

1: Bismarck - The History - The Battle of the Denmark Strait

The Battle of the Denmark Strait was a naval engagement on 24 May in the Second World War, between ships of the Royal Navy and the German Kriegsmarine. The British battleship HMS Prince of Wales and the battlecruiser HMS Hood fought the German battleship Bismarck and the heavy cruiser Prinz Eugen, which were attempting to break out into.

Bismarck and Prinz Eugen had passed the narrowest part of the Denmark Strait. Bismarck was 1, yards astern of Prinz Eugen and both ships were making 28 knots. The destroyers are detached to conduct a search to the north. Two minutes later the forward fire control station confirmed two smoke plumes. Schmalenbach sounds the alarm. The distance was too great to determine which ship was in the lead, but they assumed it was the Bismarck. Unless the British changed course, they would soon be broadside to broadside with the Germans. This was the maximum angle of approach that allowed Hood and Prince of Wales to utilise their main guns. Brinkmann and Jasper maintained that they were dealing with cruisers; however, Schmalenbach disagreed. He was convinced that they are facing a battleship. Hood remained in the lead. Holland signalled Leach to stay close and follow his every move. Almost immediately, Holland gave another order: However, Leach on Prince of Wales correctly identified the right-hand ship and disobeyed the order. He shifted his guns and targets the right-hand ship: Holland finally realised that Bismarck was behind Prinz Eugen and ordered a shift of target to the right-hand ship. However, this order was never executed and Hood continued to fire at Prinz Eugen. Bismarck was about a mile astern of Prinz Eugen. The first salvo from Prince of Wales fell wide about 1, yards 1, m astern of Bismarck. Her second, third and fourth salvos were also wide. Puzzled, Brinkmann and Lindemann wondered why the British targeted the smaller ship. The German guns remained silent. He received no reply. He telephoned the bridge: The enemy fired his third and fourth salvo. He turned his ships broadside to broadside. This manoeuvre revealed the silhouettes of both ships to the Germans and was steaming on a diagonal course. This exposed his ships to the greatest probability of being hit. The Germans were unaware that Prince of Wales had been completed. Brinkmann responded at once: Heavy; clearance to fire! Their appearance in the Denmark Strait could mean only one thing – the operation had long been discovered. Hood fired her fourth salvo at Prinz Eugen, again with no hits. Prince of Wales fired her fifth salvo against the Bismarck from a distance of 22, yards 20, m. After this action, another gun in the quadruple A turret on Prince of Wales failed. The Bismarck firing against the Prince of Wales. The shell tore through her port side bow in compartments XXI and XX, penetrating the ship and exiting through the starboard bow. The damage caused an oil leak and flooding of the forward compartments. Bismarck fired her second salvo at Hood from 21, yards 20, m with no hits. Hood fired her fifth and sixth salvos against Prinz Eugen. No hits were obtained. Prince of Wales fired her seventh and eighth salvos against the Bismarck with no hits. Prinz Eugen fired her third salvo from 19, yards 18, m against Hood, missing the target. Norfolk closed in at a distance of 25, yards 23, m. Suffolk was further behind at 31, yards 29, m. Both ships are out of range. Bismarck fired her third salvo from 20, yards 18, m against Hood and hit the fire control tower killing most of the men inside. The British ship was now without central fire control. The distance between the German and British ships was now down to 19, yards 18, m. Hood fired her seventh salvo against Prinz Eugen. Prince of Wales fired her ninth salvo from 18, yards 16, m and scored another hit on the Bismarck. The shell exploded against the mm armoured bulkhead amidships below the waterline and main belt in section XIV. This causes flooding in the No. Further oil leaks were also seen. Bismarck fired her fourth salvo against Hood from a distance of 18, yards 17, m. Prinz Eugen fired her sixth and last salvo against Hood before redirecting fire against Prince of Wales. None of the shells hit Hood. The distance between Prinz Eugen and Bismarck on her starboard side astern at this point was around 2, yards 2, m. Prinz Eugen fired her seventh salvo, the first against Prince of Wales, without a hit. Prince of Wales fired her tenth salvo at a distance of 17, yards 15, m and her 11th salvo from 17, yards 15, m both against the Bismarck. Prince of Wales could now use her Y turret, but one of the guns malfunctioned. Vaughn, arrived at the battle scene. He observed two fires on Hood, one at the base of the bridge structure and another further aft. Hood fired her eighth and ninth salvos against Prinz Eugen at a distance of 17, yards 16, m. Again, no hits were scored. Prince of Wales fired her 12th salvo

