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Chapter 1 : Larrie Ferreiro | The Catholic University of America - calendrierdelascience.com

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Her name and the type of the entire class of warships that was named after her stems from archaic English in which "dreadnought" means "a fearless person". Likewise, the generation of ships she made obsolete became known as " pre-dreadnoughts ". He convened a "Committee on Designs" to evaluate the alternative designs and to assist in the detailed design work. Dreadnought was the first battleship of her era to have a uniform main battery , rather than having a few large guns complemented by a heavy secondary armament of smaller guns. She was also the first capital ship to be powered by steam turbines , making her the fastest battleship in the world at the time of her completion. Nor did Dreadnought participate in any of the other World War I naval battles. In May she was relegated to coastal defence duties in the English Channel , not rejoining the Grand Fleet until The ship was reduced to reserve in and sold for scrap two years later. A related problem was that the shell splashes from the more numerous smaller weapons tended to obscure the splashes from the bigger guns. Either the smaller- calibre guns would have to hold their fire to wait for the slower-firing heavies, losing the advantage of their faster rate of fire, or it would be uncertain whether a splash was due to a heavy or a light gun, making ranging and aiming unreliable. Keeping the range open generally negated the threat from torpedoes and further reinforced the need for heavy guns of a uniform calibre. The RN modified the design of the Lord Nelson-class battleships to include a secondary armament of 9. In January , he convened a "Committee on Designs", including many members of his informal group, to evaluate the various design proposals and to assist in the detailed design process. While nominally independent it served to deflect criticism of Fisher and the Board of Admiralty as it had no ability to consider options other than those already decided upon by the Admiralty. Fisher appointed all of the members of the committee and he was President of the Committee. Before disbanding on 22 February, it decided on a number of other issues, including the number of shafts up to six were considered , the size of the anti-torpedo boat armament,[17] and most importantly, to add longitudinal bulkheads to protect the magazines and shell rooms from underwater explosions. It was decided due to the experimental nature of the design to delay placing orders for any other ships until the "Dreadnought" and her trials had been completed. Seven iterations were required before the final hull form was selected. Once the design was finalized a team of three assistant engineers and 13 draughtsmen produced detailed drawings. Dreadnought was significantly larger than the two ships of the Lord Nelson class, which were under construction at the same time. She had an overall length of feet This was very unpopular with the officers, not least because they were now berthed near the noisy auxiliary machinery while the turbines made the rear of the ship much quieter than they had been in earlier steamships. This arrangement lasted among the British dreadnoughts until the King George V class of Dreadnought was the first battleship to use steam turbines in place of the older reciprocating triple-expansion steam engines. She had two paired sets of Parsons direct-drive turbines, each of which was housed in a separate engine-room and drove two shafts. The wing shafts were coupled to the high-pressure ahead and astern turbines and the low-pressure turbines to the inner shafts. A cruising turbine was also coupled to each inner shaft, although these were not used often and were eventually disconnected. Dreadnought was designed for 21 knots Two pounder guns are mounted on the roof for defence against torpedo boats. Beyond these limits she could fire six guns aft, and four forward. The rate of fire of these guns was one to two rounds per minute. Their rate of fire was 15 rounds per minute. Gun trials in December proved that this was more difficult than expected and the two port guns from the forecastle and the outer starboard gun from the quarterdeck were transferred to turret roofs, giving each turret two guns. The remaining forecastle guns and the outer port gun from the quarterdeck were removed by the end of , which reduced the total to twenty-four guns. A year later, the two guns at the rear of

