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Dönitz concentrated groups of U-boats against the convoys and had them attack on the surface at night. In addition the Germans were helped by Italian submarines which in early 1941 actually surpassed the number of German U-boats.

~~Karl Dönitz — Wikipedia~~

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Karl Dönitz, (born September 16, 1891, Grünau-bei-Berlin, Germany—died December 24, 1980, Aumühle, West Germany), German naval officer and creator of Germany's World War II U-boat fleet who for a few days

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succeeded Adolf Hitler as German head of state.

~~Karl Donitz | Biography & Facts | Britannica~~

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Dönitz in September 1935 as commander of the 1st Flotilla 'Wediggen'

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with 3 U-boats (U-7, U-8 and U-9). On 1 Jan, 1936 he became the Führer der Unterseeboote (FdU), this title was changed on the 19 Sep, 1939 to BdU.

~~uboat.net — The Men — Karl Dönitz — The U boat Wars 1939 ...~~

In May 1918 six U-boats under the command of KL Rucker, in U-103, were operating in the English Channel; U-103 made contact with a troop convoy, but was rammed and sunk by the troopship Olympic before she could attack, while U-70 found convoy HS 38 but managed only one torpedo attack, which missed.

~~Wolfpaek (naval tactic) — Wikipedia~~

Following the re-introduction of u-boats to the German fleet, Doenitz was promoted to captain and given command of the 1st U-boat Flotilla in September 1935 which consisted of U-7, U-8, and U-9. Though initially concerned about the capabilities of early British sonar systems, such as ASDIC, Doenitz became a leading advocate for submarine warfare.

~~U boat Admiral: Grand Admiral Karl Doenitz — ThoughtCo~~

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This unique WWII history combines the memoirs of a Nazi Admiral with secret British naval reports for a comprehensive view of the U-Boat war. The memoirs of Admiral Karl Dönitz, Ten Years and Twenty Days, are a fascinating first-hand account of the Battle of the Atlantic as seen from the headquarters of the U-boat fleet. Now, noted naval historian Jak P. Mallmann Showell has combined Dönitz's memoirs in a parallel text with the British Admiralty's secret Monthly Anti-Submarine Reports to produce a unique view of the U-boat war as it was perceived at the time by both sides. The British Monthly Anti-

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Submarine Reports were classified documents issued only to senior officers hunting U-boats. They were supposed to have been returned to the Admiralty and destroyed at the end of the War, but by chance a set survived in the archives of the Royal Navy's Submarine Museum in Gosport. They offer significant and hitherto unavailable insight into the British view of the Battle of the Atlantic as it was being fought. With expert analysis of these firsthand sources from opposing sides of the conflict, Jak P. Mallmann Showell presents what may be the most complete contemporary account of the desperate struggle in the North Atlantic during the Second World War.

German submarine operations against allied convoys, during March 1943 is critically analyzed from an operational perspective. The theater commander's operational scheme is dissected for the purpose of identifying lessons which can be applied to the planning and execution of today's theater operations. A brief historical account of the early phases of the war and the events and decisions which preceded the critical convoy battles will be followed by an analysis of the operational scheme employed by Admiral Dönitz. German victory during the spring offensive clearly demonstrated numerous operational successes, a reasonably well conceived operational plan, and proof positive of the potential for a larger scale victory. Yet history

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recorded Germany's ultimate defeat in the Battle of the Atlantic. This analysis identified three significant flaws which led to the German demise; first, strategic guidance and operational means were inadequately reconciled which prevented the proper execution of the operational plan; second, operational intelligence and reconnaissance were inadequately exploited; third, Germany failed to coordinate and execute joint operations between service arms, specifically the lack of air assets in support of vital U-boat operations. Clearly one must conclude a reasonable operational plan has marginal chance for success when strategic guidance and joint coordination are incompatible with theater objective accomplishment.

By the end of 1943 the German submarine war on Atlantic convoys was all but defeated, beaten by superior technology, code-breaking and air power. With losses mounting, Dönitz withdrew the wolfpacks, but in a surprise change of strategy, following the D-Day landings in June 1944, he sent his U-boats into coastal waters, closer to home, where they could harass the crucial Allied supply lines to the new European bridgehead. Caught unawares, the British and American navies struggled to cope with a novel predicament -in shallow waters submarines could lie undetectable on the bottom, and given opera.