against Bismarck from a distance of 17, yards 15, m. Shortly thereafter, she fired her 13th salvo from 16, yards 14, m and scored a third hit on Bismarck. Damage is light as the shell failed to explode. Only a service boat was hit. Hood fired her tenth salvo against Prinz Eugen, the distance now down to 15, yards 14, m. The British battlecruiser failed to score a hit. The Hood blows up. The British warship received a direct hit, apparently in one of her after magazines. Shortly after this the area in front of A turret exploded and the centre and fore part of the ship also broke in two. The wreck of Hood was discovered on 19 July by David Mearns and his team. The wreck rests at a depth of approximately 9, feet 2, m. Vaughn in the Short Sunderland withdrew into the clouds, the subject of heavy anti-aircraft fire. Prinz Eugen fired her tenth and 11th salvos against Prince of Wales from a distance of 15, yards 14, m. No hits were scored. Prince of Wales, now alone, fired her 14th salvo against Bismarck at a distance of 16, yards 14, m. The 15th salvo was fired from 15, yards 13, m and salvo 16 from 15, yards 13, m. All fell short of the Bismarck. The distance was now 16, yards 15, m. Prince of Wales had been steaming about 1, yards m behind Hood when the battlecruiser sank. Brinkmann contemplated a torpedo attack from the Prinz Eugen. Bismarck continue to fire against Prince of Wales. Bismarck changed target to Prince of Wales. The seventh salvo was fired from 16, yards 15, m. Prinz Eugen, some 1., yards 1., m ahead of the Bismarck, fired her 12th and 13th salvos from a distance of 15, yards 14, m. None of the shells found their mark. Prince of Wales fired her 17th salvo from 14, yards 12, m and 18th from 14, yards 13, m against the Bismarck. Both salvos fell short. Although the shell did not explode, its impact killed most of the crew inside. With immediate effect, Prince of Wales ceased fire, disengaged from combat with evasive manoeuvres and turned to port. Prinz Eugen fired her 14th salvo against Prince of Wales from some 15, yards 14, m. Norfolk opened fire against Bismarck from a distance of 21, yards 20, m. The shells fell short. Bismarck fired her ninth salvo from around 15, yards 14, m hitting Prince of Wales twice. One shell hit below the waterline without exploding.

2: The Battle of Hood and Bismarck () - IMDb

When HMS Hood met Bismarck in the Denmark Strait, it was not just a naval engagement, it was a fight for existence on the part of England. The flow of supplies and raw materials into English ports was critical to British survival.

Adolf Hitler made the christening speech. The seventh division consisted of specialists, including cooks and carpenters, and the eighth division consisted of ammunition handlers. The radio operators, signalmen, and quartermasters were assigned to the ninth division. The last three divisions were the engine room personnel. When Bismarck left port, fleet staff, prize crews, and war correspondents increased the crew complement to over 2,000 men. Bismarck also carried four Arado Ar reconnaissance floatplanes, with a single large hangar and a double-ended catapult. When attempting to steer the ship solely through altering propeller revolutions, the crew learned that Bismarck could be kept on course only with great difficulty. Even with the outboard screws running at full power in opposite directions, they generated only a slight turning ability. The tests proved she was a very stable gun platform. Severe weather hampered efforts to remove the wreck, and Bismarck was not able to reach Kiel until March. He returned to Sweden with a detailed description of the ship, which was subsequently leaked to Britain by pro-British elements in the Swedish Navy. The information provided the Royal Navy with its first full description of the vessel, although it lacked important facts, including top speed, radius of action, and displacement. On the way, the ship was escorted by several Messerschmitt Bf fighters and a pair of armed merchant vessels, along with an icebreaker. The ship reached Kiel the following day, where her crew stocked ammunition, fuel, and other supplies and applied a coat of dazzle paint to camouflage her. British bombers attacked the harbour without success on 12 March. The two Scharnhorst-class battleships were based in Brest, France, at the time, having just completed Operation Berlin, a major raid into the Atlantic. Bismarck and Tirpitz were to sortie from the Baltic and rendezvous with the two Scharnhorst-class ships in the Atlantic; the operation was initially scheduled for around 25 April, when a new moon period would make conditions more favourable. To further complicate the situation, Gneisenau was torpedoed in Brest and damaged further by bombs when in drydock. Scharnhorst required a boiler overhaul following Operation Berlin; the workers discovered during the overhaul that the boilers were in worse condition than expected. She would also be unavailable for the planned sortie. The two ships would not be ready for action until July or August. Four U-boats would be placed along the convoy routes between Halifax and Britain to scout for the raiders. She was joined at sea. At approximately the same time, a group of ten or twelve Swedish aircraft flying reconnaissance encountered the German force and reported its composition and heading, though the Germans did not see the Swedes. A pair of Supermarine Spitfires was ordered to search the Norwegian coast for the flotilla. On the evening of 20 May, Bismarck and the rest of the flotilla reached the Norwegian coast; the minesweepers were detached and the two raiders and their destroyer escorts continued north. The following morning, radio-intercept officers on board Prinz Eugen picked up a signal ordering British reconnaissance aircraft to search for two battleships and three destroyers northbound off the Norwegian coast. The rest of the Home Fleet was placed on high alert in Scapa Flow. Eighteen bombers were dispatched to attack the Germans, but weather over the fjord had worsened and they were unable to find the German warships. The three escorting destroyers were detached at sea. The Germans encountered some ice at around 20 degrees latitude. Two hours later, the pair had reached a point north of Iceland. The ships were forced to zigzag to avoid ice floes. The cruiser laid a smoke screen and fled into a fog bank, ending the brief engagement. The harsh weather broke on the morning of 24 May, revealing a clear sky. Battle of the Denmark Strait At sea. Both German ships concentrated their fire on Hood. About a minute after opening fire, Prinz Eugen scored a hit with a high-explosive shell. Within a few minutes, Prinz Eugen scored a pair of hits on the battleship that started a small fire. The stern also rose as water rushed into the ripped-open compartments. The British battleship scored a hit on Bismarck with her sixth salvo, but the German ship found her mark with her first salvo. Guns malfunctioned on the recently commissioned British ship, which still had civilian technicians aboard. The first salvo struck her in the forecastle above the waterline but low enough to allow the crashing waves to enter the hull. The second shell struck below the armoured belt and exploded on contact with the torpedo bulkhead.