the superstructure were removed, reducing her to twenty-two guns. Two of the quarterdeck guns were given high-angle mounts for anti-aircraft duties and the two guns abreast the conning tower were removed in The guns fired a 6-pound 2. They fired a Each compartment had two torpedo tubes, one on each broadside , except for the stern compartment which only had one torpedo tube. The stern torpedo compartment was shared with the steering gear. The control positions for the main armament were located in the spotting top at the head of the foremast and on a platform on the roof of the signal tower. Data from a 9-foot 2. Voice pipes were retained for use between the Transmitting Station and the control positions. The turrets, Transmitting Stations, and control positions could be connected in almost any combination. An additional 9-foot rangefinder was installed on the compass platform. It combined the functions of the Dumaresq and the range clock. This consisted of a fire-control director mounted high in the ship which electrically provided data to the turrets via pointers, which the turret crew were to follow. The director layer fired the guns simultaneously which aided in spotting the shell splashes and minimised the effects of the roll on the dispersion of the shells. A prototype was fitted in Dreadnought in , but it was removed to avoid conflict with her duties as flagship of the Home Fleet. The exact date of the installation of the director is not known, other than it was not fitted before the end of , and it was most likely mounted during her Aprilâ€"June refit. An 8-inch belt sat above the main belt, but only ran as high as the main deck. The thickness of the main deck ranged from 0. The middle deck was 1. The lower deck armour was 1. Most of lower frames are in place plus a few of the beams which will support the armoured deck. Dreadnought was the sixth ship of the RN to bear the name. The slip was screened from prying eyes and attempts made to indicate that the design was no different than other battleships. Whereas on previous ships the men had worked a hour week, they were required on the "Dreadnought" to work a hour, six day week from 6am to 6pm, which included compulsory overtime with only a minute lunch break. While double shifting was considered to ease the long hours which were unpopular with the men, this was not possible due to labour shortages. By Day 20 the forward part of the bow was in position and the hull plating was well underway. By Day 55 all of the upper deck beams were in place and by Day 83 the upper deck plates were in position. By Day 4 February the hull was finished. Dreadnought was christened with a bottle of Australian wine[42] by King Edward VII on 10 February ,[43] after only four months on the ways. The bottle required multiple blows to shatter on a bow that later became famous. Following the launch, fitting out of the ship occurred at No. On the 9th she undertook her eight hour long full power contractor trials off Polperro on the Cornwall Coast during which she averaged She returned to Portsmouth for gun and torpedo trials before she completed her final fitting out. She was commissioned into the fleet on 11 December , fifteen months after she was laid down. His report stated, "No member of the Committee on Designs dared to hope that all the innovations introduced would have turned out as successfully as had been the case. Between September and December she was training in the Mediterranean Sea. U had broken the surface immediately ahead of Dreadnought after firing a torpedo at HMS Neptune, and Dreadnought cut the submarine in two after a short chase. Dreadnought became flagship of the 3rd Battle Squadron on 9 July, based at Sheerness on the Thames , part of a force of pre-dreadnoughts intended to counter the threat of shore bombardment by German battlecruisers. During this time she fired her AA guns at German aircraft that passed over her headed for London. She returned to the Grand Fleet in March , resuming her role as flagship of the 4th Battle Squadron, but was paid off in July to begin another refit. With the war over she was paid off on 7 August into the Reserve at Devonport and moved to Rosyth on 25 February where she was recommissioned as the tender Hercules to act as a parent ship for the Reserve. He commissioned her for her trials and took her on the shakedown cruise in to the West Indies. Madden , 12 August to 1 December Moore, 1 December to 30 July Captain Herbert Richmond , 30 July to 4 April Captain Sydney Fremantle , 28 March to 17 December Captain Wilmot Nicholson , 17 December to 1 July Wardle, January, to 20 April Coppinger, 25 February to 31 March and, from 16 December, in charge of ships designated for disposal in the Scottish Command. Her design so thoroughly eclipsed earlier types that subsequent battleships of all nations were generically known as " dreadnoughts " and older battleships as " pre-dreadnoughts ". Her very short construction time was

intended to demonstrate that Britain could build an unassailable lead in the new type of battleships. The name will be used again for the lead ship of the new class of Trident missile submarines. The USS New York may have sunk a submarine in October , when she accidentally collided with what was suspected to be a submerged U-boat. That sinking has never been conclusively established, however.