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\*Includes pictures \*Includes accounts of fighting by soldiers on both sides \*Includes online resources and a bibliography for further reading \*Includes a table of contents "We in the tower were given a chance to view the holocaust. Three vessels lay heavily listing, shooting smoke and fire columns into the air. White lifeboats hung head-down in their davits. Two destroyers raced toward the dying ships. It was a painting of rare and vivid colors." - U-boat commander Herbert A. Werner, describing a submarine attack in August 1941 (Werner, 2002, 53). Danger prowled under both the cold gray waters of the North Sea and the shimmering blue waves of the tropical Atlantic during World War II as Adolf Hitler's Third Reich attempted to strangle Allied shipping lanes with U-boat attacks. German and British submarines combed the vast oceanic battlefield for prey, while scientists developed new technologies and countermeasures. Submarine warfare began tentatively during the American Civil War (though the Netherlands and England made small prototypes centuries earlier, and the American sergeant Ezra Lee piloted the one-man "Turtle" vainly against HMS Eagle near New York in 1776). Britisher Robert Whitehead's invention of the torpedo introduced the weapon later used most frequently by submarines. Steady improvements to Whitehead's design led to the military torpedoes deployed against shipping during both World Wars. World War I witnessed the First Battle of the Atlantic,

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when the Kaiserreich unleashed its U-boats against England. During the war's 52.5 months, the German submarines sent much of the British merchant marine to the bottom. Indeed, German reliance on U-boats in both World War I and World War II stemmed largely from their nation's geography. The Germans eventually recognized the primacy of the Royal Navy and its capacity to blockade Germany's short coastline in the event of war. While the British could easily interdict surface ships, submarines slipped from their Kiel or Hamburg anchorages unseen, able to prey upon England's merchant shipping. During World War I, German U-boats operated solo except on one occasion. Initially, the British and nations supplying England with food and materiel scattered vessels singly across the ocean, making them vulnerable to the lone submarines. However, widespread late war re-adoption of the convoy system tipped the odds in the surface ships' favor, as one U-boat skipper described: "The oceans at once became bare and empty; for long periods at a time the U-boats, operating individually, would see nothing at all; and then suddenly up would loom a huge concourse of ships, thirty or fifty or more of them, surrounded by a strong escort of warships of all types." (Blair, 1996, 55). World War I proved the value of submarines, ensuring their widespread employment in the next conflict. Besides Germany and Britain, Japan and the United States also built extensive submarine fleets before and/or during the war.

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One critical innovation in World War II's Atlantic U-boat operations consisted of wolf-pack tactics, in which Admiral Karl Dönitz put great faith: "The greater the number of U-boats that could be brought simultaneously into the attack, the more favourable would become the opportunities offered to each individual attacker. [...] it was obvious that, on strategic and general tactical grounds, attacks on convoys must be carried out by a number of U-boats acting in unison." (Dönitz, 1990, 4). However, even the wolf-pack proved insufficient to defeat the Atlantic convoys and stop Allied commerce – the precise opposite of the Pacific theater, where America's excellent submarine forces annihilated much of Japan's merchant marine and inflicted severe damage on the Imperial Japanese Navy.

The story of the last world war, as told by Grand Admiral Karl Doenitz himself. His memoir covers his early career with submarines in the First World War and follows both his successes and failures through the Second World War, with great detail on the way the U-boat campaign was waged, as told by the man who invented U-boat tactics. Doenitz includes details of the U-boat campaigns during the Second World War as well as the opinions, ideas and commentary on the period. Of particular interest are the comments regarding British and American conduct during the war. An important social document, and an

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invaluable source for any student of the last war. He became the last Führer of Germany after Hitler's suicide in May 1945 and the book's subtitle, *Ten Years and Twenty Days*, is a direct reference to the time Karl Doenitz spent in Spandau Prison having been convicted of war crimes following trial at Nuremberg.

\*Includes pictures \*Includes accounts of fighting \*Includes online resources and a bibliography for further reading Submarine warfare began tentatively during the American Civil War (though the Netherlands and England made small prototypes centuries earlier, and the American sergeant Ezra Lee piloted the one-man "Turtle" vainly against HMS Eagle near New York in 1776). Robert Whitehead's invention of the torpedo introduced the weapon later used most frequently by submarines. Steady improvements to Whitehead's design led to the military torpedoes deployed against shipping during both World Wars. During World War I, German U-boats operated solo except on one occasion. Initially, the British and nations supplying England with food and materiel scattered vessels singly across the ocean, making them vulnerable to the lone submarines. However, widespread late war re-adoption of the convoy system tipped the odds in the surface ships' favor, as one U-boat skipper described: "The oceans at once became bare and empty; for long periods at a time the U-boats, operating