completely flooding a turbo-generator room and partially flooding an adjacent boiler room. The Germans ceased fire as the range widened. Shell-splinters from the second hit also damaged a steam line in the turbo-generator room, but this was not serious, as Bismarck had sufficient other generator reserves. The combined flooding from these two hits caused a 9-degree list to port and a 3-degree trim by the bow. Another battleship, King George V or Renown, turned away damaged. Two heavy cruisers maintain contact. Rear Admiral Frederic Wake-Walker, the commander of the two cruisers, ordered Prince of Wales to remain behind his ships. Two old Revenge-class battleships were ordered into the hunt: Prinz Eugen was therefore recalled temporarily. Prince of Wales fired twelve salvos at Bismarck, which responded with nine salvos, none of which hit. The action diverted British attention and permitted Prinz Eugen to slip away. Unless Bismarck could be slowed, the British would be unable to prevent her from reaching Saint-Nazaire. The inexperienced aviators nearly attacked Norfolk and the U. Bismarck evaded eight of the torpedoes launched at her, but the ninth [83] struck amidships on the main armoured belt, throwing one man into a bulkhead and killing him and injuring five others. The ship suffered more serious damage from manoeuvres to evade the torpedoes: Neither scored a hit. The sea water that had flooded the number 2 port side boiler threatened to enter the number 4 turbo-generator feedwater system, which would have permitted saltwater to reach the turbines. By morning on 25 May, the danger had passed. This required the ships to steam for ten minutes to port, then ten minutes to starboard, to keep the ships on the same base course. He then ordered the ship to circle away to the west and then north. This manoeuvre coincided with the period during which his ship was out of radar range; Bismarck successfully broke radar contact and circled back behind her pursuers. After half an hour, he informed Wake-Walker, who ordered the three ships to disperse at daylight to search visually. Force H, with the aircraft carrier Ark Royal and steaming up from Gibraltar, was still at least a day away. The signals were intercepted by the British, from which bearings were determined. They were wrongly plotted on board King George V, leading Tovey to believe that Bismarck was heading back to Germany through the Iceland-Faeroe gap, which kept his fleet on the wrong course for seven hours. By the time the mistake had been discovered, Bismarck had put a sizeable gap between herself and the British ships. Tovey could now turn his forces toward France to converge in areas through which Bismarck would have to pass. Most British forces were not close enough to stop her. Somerville ordered an attack as soon as the Swordfish returned and were rearmed with torpedoes. The magnetic detonators failed to work properly and Sheffield emerged unscathed. The second attack comprised fifteen aircraft and was launched at Sheffield. Shell fragments rained down on Sheffield, killing three men and wounding several others. The Swordfish then attacked; Bismarck began to turn violently as her anti-aircraft batteries engaged the bombers. The force of the explosion was largely contained by the underwater protection system and the belt armour but some structural damage caused minor flooding. The explosion also caused much shock damage. Though fuel shortages had reduced the number of ships available to the British, the battleships King George V and Rodney were still available, along with the heavy cruisers Dorsetshire and Norfolk. We will fight to the last shell. Intended to boost morale, the messages only highlighted the desperate situation in which the crew found itself. The third shell hit from Prince of Wales had damaged the steam line on the aircraft catapult, rendering it inoperative. As it was not possible to launch the aircraft it had become a fire hazard, and was pushed overboard. At that point, he would turn south to put his ships parallel to his target. Bismarck returned fire at A second shell from this salvo struck the forward main battery which was disabled, though it would manage to fire one last salvo at He managed to fire three salvos before a shell destroyed the gun director, disabling his equipment. He gave the order for the guns to fire independently, but by She was slowly settling by the stern from uncontrolled flooding with a 20 degree list to port. Tovey could not cease fire until the Germans struck their ensigns or it became clear they were abandoning ship.

