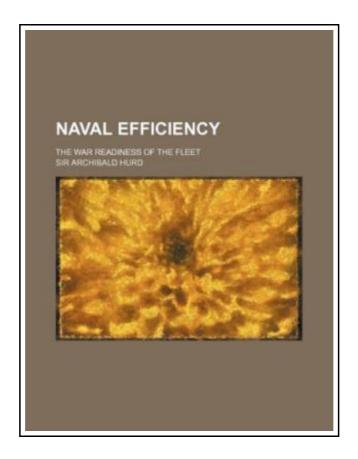
# Naval Efficiency The War Readiness of the Fleet



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# Reviews

The book is straightforward in go through better to understand. it had been writtern quite flawlessly and valuable. You can expect to like the way the author publish this book. (Reyes Murphy)

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 78 pages. Dimensions: 9.7in. x 7.4in. x 0.2in.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1902 Excerpt: . . . would not, as a rule, exceed 17 or 18 knots, though sixteen have a nominal rate of 20. No satisfaction, on the other hand, can be drawn from the forty-one third-class craft, which are even more lacking in the quality of swiftness than the larger ones. Twenty-four had a nominal forced trial speed of 19 knots or slightly over when new, and, for the most part, with forced draught, but it is extremely doubtful if on service they could steam faster than 17 or 18; in other words, considerably less than the newer battleships, and in a rough sea their speed would be greatly diminished owing to their small size. From these too flattering assessments of our cruiser speed it will be seen that we have--If, as is claimed by Captain Mahan, and has been repeatedly urged by every competent naval student, rapidity of action is the primary object of a cruiser, it is apparent that the slower ships are useless for their work. The trial speeds of thirty-one of the vessels of the second class (185 to 19) are about the same as the highest records either attained or credited to the twenty latest battleships of the British Fleet, and all the later battleships of our rivals. It will be noticed that many of the cruisers are officially credited with from one to two knots more under forced draught, but under the same, or very similar, conditions such older battleships as the Barfleur and Centurion...



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