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individually, would see nothing at all; and then suddenly up would loom a huge concourse of ships, thirty or fifty or more of them, surrounded by a strong escort of warships of all types." (Blair, 1996, 55). World War I proved the value of submarines, ensuring their widespread employment in the next conflict, but by using U-boats against the shipping that kept Britain supplied, it might have ultimately cost Germany and Austria-Hungary the war by providing a reason for President Woodrow Wilson to bring the United States into the struggle. One critical innovation in World War II's Atlantic U-boat operations consisted of wolf-pack tactics, in which Admiral Karl Dönitz put great faith: "The greater the number of U-boats that could be brought simultaneously into the attack, the more favourable would become the opportunities offered to each individual attacker. [...] it was obvious that, on strategic and general tactical grounds, attacks on convoys must be carried out by a number of U-boats acting in unison." (Dönitz, 1990, 4). However, even the wolf-pack proved insufficient to defeat the Atlantic convoys and stop Allied commerce - the precise opposite of the Pacific theater, where America's excellent submarine forces annihilated much of Japan's merchant marine and inflicted severe damage on the Imperial Japanese Navy. Submarines exercised a decisive impact on the outcome of the Pacific Theater in World War II. The U.S. submarine fleet, largely though not exclusively

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under the overall command of Vice Admiral Charles Lockwood, strangled the supply lines and shipping traffic of the Empire of Japan. Their commerce raiding crippled both Japan's ability to keep its frontline units supplied and to manufacture the weapons, vessels, and vehicles needed to successfully carry on the struggle. Though constituting only 1.6% of the total U.S. Navy's tonnage in the Pacific, the submarine fleet inflicted massive losses on the Imperial Japanese Navy and Japan's crucial merchant marine. Submarines sank 55% of the merchant shipping lost, or approximately 1,300 vessels; overall, the Allies sank 77% of Japan's shipping. The submarines also sank 214 Japanese warships, including 82 of 1,000 tons or more - 4 carriers, 4 escort carriers, one battleship, 4 heavy cruisers, 9 light cruisers, 38 destroyers, and 23 submarines - or approximately 30% of the entire Imperial Japanese Navy. The sleek, predatory craft made in the shipyards of Virginia, Wisconsin, or Washington state devastated the naval and freighter assets of the Empire of the Rising Sun out of all proportion to their numbers, at a cost of 42 submarines on "Eternal Patrol." Submarines and the World Wars: The History of Submarine Warfare in World War I and World War II analyzes the underwater fighting during both great conflicts.

On 17 September 1942 Admiral Karl Donitz, C-in-C U-boats, issued the

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following directive:??To all Commanders - 'All attempts to rescue members of ships sunk, therefore also fishing out swimmers and putting them into lifeboats, righting capsized lifeboats, handing out provisions and water, have to cease. Rescue contradicts the most fundamental demands of war for the annihilation of enemy ships and crews'.??This order ended what had hitherto been a war in which the opposing factions treated each other with a certain respect, seaman to seaman, showing mercy where mercy was due. It also marked the point at which the Battle of the Atlantic became a dirty war of attrition, with the U-boats hunting in packs snarling and snapping at the heels of the hard-pressed convoys. Ships began to go down like corn before the reaper, men were dying in their hundreds in the cold grey waters of the great ocean. This was a battle without quarter. A battle the U-boats would have won had it not been for the grit and determination of the convoy escorts and the unflagging resilience of the men who manned the vulnerable merchant ships.??This book faithfully records the progress of the Battle of the Atlantic, which began within hours of the declaration of war on 3 September 1939 and continued without let-up until the last torpedo was fired on the night of 7 May 1945, just one hour before Germany surrendered. The story is told from both sides of the periscope.

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Western sea power. In this way, Dnitz's last gamble set the course of post-war anti submarine development.

Long Night of the Tankers is the story of the German effort to cut the Caribbean off from Britain, the United States and Canada and the desperate defence mounted by the Allies, along with a half dozen other Caribbean and South American nations. The loss of the oil threatened Britain's ability to wage war; the loss of the tankers almost strangled the oil supply to America's industrial north east. When even Churchill and Roosevelt began to worry about the vulnerable Caribbean, the US and its allies poured thousands of men, hundreds of aircraft and dozens of ships into the Caribbean region, organized an effective convoy system and rallied the Central and South American nations against the Germans. By mid 1944, the Caribbean had become an Allied lake and the submarine threat was defeated. But to this day, the old timers of the islands still remember the oil-soaked beaches, the explosions in the night and the bodies of dead sailors washed ashore that marked this dramatic chapter in the Second World War.

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