3: The Battle of Hood and Bismarck - DocuWiki

sea battle between hood and bismarck WWII. This feature is not available right now. Please try again later.

Who will win, as the iron ships of WWII fight? Witness the wrath of the AAA. They belong to their rightful owners This chapter part explains the ships that gets teleported to One Piece during their major or minor battles of WWII. It was a cold dawn in the Atlantic Ocean, at the Denmark Strait. It was a calm silence in the ocean, almost to calm, until there were two figures out on the water. The ships are the Battleship Prince of Wales and Battlecruiser HMS Hood, and they steaming on an intercept course against another group of warships miles away. But they steamed on, right to fight the German monster, under the command of Vice Admiral Lancelot Holland, at 5: The German and British warships exchanged shells for at least five minutes with having some hits between one another. It was then the Bismarck fired a salvo that would have put Hood to her watery grave, but before the ship fires, both British and German groups begin to experience equipment malfunctions, like the compass begin to spin violently. Then without warning, sounds of thunder loudly throughout the Denmark Strait, and the ships disappear from sight, then the shells hit the area were Hood was two seconds ago. This will go down in history as the vanishment of the Denmark Strait, were the warships Bismarck, Prinz Eugen, Hood, and Prince of Wales vanished without a trace. It was a calm noon in the West Blue, the seas were calm, the sky was sunny and cloudless. It was then on the island, screams filled the air, and signs of dead bodies scattered along the roads of the town. It was then a Marine officer alongside a man in a bodysuit with an bubble helmet, the man had an aggregate look on his face with a weird hairstyle, was walking through a street with a Marine escort of 24 officers. The group walk through the town to see their handy work in the aftermath, there were rumors that the town was openly against the World Government, harbor Pirates with good hospitality, and one of civilian groups attacked the Marine Base with hostages inside. After hours of no sign of the people remaining, the man orders the Marines to escort him to his personal vessel, then they notice two ships out on the sea, they deduce them as civilian and merchant ships, and then the man orders the Captain to fire on those ships. But little did everyone know, that there four more ships on the horizon, and they were steam towards the island with heroic intent. Two hours before that happens, miles away from the island. The sea was calm, until sparks of lightning begin emitting violently in an area of 14 miles, then as soon as it came, a bright light and thundering booms rocked the area. Then four shapes appeared out of nowhere, there were grey ships with towering structures, no sails and towers that belews thick black smoke, and long guns housed in odd shaped shells. To this world, that would be the best description of the four mighty warships known as Hood, Prince of Wales, Prinz Eugen, and Bismarck. The crew begin to move around after the violent shakings that happened less than two seconds ago, only to find out that something is not right, the sky was sunny and cloudless, plus it was oddly warm. The German Admiral gets the message through one of the translators onboard who oddly reports that the message was in Japanese, but was able to translate it due to his schooling. After a few minutes of silence, the admiral agrees on the condition that the British Admiral come aboard his ship with an escort of his choice, to which Holland agrees despite protests from the crew. Holland brings Captain Ralph of Hood and Ted Briggs, a signalman of Hood who translated the message from the German, who also reported that it was in Japanese. The two battle groups steamed toward each other, and when close enough Hood and Bismarck halted 30 meters away from each other, giving the crews closer look of their warship. Beautiful and elegant, the ships lay silent as the British boarding partying begin their way towards Bismarck, when they notice a few burn marks on the monstrous warship along with it escort. They looked back and notice the same thing on Hood and Prince of Wales, with that brings more questions than answers, but they to find out with the Germans. But little did they know, that destiny has other plans in store for them and their future allies. Thank you all for reading this despite my language skills suck. Also message me if you wish to be beta reader for this story to make it better, I would really be thankful. But overall thank you and see you guys later. Your review has been posted.

4: The Bismarck sinks the Hood - HISTORY

Watch The Battle of Hood and Bismarck, The Battle of Hood and Bismarck Full free movie Online HD. The voyage to find history's two greatest battleships. It was the greatest sea battle of World War Two.

