that operated normally much closer to their home bases.

As a result, water-filled internal anti-torpedo bulges could be incorporated, which did not contribute to the "dry" standard weights and therefore didn't exceed the treaty displacement limits. The limits of the treaty inevitably led to compromises in the design of two new ships, and the resulting Nelson class sacrificed installed power and hence speed in order that they be well-armed and defended. They were often referred to as the "Cherry Tree" class, because they had been "cut down by Washington". To reduce the weight of armour, the main gun turrets were mounted all forward, shortening the necessary armoured citadel length. The G3 and N3's had put two turrets forward of the bridge with the third between the bridge and the funnels and aft superstructure.

However in the Nelson s, this was taken further and all three were in front of the bridge; with 'B' mount superfiring over 'A', with 'X' turret on the fo'c'sle deck behind 'B', and therefore unable to fire directly forward or aft. The machinery was of necessity limited in weight, size and installed power, and there were only two shafts with quite large screws. In order that flue gasses be kept clear of the superstructure, the boiler rooms were moved behind the engine rooms, exhausting into a single funnel.

This orientation also reduced the overall length of the armoured citadel. As a countermeasure to the limited power, the hull was of a very efficient hydrodynamic form, to attain the best possible speed. Armour weight was also reduced by using an internal, inclined armour belt sloped at 72 degrees vertically, 14" thick over the main magazines and control positions to 13" over the machinery and 6" gun magazines. The slope increased the relative thickness of the belt to a plunging projectile. Water filled compartments surrounded by air-filled torpedo bulges were fitted internally between the external hull of the ship which was not armoured.

The outer hull plating was meant to initiate detonation of shells which would then explode outside the armour. The armour scheme was of the " all or nothing " principle; areas were either well protected, from the front of 'A' barbette rearwards to the after 6" turrets, or were not protected at all, disposing of the multiple intermediate thickness of armour seen in older designs. For the first time a British battleship had a single, 6. The main turrets had 16" NC armour on the faces, 11" on the sides, 7. The secondary turrets however had only 1" NC all round. The large superstructure which was octagonal in plan, was known to its crew as the "Octopoidal" [6] and was sometimes referred to as "Queen Anne's Mansions", [4] due to its similarity to Queen Anne's Mansions a storey brick residential development of the that name, opposite St.

James's Park underground railway station in London. The superstructure provided spacious, weatherproof working spaces for the navigating officers and any flag officers embarked. This innovative bridge design was subsequently copied by the French in the Dunkerque class battleships, as was the all-forward main armament orientation, features which were both repeated in the Richelieu class designs. Other than an emergency conning tower at its base, and the trunking for the main gun directors mounted on top, the superstructure was lightly armoured against splinters only, to save weight. Other weight-saving measures included the use of light materials such as aluminium for fittings, and fir instead of teak for deck planking, although in practice teak decks were fitted in the late s, following concerns that the ships could not fire a full broadside without causing structural damage to the decks.

The Nelson class was a revolutionary but compromised design, and unsurprisingly there were shortcomings. The rearward location of the superstructure caused manoeuvrability problems in high winds, especially when steaming at low speeds, where the superstructure acted somewhat like a mizzen sail permanently set, causing the ships to "weathervane" but according to Capt. Binney "if this is kept in mind, no real difficulties should be encountered in any circumstances". Binney, Nelson' s captain in the late twenties and later admiral in the Royal Navy also stated "In the early stages of the ship's first commission, there was a general misconception that the Nelson class were unhandy and difficult to manoeuvre.

Both my predecessor and myself sic , however, very soon discovered that this opinion was entirely fallacious! In calm weather, the ship's manoeuvring capabilities are in no way inferior, and in many ways superior to those of Queen Elizabeth or Revenge. This was attributed to the ships having a single centre rudder which was out the propeller race of the twin screws. At sea, however, they were reported to handle well, with a comparatively small Tactical Diameter turning circle particularly when turning into the wind, according to Lt. He reported no difficulty in navigating either ship through the boom gates at Scapa Flow. The Nelson and the Rodney were the only battleships to never have bumped the boom gate vessel as they passed through Hoxa Sound.

Their main armament of nine inch mm guns were mounted in triple turrets, the only RN battleships designed in this manner. The guns themselves deviated from standard British designs. Where previous RN weapons fired heavy shells at a moderate velocity, the Nelson' s weapons followed the German practice of a lighter shell at a higher velocity. This change in Director of Naval Ordnance policy was due to British testing of surrendered German equipment post World War I, although much later subsequent testing proved contradictory. Two different rifling rates were tried, and for sometime there was a mixture of barrel types in different turrets, even sometimes within the same turret. The guns suffered considerable barrel wear and had a fairly large dispersion pattern, due mainly to the different riflings that each barrel had as they were refurbished over their lifespan. To compensate for barrel wear muzzle velocities were reduced and a heavier longer shell was tried to offset this, but the cost of producing new shells, and modifying shell handling and storage equipment came at a time when RN funding had been heavily reduced.