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In lieu of an abstract, here is a brief excerpt of the content: Ferreiro bio The Dreadnought and the Edwardian Age. Edited by Robert J. Aldershot, Hants and Burlington, Vt.: In the century that had passed since the battle of Trafalgar, warships and naval tactics had evolved in slow, halting steps. The all-big-gun, advanced-fire-control, steam-turbine-powered Dreadnought embodied a complete set of revolutionary technologies and tactics that instantly put paid to all previous battleships. Other navies were developing ships along the same linesâ€”USS Michigan was already on the drawing boardâ€”but Dreadnought got there first. The name Dreadnought quickly became the metonym for the modern battleship, and its unique profile became instantly recognizable as an icon of British might. Over the subsequent century, the strategic and technological impact of Dreadnought has been written about and discussed perhaps more than any other warship of the twentieth century. Exactly one hundred years after its launch, a group of scholars convened at the National Maritime Museum in Greenwich, UK, to participate in an "experiment" p. The eleven chapters in this fairly thin book are written by noted experts in their fields and place the ship within its symbolic, political, cultural, and operational contexts. Martin Daunton, an economic historian, examines the shift in British taxation policies from tariff-heavy to those favoring a more progressive income tax, which allowed "the British government [to] afford both old age pensions and HMS Dreadnought and its successors" p. Dreadnought was an overt political statement aimed unsuccessfully at deterring foreign powersâ€”notably Germanyâ€”from building up their fleets. Michael Epkenhans, author of numerous books on German military history, looks at Dreadnought [End Page] through the eyes of German admiral Alfred von Tirpitz, who at first saw the ship as a "golden opportunity" for Germany to build up its fleet and attain parity with Britain, since both navies were starting at "point zero" p. He came to rue this decision as Britain outspent and outbuilt Germany, and when war came, outfought it as well. The final section locates Dreadnought within its more traditional historiography of technology and operations. Crosbie Smith, who has studied the concepts of efficiency and effectiveness in the works of Lord Kelvin, applies the same lens to Charles Parsons, developer of the steam turbine, and to the aforementioned Jacky Fisher. Naval analyst and historian Eric Grove provides a welcome potted history of HMS Dreadnought that would have perhaps been better placed at the beginning of the book, to provide much-needed context. John Brooks, whose revisionist history You are not currently authenticated. View freely available titles:

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Part IV Technological and Operational Contexts: Dreadnought science; the cultural construction of efficiency and effectiveness, Crosbie Smith; The battleship Dreadnought: technological, economic and strategic contexts, Eric Grove; Grand battle-fleet tactics: from the Edwardian age to Jutland, John Brooks; HMS Dreadnought and the tides of history, Paul Kennedy; Index.

A related problem was that the shell splashes from the more numerous smaller weapons tended to obscure the splashes from the bigger guns. Either the smaller- calibre guns would have to hold their fire to wait for the slower-firing heavies, losing the advantage of their faster rate of fire, or it would be uncertain whether a splash was due to a heavy or a light gun, making ranging and aiming unreliable. Keeping the range open generally negated the threat from torpedoes and further reinforced the need for heavy guns of a uniform calibre. The RN modified the design of the Lord Nelson-class battleships to include a secondary armament of 9. In January , he convened a "Committee on Designs", including many members of his informal group, to evaluate the various design proposals and to assist in the detailed design process. While nominally independent it served to deflect criticism of Fisher and the Board of Admiralty as it had no ability to consider options other than those already decided upon by the Admiralty. Fisher appointed all of the members of the committee and he was President of the Committee. Before disbanding on 22 February, it decided on a number of other issues, including the number of shafts up to six were considered , the size of the anti-torpedo boat armament, [17] and most importantly, to add longitudinal bulkheads to protect the magazines and shell rooms from underwater explosions. It was decided due to the experimental nature of the design to delay placing orders for any other ships until the "Dreadnought" and her trials had been completed. Seven iterations were required before the final hull form was selected. Once the design was finalized a team of three assistant engineers and 13 draughtsmen produced detailed drawings. Dreadnought was significantly larger than the two ships of the Lord Nelson class, which were under construction at the same time. She had an overall length of feet This was very unpopular with the officers, not least because they were now berthed near the noisy auxiliary machinery while the turbines made the rear of the ship much quieter than they had been in earlier steamships. This arrangement lasted among the British dreadnoughts until the King George V class of Dreadnought was the first battleship to use steam turbines in place of the older reciprocating triple-expansion steam engines. She had two paired sets of Parsons direct-drive turbines, each of which was housed in a separate engine-room and drove two shafts. The wing shafts were coupled to the high-pressure ahead and astern turbines and the low-pressure turbines to the inner shafts. A cruising turbine was also coupled to each inner shaft, although these were not used often and were eventually disconnected. Dreadnought was designed for 21 knots Two pounder guns are mounted on the roof for defence against torpedo boats. Beyond these limits she could fire six guns aft, and four forward. The rate of fire of these guns was one to two rounds per minute. Their rate of fire was 15 rounds per minute. Gun trials in December proved that this was more difficult than expected and the two port guns from the forecastle and the outer starboard gun from the quarterdeck were transferred to turret roofs, giving each turret two guns. The remaining forecastle guns and the outer port gun from the quarterdeck were removed by the end of , which reduced the total to twenty-four guns. A year later, the two guns at the rear of the superstructure were removed, reducing her to twenty-two guns. Two of the quarterdeck guns were given high-angle mounts for anti-aircraft duties and the two guns abreast the conning tower were removed in The guns fired a 6-pound 2. They fired a Each compartment had two torpedo tubes, one on each broadside , except for the stern compartment which only had one torpedo tube. The stern torpedo compartment was shared with the steering gear. The control positions for the main armament were located in the spotting top at the head of the foremast and on a platform on the roof of the signal tower. Data from a 9-foot 2. Voice pipes were retained for use between the Transmitting Station and the control positions. The turrets, Transmitting Stations, and control positions could be connected in almost any combination. An additional 9-foot rangefinder was

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The Dreadnought and the Edwardian Age Edited by ROBERT calendrierdelascience.com National Maritime Museum, London, UK ANDREW LAMBERT King's College, London, UK and JAN RUGER.