Hood played in the British pursuit of the German battleship Bismarck in May. This article is based on official British and German record as well as anecdotal inputs from battle participants. A detailed list of sources consulted is at the end of this article. Her situation was desperate: The United States, though providing weapons and other vital materials, was still months away from entering the war. Britain more or less stood alone. Britain, as an island nation, relied heavily on foreign imports. Much of her desperately needed war supplies had to be transported by sea. Between September and May these had been responsible for the destruction of approximately 3,000,000 tons of Allied shipping. In addition to the U-boats, Germany also employed surface merchant raiders and surface warships. Though few in number and not as successful as the U-boats, these ships did pose a credible threat. In this operation, the warships Scharnhorst and Gneisenau. As a result, the Kriegsmarine surface units were monitored closely. British Suspicions are Aroused During the second week of May the British observed an increase in the number of German aerial reconnaissance flights between Greenland and Jan Mayen Island. It seemed likely that the reconnaissance was to ascertain the current limits of the pack ice in the region, but why this was vital to the Germans had to be determined. Although listed as 35,000 tons to ensure that she fell within the limits of the London Naval Treaty, Bismarck did, in fact, displace well over that. As the image Comparison of H. Hood and Battleship Bismarck below indicates, she was of comparable size and main armament to the largest British warship of that time, H. Above- Rendering of Bismarck by Thomas Schmid. Click on image to learn more. Above- Rendering of Hood by Thomas Schmid. Despite the basic similarities, there were nonetheless serious differences between the two ships: Bismarck was a modern battleship in the truest sense. Her critical spaces were well protected by excellent internal compartmentalisation and high quality heavy armour. She also boasted state of the art electronics plus highly accurate and rapid firing gunnery systems. She and her sister Tirpitz were arguably among the best ships at that time. In comparison, Hood was well-built for her day, but by was nonetheless an aged battle cruiser. She had adequate protection in some key areas, but not all. Because of her machinery, she was filled with large, somewhat open spaces. Though her speed had been reduced over the years, at 29 knots, she was still fast for her size. Her guns were deadly, but she suffered from outdated gunnery systems. Simply put, in a one-on-one fight, Bismarck could absorb more damage while firing faster and more accurately than Hood. Bismarck could take AND give more in battle. Each ship had the ability to sink or severely damage the other, but the advantage clearly was with Bismarck. This is not totally a negative reflection on Hood, but simply an observance that Bismarck was 20 years more modern than she. Above - Comparison of H. She commenced her acceptance trials in Kiel Bay on 15 September. Certain teething problems arose and Bismarck returned to Hamburg that December for the necessary adjustments to be made. Following an exceptionally harsh winter, Bismarck returned to Kiel Bay for further trials in March. Having passed these trials, she was sent to Gotenhafen formerly Gdynia, Poland. From there they would be able to attack and overwhelm even the largest of convoys. Such a fleet would be a menace the like of which the British had not had to contend with before during this war. Scharnhorst had experienced boiler troubles and was undergoing repairs that would take weeks to complete. Her damage would take at least 6 months to repair. He favoured postponement of the mission until Scharnhorst was repaired or the newly commissioned battleship Tirpitz was worked-up. Raeder however, was simply not willing to postpone the venture any longer. It was decided that Bismarck and Prinz Eugen would go it alone. The vessels exercised in the bay off Gotenhafen and departed the area independently that evening. The two ships and a number of escort vessels linked up the following morning off the cape of Arkona. Bismarck had sailed tons of fuel short of a full load as there had been an accident during her last refueling- a hose burst creating a large mess which had to be cleaned. Once things were in order, there was not enough time to finish fuelling. There was also some worries about fumes following the deaths of several Polish labourers whilst cleaning her oil tanks. A stop there would allow both ships to be refuelled before