Nevertheless these weapons were not generally considered by the RN to be as successful as the previous BL 15 inch Mark I but were considered more successful than the BL 14 inch Mark I fitted to the subsequent King George V class battleships. The need to reduce displacement led to the use of triple mount turrets which had early problems with the ammunition handling and loading machinery.

Rodney and Nelson on Apple Books

These were all carried forward. Rodney was made famous by her very important role in the sinking of the German battleship Bismarck in May During that battle, Rodney ' s nine main guns were credited with an estimated to hits on the German battleship, so being largely responsible for the total disabling of Bismarck s four main gun-turrets and destruction of the superstructure, prior to her sinking. Nelson participated in the bombardment of targets in northern France during and after the Normandy attack. In particular, during the Caen campaign she was credited with the destruction of a group of five Tiger tanks which ventured well into the red zone defined by the German command, which was located at the line of maximum range of the allied battleships 40 km.

The two ships of the class survived the war, but were scrapped in —49 along with almost all other British battleships except Vanguard. The Battle of Jutland had shown the value of firepower and protection over speed and manoeuvrability. The next generation of British warships incorporated this lesson. After the First World War , the Admiralty drew up plans for massive, heavily armoured battlecruisers and battleships, far larger and stronger than all previous vessels. The G3-class battlecruisers would carry inch mm guns, and the proposed N3-class battleships would carry nine inch mm guns, and would be the most powerful vessels afloat. The Royal Navy was planning to hold its superiority in the burgeoning arms race, despite the large warships planned in Japan and the United States.

Development was abruptly curtailed by the Washington Naval Treaty of , which brought the arms race to a halt. The four battlecruisers that had been ordered were cancelled. Some of the material acquired would later be used in Nelson and Rodney. The Treaty limited all nations' battleships to 35, tons and inch guns. The British had successfully ensured that the definition of maximum displacement — the "standard displacement" — excluded both fuel and boiler feed water. They had argued that having to protect the widespread British Empire meant their ships had to carry more of both and they should not be penalised compared to nations, such as Japan, France and Italy, that operated normally much closer to their home bases. As a result, water-filled internal anti-torpedo bulges could be incorporated, which did not contribute to the "dry" standard weights and therefore didn't exceed the treaty displacement limits. The limits of the treaty inevitably led to compromises in the design of two new ships, and the resulting Nelson class sacrificed installed power and hence speed in order that they be well-armed and defended.

They were often referred to as the "Cherry Tree" class, because they had been "cut down by Washington". To reduce the weight of armour, the main gun turrets were mounted all forward, shortening the necessary armoured citadel length. The G3 and N3's had put two turrets forward of the bridge with the third between the bridge and the funnels and aft superstructure. However in the Nelson s, this was taken further and all three were in front of the bridge; with 'B' mount superfiring over 'A', with 'X' turret on the fo'c'sle deck behind 'B', and therefore unable to fire directly forward or aft. The machinery was of necessity limited in weight, size and installed power, and there were only two shafts with quite large screws. In order that flue gasses be kept clear of the superstructure, the boiler rooms were moved behind the engine rooms, exhausting into a single funnel. This orientation also reduced the overall length of the armoured citadel.

As a countermeasure to the limited power, the hull was of a very efficient hydrodynamic form, to attain the best possible speed. Armour weight was also reduced by using an internal, inclined armour belt sloped at 72 degrees vertically, 14" thick over the main magazines and control positions to 13" over the machinery and 6" gun magazines. The slope increased the relative thickness of the belt to a plunging projectile. Water filled compartments surrounded by air-filled torpedo bulges were fitted internally between the external hull of the ship which was not armoured. The outer hull plating was meant to initiate detonation of shells which would then explode outside the armour. The armour scheme was of the " all or nothing " principle; areas were either well protected, from the front of 'A' barbette rearwards to the after 6" turrets, or were not protected at all, disposing of the multiple intermediate thickness of armour seen in older designs. For the first time a British battleship had a single, 6.

The main turrets had 16" NC armour on the faces, 11" on the sides, 7. Lavishly illustrated, each book takes the modeler through a brief history of the subject class, highlighting differences between sisterships and changes in their appearance over their careers. This includes paint schemes and camouflage, featuring color profiles and highly detailed line drawings and scale plans. The modeling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing of the ships, and provides hints on modifying and improving the basic kit. This is followed by an extensive photographic survey of selected high-quality models in a variety of scales, and the book concludes with a section on research references—books, monographs, large-scale plans and relevant websites.