The Imperial German Navy was an exception, continuing to use millimetre Many early dreadnoughts carried a secondary armament of very light guns designed to fend off enemy torpedo boats. However, the caliber and weight of secondary armament tended to increase, as the range of torpedoes and the staying power of the destroyers expected to carry them also increased. From the end of World War I onwards, battleships had also to be equipped with anti-aircraft armament, typically a large number of light guns. In theory, a line of battleships so equipped could unleash a devastating volley of torpedoes on an enemy line steaming a parallel course. In practice, torpedoes fired from battleships scored very few hits, while there was a risk that a stored torpedo would cause a dangerous explosion if hit by enemy fire. Dreadnought, and the British ships which immediately followed her, carried five turrets: This allowed three turrets to fire ahead and four on the broadside. This layout also meant that the entire main battery could fire on the broadside, though fewer could fire end-on. It also meant the hull would be longer, which posed some challenges for the designers; a longer ship needed to devote more weight to armor to get equivalent protection, and the magazines which served each turret interfered with the distribution of boilers and engines. This involved raising one or two turrets so they could fire over a turret immediately forward or astern of them. Navy adopted this feature with their first dreadnoughts in , but others were slower to do so. As with other layouts there were drawbacks. Initially, there were concerns about the impact of the blast of the raised guns on the lower turret. Raised turrets also raised the center of gravity of the ship, and might reduce the stability of the ship. Nevertheless, this layout made the best of the firepower available from a fixed number of guns, and was eventually adopted generally. By World War II, superfiring was entirely standard. Initially, all dreadnoughts had two guns to a turret. However, one solution to the problem of turret layout was to put three or even four guns in each turret. Fewer turrets meant the ship could be shorter, or could devote more space to machinery. On the other hand, it meant that in the event of an enemy shell destroying one turret, a higher proportion of the main armament would be out of action. The risk of the blast waves from each gun barrel interfering with others in the same turret also reduced the rate of fire from the guns somewhat. Main armament power and caliber Edit Rather than try to fit more guns onto a ship, it was possible to increase the power of each gun. This could be done by increasing either the caliber of the weapon and hence the weight of shell, or by lengthening the barrel to increase muzzle velocity. Either of these offered the chance to increase range and armor penetration. As guns fire, their barrels wear out, losing accuracy and eventually requiring replacement. At times, this became problematic; the U. Navy seriously considered stopping practice firing of heavy guns in because of the wear on the barrels. However, the big advantage of increasing caliber was that heavier shells are also affected less by air resistance, and so retain greater penetrating power at long range. The German navy, for instance, generally used a lighter caliber than the equivalent British ships, e. However, because German metallurgy was superior, the German inch gun was superior to the British inch in terms of shell weight and muzzle velocity; and because the German guns were lighter than the British In all navies, the caliber of guns increased and the number of guns tended to decrease to compensate. The fewer guns needed meant distributing them became less of an issue, and centerline turrets became entirely the norm. However, the Washington Naval Treaty meant these plans with their mammoth guns never got off the drawing board. Secondary armament Edit The first dreadnoughts tended to have a very light secondary armament intended to protect them from torpedo boats. Dreadnought herself carried pounder guns; each of her twenty-two pounders could fire at least 15 rounds a minute at any torpedo boat making an attack. Therefore, there was no need to armor the secondary gun armament, or to protect the crews from the blast effects of the main guns. In this context, the light guns tended to be mounted in unarmored positions high on the ship to minimize weight and maximize field of fire. Destroyers, in contrast to torpedo boats, were