entering the Atlantic. This was especially critical for Prinz Eugen as her endurance was not as great as that of Bismarck. Instead of stopping at Bergen, he intended for the ships to proceed directly to the Arctic and refuel from the tanker Weissenberg, stationed near Jan Mayen Island. From there, with full tanks, they would attempt a breakout into the Atlantic via the Denmark Strait. Having reversed his course, he then successfully entered the Atlantic undetected via the Denmark Strait. This route had also been used by other Kriegsmarine vessels during the early years of the war. The weather in the Strait was frequently poor and could possibly provide the cover needed to breakout. Throughout 19 and 20 May, the German force and their escorting aircraft continued north and west through Scandinavian waters. Although Group North had attempted to keep the route clear of shipping in order to preserve secrecy, they were unsuccessful. At approximately hours on 20 May, the neutral Swedish cruiser Gotland appeared on the horizon near the Swedish coast. For several hours, she steered a course parallel to the German fleet. Additionally, a few small fishing vessels were in the area. He knew that it was almost certain that Gotland would report what she had seen. It was highly likely the British would find out. As it turns out, this is exactly what happened: Resistance operatives in Norway also monitored their progress up the Norwegian coast. Though his motives are unclear, it is possible he felt that since his ships had been sighted and almost certainly reported by Gotland, he had lost the impetus and element of surprise. It would be best to refuel at Bergen and then later escape undetected under the cover of bad weather. The German force eventually reached Bergen on the morning of 21 May. During the short stay at Bergen, both ships had their colourful Baltic camouflage and national markings swastikas painted out or otherwise covered. Prinz Eugen was refuelled from the tanker Wollin; Bismarck, for reasons unknown, did not refuel. On 18 May, the cruiser H. Suffolk, on patrol in the Denmark Strait, was ordered to keep a special watch on the passage close to the ice pack. On 19 May, H. Suffolk was to return to Hvalfjord to refuel and then rejoin Norfolk on patrol in the Denmark Strait. The Admiralty reported that two large German warships in company with 11 merchant ships had been spotted the previous day near the Kattegat on a northward bound course. Although the threat was positively located and identified, Tovey still had doubts as to the exact nature of the enemy intentions. If they were attempting a breakout into the Atlantic it seemed unlikely that they would stop at Bergen. However, dispositions were made based on the assumption that a breakout was planned. The following orders were issued: Suffolk, refuelling in Hvalfjord, was ordered to delay her sailing to rejoin Norfolk to coincide with the earliest possible time of arrival of the enemy. Accompanying them would be the destroyers: Tovey himself would remain at Scapa Flow in his flagship King George V until the situation became clearer. Apart from these initial ship dispositions it was critical that the movements of Bismarck and her consort continue to be tracked. A bombing attack was also to be made on the enemy vessels. Eighteen bombers flew from Wick to attack the German ships at Bergen. Due to the rapid deterioration in weather conditions, only two of these found the target area. Thick clouds prevented them from seeing anything of substance and they were forced to release their bombs in the vain hope of a lucky hit. The reconnaissance aircraft had encountered similar conditions and could offer Tovey no additional information. He had to assume that the ships might have departed. They departed Scapa Flow at midnight, 22 May, enroute for Hvalsford. Shortly thereafter, the destroyers were divided into two divisions- one to screen Hood and the other to screen Prince of Wales. Due to the implementation of strict radio silence, these orders were never communicated to Suffolk or Norfolk. The first destroyer division continued to screen Hood and the second continued to screen Prince of Wales. Shortly thereafter, another successful RIX was conducted. At hours, the destroyers Anthony and Antelope, short on fuel, parted company with the force and headed for Iceland. As the day wore on for the remaining vessels, the weather grew cloudy and the sea swells became heavier.

5: Hood and Bismarck - Channel 4 Documentary - Part One | Battleship Seaport | Battleship Chronicle

The meeting of Bismarck and HMS Hood in ended with the destruction of the two battleships and the loss of lives. The Bismarck had only been on the seas for six days, and within minutes of the battle had sunk the Hood, which went down in just three-and-a-half minutes.