During the war, Nelson survived mine and torpedo damage, while Rodney played a major part in the destruction of the Bismarck , both surviving to be broken up post-war. Apple Books Preview. Help in defending a Rodney by securing its aft arc, as the Rodney will help in sweeping the front lines. Never challenge a Rodney bow in, its guns are concentrated in its bow. Brawl a Rodney if you have to, and a concentrated air strike might be of help, assuming that the ship is not escorted. Sneak past a Rodney and attack it at its stern, if it ever happens at all. Special tip to Alsace and Dunkerque users. You have comparable frontal battery firepower and have much better bow on gun accuracy and are faster. Use this speed in Dunkerque to force a Rodney into a broadside while you remain bow on. Do be very careful however, as the Rodney outdeals the Dunkerque in terms of gun damage and HP.

On Alsace, use this to force a broadside slugfest and fire all your guns at Rodney. Your DPS will sink Rodney before it can deal any substantial damage. However, be careful at doing this also, and prepare to fight with very little HP remaining. An Alsace may or may not survive long enough to sink a Rodney, but will have a high chance to never get to see their ship live in less than a minute. If you are in a ship such as Tirpitz your torpedoes are great assets that can help sink the Rodney while still keeping a decent amount of HP intact. You may not even get to use the torps however, as they are an effective deterrent for any battleship that would have considered a knife fight so be prepared for a long range slugfest just in case. This is what the ship should also appear in Battle of Warships. Battle of Warships Wiki Explore. Wiki Content.

[^PDF/Book]->READ Battleships Rodney & Nelson BY - Witold Koszela Full Version

With regard to the cost I would refer the hon. Member to my reply of 3rd March to my hon. The assumed life of a modern battleship is 20 years

as stated in the introductory note to the Return of Fleets Command The Nelson class was a revolutionary but compromised design, and unsurprisingly there were shortcomings. The rearward location of the superstructure caused manoeuvrability problems in high winds, especially when steaming at low speeds, where the superstructure acted somewhat like a mizzen sail permanently set, causing the ships to "weathervane" but according to Capt. Binney "if this is kept in mind, no real difficulties should be encountered in any circumstances". Binney, Nelson' s captain in the late twenties and later admiral in the Royal Navy also stated "In the early stages of the ship's first commission, there was a general misconception that the Nelson class were unhandy and difficult to manoeuvre.

Both my predecessor and myself sic , however, very soon discovered that this opinion was entirely fallacious! In calm weather, the ship's manoeuvring capabilities are in no way inferior, and in many ways superior to those of Queen Elizabeth or Revenge. This was attributed to the ships having a single centre rudder which was out the propeller race of the twin screws. At sea, however, they were reported to handle well, with a comparatively small Tactical Diameter turning circle particularly when turning into the wind, according to Lt. He reported no difficulty in navigating either ship through the boom gates at Scapa Flow. The Nelson and the Rodney were the only battleships to never have bumped the boom gate vessel as they passed through Hoxa Sound. Their main armament of nine inch mm guns were mounted in triple turrets, the only RN battleships designed in this manner.

The guns themselves deviated from standard British designs. Where previous RN weapons fired heavy shells at a moderate velocity, the Nelson' s weapons followed the German practice of a lighter shell at a higher velocity. This change in Director of Naval Ordnance policy was due to British testing of surrendered German equipment post World War I, although much later subsequent testing proved contradictory. Two different rifling rates were tried, and for sometime there was a mixture of barrel types in different turrets, even sometimes within the same turret. The guns suffered considerable barrel wear and had a fairly large dispersion pattern, due mainly to the different riflings that each barrel had as they were refurbished over their lifespan.

To compensate for barrel wear muzzle velocities were reduced and a heavier longer shell was tried to offset this, but the cost of producing new shells, and modifying shell handling and storage equipment came at a time when RN funding had been heavily reduced. Nevertheless these weapons were not generally considered by the RN to be as successful as the previous BL 15 inch Mark I but were considered more successful than the BL 14 inch Mark I fitted to the subsequent King George V class battleships.

The need to reduce displacement led to the use of triple mount turrets which had early problems with the ammunition handling and loading machinery. Also the heavier weight of the triple Vs a twin turret meant increased stresses on the roller bearings when training the turrets. This was solved by the incorporation of both vertical as well as horizontal roller bearings. The triple mount turret proved itself, when in October , one turret crew with two years experience loaded and fired 33 rounds without mishap. Finally, the blast of the guns disrupted some officers on the bridge to such an extent that the guns of 'X' turret were usually prohibited from firing abaft of the beam at high elevations of 40 degrees during peacetime practice firing.