expected to attack as part of a general fleet engagement, so it was necessary for the secondary armament to be protected against shell splinters from heavy guns, and the blast of the main armament. This philosophy of secondary armament was adopted by the German navy from the start; Nassau, for instance, carried twelve mm 5. Also, it was felt that the secondary armament could play an important role in driving off enemy cruisers from attacking a crippled battleship. A hit from a light gun could not be relied on to stop a destroyer. Heavier guns could not be relied on to hit a destroyer, as experience at the Battle of Jutland showed. The casemate mountings of heavier guns also proved problematic; being low in the hull, they proved liable to flooding, and on several classes some were removed and plated over. The only sure way to protect a dreadnought from destroyer or torpedo boat attack was to escort it with its own destroyer squadron. After World War I the secondary armament tended to be mounted in turrets on the upper deck and around the superstructure. This allowed a wide field of fire and good protection without the negative points of casemates. Increasingly through the s and s the secondary guns were seen as a major part of the anti-aircraft battery, with high-angle, dual-purpose guns increasingly adopted. Designers spent much time and effort to provide the best possible protection for their ships against the various weapons they would be faced with. However, only so much weight could ever be devoted to protection, without compromising speed, firepower or seakeeping. This was a box, with four armored walls and an armored roof, around the most important parts of the ship. The sides of the citadel were the "armored belt" of the ship, which started on the hull just in front of the forward turret and ran to just behind the aft turret. The ends of the citadel were two armored bulkheads, fore and aft, which stretched between the ends of the armor belt. The "roof" of the citadel was an armored deck. Within the citadel were the boilers, engines, and the magazines for the main armament. A hit to any of these systems could cripple or destroy the ship. In such an encounter, shells would fly on a relatively flat trajectory, and a shell would have to hit at or just about the waterline to damage the vitals of the ship. A shell which struck above the belt armor and exploded could send fragments flying in all directions. These fragments were dangerous, but could be stopped by much thinner armor than what would be necessary to stop an unexploded armor-piercing shell. To protect the innards of the ship from fragments of shells which detonated on the superstructure, much thinner steel armor was applied to the decks of the ship. This arrangement gave some armor to a larger part of the ship; for the very first dreadnoughts, when high-explosive shellfire was still considered a significant threat, this was useful. However, it tended to result in the main belt being very short, only protecting a thin strip above the waterline; some navies found that when their dreadnoughts were heavily laden, the armored belt was entirely submerged.

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Chapter 5 : HMS Dreadnought () - Wikipedia

HMS Dreadnought () is closely associated with the age of empire, the Anglo-German antagonism and the naval arms race before the First World War. Yet it was also linked with a range of other contexts - political and cultural, national and international - that were central to the Edwardian period.

Scholar of Selwyn College. Top marks in single-honours history cohort. Outstanding PhD dissertation prize, awarded every four years. Outstanding article submission from an early career researcher, awarded every two years. Publications Books Scientific governance in Britain, , ed. Manchester, , pp. Farnham, , pp. British naval policy-making, The cultural construction of U. Victorian feeling, Leicester University, UK. Conference, Symposium and Workshop Organisation Science and engineering in cultural context. Conference organiser, University of Kent, UK. Place, Practice and Production in the Great War. Interdisciplinary workshop series convener, University of Kent, UK. Teaching Nazarbayev University Science, politics and the state in comparative context, c. University of Kent Geographies of knowledge, c. Britons, navy and the sea, Second and third year module, convenor, lecturer and seminar leader. Third year special subject module, convenor and seminar leader. Second and third year module, seminar leader. Master level module, convenor, lecturer and seminar leader. Britain, Germany and France in comparison , First year module, convenor, lecturer and seminar leader. First year module, seminar leader. Book manuscripts reviewed for Longman. For University of Kent Postgraduate article writing workshop, University of Kent, convenor

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Contents: Preface, Andrew Lambert and Jan RA1/4ger; Introduction: the Dreadnought and the Edwardian age, Robert J. Blyth; Part I The Symbolism and Significance of Dreadnought: The symbolic value of the Dreadnought, Jan RA1/4ger; The power of a name: tradition, technology and transformation, Andrew Lambert.

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Chapter 8 : HMS Dreadnought () - WikiVisually

This book focuses on HMS Dreadnought, the iconic British battleship of the Edwardian age. Launched in , Dreadnought was the first major warship to be equipped with an all-big-gun armament and to be powered by steam turbines.

Chapter 9 : The Dreadnought and the Edwardian Age : Professor Andrew D. Lambert :

Blyth, Robert J. et al. eds. The Dreadnought and the Edwardian Age () Brooks, John (). Dreadnought Gunnery and the Battle of Jutland: The Question of Fire Control. Naval Policy and History. Abingdon, Oxfordshire: Routledge. ISBN Brown, David K. ().