Background[edit] The setting of the battle, at top centre. While passing neutral Sweden in the Baltic Sea, the ships were spotted and reported by the Swedish cruiser Gotland and patrol planes; [2] these reports were intercepted by the British embassy, allowing Royal Navy ships to watch their probable route. Due to cloud and rain, aircraft scheduled to assist in the search could not do so when the German ships attempted their breakout. These cruisersâ€”each carrying eight 8-inch gunsâ€”were patrolling the Denmark Strait under the command of Rear-Admiral Frederic Wake-Walker. The next morning, at the exit to the Strait between Iceland and Greenland a force of eight British ships was in place, to intercept the Germans. Prince of Wales was a newly commissioned King George V-class battleship, similar to Bismarck in size and power. Prince of Wales had not yet been properly "shaken down", and her crew was inexperienced. She still had mechanical problems, especially with her main armament. The ship had sailed with shipyard workers still aboard working on her. Despite this, Hood had one conspicuous flaw as compared to the super-dreadnought battleships she served alongside: This was in accordance with the prevailing theory originally propounded by First Sea Lord Jackie Fisher that "speed is armour". While her inch belt armour was considered sufficient against most capital ships she was likely to encounter, her 3 inches of deck armour was only rated against shell splinters, leaving her badly unprotected against plunging fire at long range. However, as the accuracy of naval gunfire increased in the inter-war period, Hood was eventually scheduled to receive an upgrade in that would have doubled her deck armour to 6 inches, but the outbreak of World War II meant the upgrade never took place. She thus sortied to war at a marked disadvantage against the new capital ships of the Axis. Ultimately, Admiral Tovey did not give the order, later saying "I did not feel such interference with such a senior officer justified. He signalled this to Captain John C. Instead, he observed radio silence. Holland hoped to meet the enemy at approximately Sunset in this latitude was at However, Suffolk lost contact from For 90 minutes, Holland neither sighted the German ships nor received any further news from Norfolk or Suffolk. Reluctantly, Holland ordered Hood and Prince of Wales to turn south-southwest but he detached his destroyers which continued searching to the north. Had the German ships not altered course to the west at Instead of the swiftly closing head-on approach Holland had envisioned, he would have to converge at a wider angle, much more slowly. The situation worsened further when, at The Germans, already alerted to the British presence through their hydrophonic equipment , picked up the smoke and masts of the British ships 10 minutes later. At this point, Holland had the option of joining Suffolk in shadowing Bismarck and waiting for Tovey to arrive with King George V and other ships to attack or to order his squadron into action. He chose the latter at Opening moves[edit] Hood opened fire at Holland had ordered firing to begin on the leading ship, Prinz Eugen, believing from her position that she was Bismarck. Holland soon amended his order and directed both ships to engage the rear ship, Bismarck. Prince of Wales had already identified and engaged Bismarck, whereas Hood is believed to have continued to fire at Prinz Eugen for some time. Holland closed the range at an angle that placed the German ships too far forward of the beam, which meant that only 10 of the 18 British heavy guns could train and presented the Germans with a bigger target than necessary. Prince of Wales struck her target first. She would ultimately hit Bismarck three times. The second shell passed through the bow from one side to the other without exploding. The third struck the hull underwater and burst inside the ship, flooding a generator room and damaging the bulkhead to an adjoining boiler room, partially flooding it. Permission to open fire? It is possible that Hood was struck again at the base of her bridge and in her foretop radar director. The sketch represents the column of smoke or flame that erupted from the vicinity of the mainmast immediately before a huge detonation which obliterated the after part of the ship from view. This phenomenon is believed to have been the result of a cordite fire venting through the engine-room ventilators see article. The ship broke in two and the stern fell away and sank. The bow rose clear of the water, pointed upward, pivoted

about and sank shortly after the stern. Hood sank in about three minutes with 1, members of the crew. This explosion might have travelled through the starboard fuel tanks, igniting the fuel oil there, setting off the forward magazines and completing the destruction of the ship. A photo probably taken from the Prinz Eugen shows the Hood exploding in the far distance with the Prince of Wales nearby. The wreck of Hood revealed the bow section bereft of any structure. The midship section had its plates curled outward. This violent change of course disrupted her aim and put her in a position that made it easier for the Germans to target her. She resumed her previous course, but was now under the concentrated fire of both German ships. Prince of Wales was struck four times by Bismarck and three times by Prinz Eugen. One shell passed through her upper superstructure, killing or wounding several crewmen in the Compass Platform and Air Defence Platform. Pieces of another shell struck her radar office aft, killing the crewmen within. Fortunately for Prince of Wales, neither shell exploded, but she still suffered minor flooding and the loss of some fuel oil. This shows the ranges and bearings of the 18 salvos fired by Prince of Wales under director fire control between Three salvos fired by "Y" turret under local control are not shown. The track of Bismarck in red is a post-battle estimate. Despite efforts by crew members and civilian technicians to repair the shell ring, all four guns were not back in service until Thirteen of her crew had been killed, nine were wounded. There was also a keen expectation that they would close on Prince of Wales and possibly finish her off. Lindemann repeated his request, this time more assertively. As captain of Bismarck, Lindemann operated first and foremost as a tactician. To some degree, his orders were clear "attacking convoys was his priority, not risking "a major engagement for limited, and perhaps uncertain, goals". His priority therefore was to stick to his instructions - to concentrate on sinking merchant shipping and avoid encounters with enemy warships whenever possible. Nor was he predisposed to discuss his command decisions with a subordinate officer. Following her would have meant exposing the squadron to further gunfire as well as to torpedo attacks from Norfolk and Suffolk. He would have risked his ships and crews on an expressly forbidden opportunity. Suffolk was actually out of gun range of both Bismarck and Prinz Eugen at the time. With this command came the responsibility of coping with Bismarck until enough British warships could concentrate and destroy her. His choice was either to renew the action with the Bismarck, or ensure that she be intercepted and brought to action by other heavy units. Wake-Walker chose the latter course, continuing to shadow the German ships. Further offensive action, he concluded, would cause more damage to Prince of Wales than to Bismarck and endanger his cruisers, plus he knew Admiral Tovey was on his way. He ordered Prince of Wales to follow Norfolk at her best speed, so that Norfolk and Suffolk could fall back on her if attacked. Both these manoeuvres failed. Lindemann then requested permission to slow Bismarck and heel the ship first to one side then the other to weld patches from the inside to the holes in the forward hull. This attempt also failed. Hood had been reported by Group North to be off West Africa and there had been no reports of a King George V-class battleship in the vicinity. It would leave Bismarck poised on the edge of the British trade routes once the damage were repaired; it also meant the potential support of the battleships Scharnhorst and Gneisenau. The cruiser went further south into the Atlantic, where she refuelled from a tanker at sea. She suffered engine trouble, abandoned her commerce raiding mission without having sunk any merchant ships, and made it to Brest. A blizzard of urgent telephone calls raced across German-occupied Europe. Nazaire immediately or after shaking off his pursuers and oiling in mid-Atlantic. That evening it was broadcast to the nation, accompanied by "We march against England" and other martial airs. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. May Learn how and when to remove this template message The British public were shocked that their most emblematic warship and more than 1, of her crew had been destroyed so suddenly. The Admiralty mobilised every available warship in the Atlantic to hunt down and destroy Bismarck. The Royal Navy forces pursued and brought Bismarck to battle; the German battleship was sunk on the morning of 27 May. The view was taken that they were wrong not to have continued the battle with Bismarck after Hood had been sunk. Tovey stated that the two officers had acted correctly, ensuring that the German ships were tracked and not endangering their ships needlessly. No more was heard of the proposal. This led to refitting some older British warships with increased protection for their ammunition magazines and some other related improvements. Beatty and Holland both attacked while German units were well before the