Fitting tempered glass in the bridge windows was tried, but gun blast shattered some of them and filled the bridge with flying debris. A great deal of effort was expended in correcting this problem, and fitting of protective ledges below the bridge windows proved successful. Brown tells of a test firing that was suspended when DNC observer, H. Pengelly, who was beneath the foredeck, reported a bright red flash after firing. This was later discovered to be caused by concussion of the observers' eyeballs. Because of their unusual silhouette, HMS Nelson and her sister Rodney were sarcastically nicknamed Nelsol and Rodnol by the Royal Navy ratings who never served in these ships — their manoeuvrability issues and single-funnelled silhouettes reminded Navy men of oil tankers, and a series of fleet oilers that had been built during the First World War that bore names ending in "ol". By the end of the war, the two ships had seen hard use without any significant refit or repair and were worn out, especially their machinery.

Military Wiki Explore. Popular pages. Grant Harry Welsh. Project maintenance. This product hasn't received any reviews yet. Be the first to review this product! Shop By Manufacturer. Shop By Model Type. Shop By Scale. Please wait Summer Deals! Armored Vehicles. Ships and Subs. Action Figures. Sculptures Roaring Glory Warbirds. Display Cases Imex. See 4 more pictures. De Agostini.

Battleships Nelson & Rodney | IPMS/USA Reviews

By clicking 'Accept' you are agreeing to our use of cookies for content personalisation, analytics, navigation and marketing purposes. To find out more about how WHSmith use cookies Read our cookie policy. We use different types of cookies to optimize your experience on our website. Click on the categories below to learn more about their purpose. You can change your cookie permissions at any time. Remember that disabling cookies may affect your experience on the website. Please read our Cookie Policy. These cookies are strictly necessary to provide you with the services available through our websites and to use some of its features, such as access to secure areas. These cookies are used to enhance the performance and functionality of our websites but are non-essential to their use. However, without these cookies, certain functionality like videos may become unavailable.

These cookies are used to make advertising messages more relevant to you. They perform functions like preventing the same ad from continuously reappearing, ensuring that ads are properly displayed for advertisers, and in some cases selecting advertisements that are based on your interests. An example of an marketing cookie: uuid. These are cookies that have not yet been categorized. We are in the process of classifying these cookies with the help of their providers. Manage In Chrome.

Manage In Explorer. Manage In Safari. Before the war, the Rodney usually served the role of a flagship for the Home Fleet of the Royal Navy. During , the Rodney participated in the sinking of the Bismarck and numerous other operations thereafter. Being a purpose built Bow-on ship, Rodney should always be employed as such. Never show your broadside unless you are at extreme ranges to take advantage of a Rodneys accuracy at such ranges with a broadside. Her achilles heel is her speed. Only 23 knots out of the box and a max of 27 even when maxed, she is a

slow ship by all definitions.

When employed properly, Rodney can stand toe to toe against the likes of Yamato despite it's overall inferior stats. Another semi-unique trait of Rodney that is shared by some of the other high tier battleships is that it has critical multipliers in close range. This allows the Rodney to deal potentially 45K dmg per salvo from the base max of 33k, or from 48k to 57k when equipped with damage boosting flags. Due to the fact that all guns are located at the bow of the ship, always face the enemy bow on.

But if the battle calls for it, going broadside can also be advised. Its gun accuracy is also becomes better when on broadside. Don't try to rush in to the enemy team all alone because you don't really have the speed to outrun the hostile warships just in case you got yourself mispositioned. Also, stay close to allies to defend yourself from hostile aircraft because the Rodney doesn't really win any prizes when it comes to AA defense, as a matter of fact, she has one of the weakest AA armament in the whole low-tier.

Apart from that, this would as help you protect your aft. Always give a helping hand to a Rodney in need, and if you are a cruiser, or a warship with good AA, stick with your ally Rodney as much as possible. This would give Rodney the much needed AA cover and you will have a BB that, who knows, might help in turning the tide of battle thanks to its large guns. Help in defending a Rodney by securing its aft arc, as the Rodney will help in sweeping the front lines. Never challenge a Rodney bow in, its guns are concentrated in its bow. Brawl a Rodney if you have to, and a concentrated air strike might be of help, assuming that the ship is not escorted.

Sneak past a Rodney and attack it at its stern, if it ever happens at all. Special tip to Alsace and Dunkerque users. You have comparable frontal battery firepower and have much better bow on gun accuracy and are faster. Use this speed in Dunkerque to force a Rodney into a broadside while you remain bow on. Do be very careful however, as the Rodney outdeals the Dunkerque in terms of gun damage and HP.

NutriBullet Smoothie Recipe : 25 Superfood Smoothie Recipes For Better Health, Energy and Weight Los