beam. Beatty placed his lighter-armoured battlecruisers at the head of his line, leaving the more powerful and better-armoured Queen Elizabeths in the rear. Likewise, Holland placed the old and vulnerable Hood ahead of the better armoured albeit new and untested Prince of Wales. Both admirals exercised tight tactical control over their units from their flagships. This prevented Captain Leach from manoeuvring Prince of Wales independently and possibly taking a different line of approach that might have confused the Germans. The British escorting destroyers were ordered to the battle coordinates as part of the overall forces sent to intercept the German ships; they were detached the evening before the battle.

6: Battle of Hood and Bismarck () - Rotten Tomatoes

+: Bismarck's third salvo straddles Hood. This was thought by the British to have been the This was thought by the British to have been the source of the hit that started the fire on the boat deck, but may in fact have put a shell through.

7: Battle of the Denmark Strait - Wikipedia

The Pursuit of Bismarck & the Sinking of H.M.S. Hood, Part 1 Written by Frank Allen & Paul Bevand Updated May This article examines the role that H.M.S. Hood played in the British pursuit of the German battleship Bismarck in May

8: Hood and Bismarck by Mearns, David and White, Rob - Naval Warfare Books - www.enganchecubano.com

Bismarck fired her third salvo from 20, yards (18, m) against Hood and hit the fire control tower killing most of the men inside. The British ship was now without central fire control. A shell from Prinz Eugen's sixth salvo hit near the base of the forward superstructure causing a fire in the forward part of the ship.

9: Hood and Bismarck by David Mearns

Original footage of battle at denmark strait. Video had no sounds. so i added sounds from Silent Hunter III. If you enjoyed this and would like to see more v.

11. *A Sea Of Troubles* 273 *Nuclear facility threat analysis and tactical response procedures LaRue County, Kentucky, newspaper abstracts, May 1892-Dec 1898* *A manual of injurious insects* *The streak stops here : Notre Dames win over UCLA in basketball, 1974* *1992 Environment Abstracts Annual/Volume 22 Edinburgh Characters* *Literal and figurative uses of Japanese EAT and DRINK Toshiko Yamaguchi* *Death Of A Dutch Uncle* *Epistle to the Philippians (Blacks New Testament Commentaries)* *Many colored threads from the writings of Goethe* *Solution and electrolysis* *Evaluation of music faculty in higher education* *Orthopedic Neurology* *Words and Phrases Cbse class 10 social science notes* *meritnation* *Weather (Science Experiments)* *Media, audience, and social structure* *National electrical code handbook 2014* *Swans of the world* *Etiquette with the Quran* *But What If I Live? Address at the dedication of the National Cemetery at Gettysburg, November 19, 1863* *Welcome to Warren Woods 2. The Brahmins Son* *Hermann Hesse* *The constants of nature* *Winter at Eismitte* *Dictionary of Marxist thought* *Gospel according to Disney* *Sermons on subjects connected with the Old Testament. Completing Teubner : foreign irritants in Chinas clinical legal education system and the convergence of i* *Feminism and Marxism in the 90s* *Nutrition promotion in the retail sector* *Vampire diaries book 6* *The commanding self* *Dictionary of bible types 1982, July 22/t265 III-V* *Nitrides Semiconductors and Ceramics* *Vikings (Interfact)* *African immigrant churches in America. I. A Right Faith. (Heb. x. 23. 1*