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rolling  
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the French ironclad 1860  
warship La Gloire was  
launched. She  
was the world's  
first seagoing  
ironclad - a  
warship built  
from wood, but  
whose hull was  
clad in a  
protective layer  
of iron plate.  
Britain, not to

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be outdone, 1860  
launched her own  
ironclad the  
following year -  
HMS Warrior -  
which, when she  
entered service,  
became the most  
powerful warship  
in the world.

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November 1859,  
the French  
warship La

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Gloire was launched in 1860. She was the world's first seagoing ironclad—a warship built from wood, but whose hull was clad in a protective layer of iron plate. Britain, not to be outdone, launched her own

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Warrior-- which,  
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launched. She

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The elegant but  
powerful Warrior

embodied the

technological

advances of the

early Victorian

era, and the

spirit of this

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firepower. Fully  
illustrated with  
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artwork, this  
book covers the  
British ironclad  
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inception and  
emergence in  
1860, to 1875, a  
watershed year,  
which saw the

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building of a  
new generation  
of recognisably  
modern turreted  
battleships.

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the Osprey 1860  
Publishing  
website this  
afternoon. It's  
not due out  
until September  
but should be  
worth the wait,  
as it fills a  
big gap in the  
New Vanguard  
series and is  
written by Angus  
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usually does a  
pretty good job.

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This is a list  
of ironclads of  
the Royal Navy  
of the United  
Kingdom. An  
ironclad was a

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Ironclad 1860  
75 Hms Warrior  
And The Royal  
Navy's Black  
Battleship New  
Vanguard

Steam-propelled  
warship in the  
early part of  
the second half  
of the 19th  
century,  
protected by  
iron or steel  
armour plates.

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ironclads of the  
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HMS Warrior is a 40-gun steam-powered armoured frigate built for the Royal Navy in 1859–1861. She was the name ship of the Warrior-class ironclads.

Warrior and her sister ship HMS Black Prince



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were the first  
armour-plated,  
iron-hulled  
warships, and  
were built in  
response to  
France's  
launching in  
1859 of the  
first ocean-  
going ironclad  
warship, the  
wooden-hulled  
Gloire.

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listing of all  
British naval  
vessels lost  
through accident  
or enemy action

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World War, with  
full  
descriptions of  
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valuable British  
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in the Age of  
Sail, which is  
now the standard



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reference on the  
subject, this  
volume carries  
the coverage  
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Overseas  
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was the world's  
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ironclad - a  
warship built  
from wood, but  
whose hull was  
clad in a  
protective layer  
of iron plate.

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Britain, not to  
be outdone,  
launched her own  
ironclad the  
following year -  
HMS Warrior -  
which, when she  
entered service,  
became the most  
powerful warship  
in the world.  
Just like the  
Dreadnought half  
a century later,

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this ship  
changed the  
nature of naval  
warfare forever,  
and sparked a  
frantic arms  
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embodied the  
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from its  
inception and  
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1860, to 1875, a  
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which saw the building of a new generation of recognisably modern turreted battleships.

From Spain to Russia, and from Ottoman Turkey to Bismarck's Prussia, this book explores 15 years that

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transformed 860  
European naval  
warfare. When  
the Gloire slid  
down the Toulon  
slipway in 1859,  
it changed sea  
power forever.  
With this ship,  
the world's  
first oceangoing  
ironclad, France  
had a warship  
that could sink

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any other, and which was proof against the guns of any wooden ship afloat. Instantly, an arms race began between the great navies of Europe – first to build their own ironclads, and then to surpass each

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other's 1860

technology and  
designs. As both

armour and gun

technology

rapidly

improved, naval

architects found

new ways to

mount and

protect guns.

The ram briefly

came back into

fashion, and

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Ironclads and 860  
Austro-Hungarian  
fleets fought  
the ironclad  
era's great  
battle at Lissa.  
By the end of  
this  
revolutionary  
period, the  
modern  
battleship was  
becoming  
recognizable,

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and new naval powers were emerging to dominate Europe's waters.

In November 1859, the French warship La Gloire was launched. She was the world's first seagoing ironclad - a

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warship built  
from wood, but  
whose hull was  
clad in a  
protective layer  
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became the most powerful warship in the world.

Just like the Dreadnought half a century later, this ship changed the nature of naval warfare forever, and sparked a frantic arms race. The elegant but



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powerful warrior  
embodied the  
technological  
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battleships.

In the 50 years

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that separated  
Warrior from  
Dreadnought  
there occurred a  
revolution in  
warship design  
quite  
unparalleled in  
naval history; a  
period that  
began with the  
fully-rigged  
broadside  
ironclads and

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ended with the  
emergence of the  
great  
battleships and  
battlecruisers  
that were to  
fight in the  
First World War.  
The author  
explains how nin  
eteenth-century  
designers  
responded to  
developments in

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engine  
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technology,  
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best possible  
fighting ships.

He details the  
development of  
more efficient  
engines that  
brought about

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the demise of  
the sailing  
warship, and the  
competition  
between armour  
and armament,  
with every  
increase in the  
power of guns  
stimulating the  
development of  
ever more  
sophisticated  
methods of

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protection. 1860

Importantly, he explains that the Victorian Royal Navy, far from being the reactionary body it is so often depicted as, was, in fact, at the forefront of technological change, for example in the

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employment of  
torpedoes and  
the development  
of  
countermeasures  
to them. Full  
accounts are  
given of the  
significant  
naval events and  
battles of the  
period, making  
the book a fine  
narrative



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history as well  
as a brilliant  
work of warship  
reference. D K  
BROWN was a  
distinguished  
naval architect  
who retired in  
1988 as Deputy  
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Architect of the  
Royal Corps of  
Naval  
Constructors. He

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published widely  
on the subject  
of warship  
design and built  
a reputation as  
a clear and  
brilliant  
commentator on  
the development  
of the ships of  
the Royal Navy.  
He died in 2008.

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Ironclads 1860

Built to  
underline  
Victorian

Britain's  
supremacy at  
sea, HMS Warrior  
was the world's

first iron-  
hulled, armoured  
warship. In 1979  
she was rescued  
from ignominy as  
an oil jetty in

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Milford Haven to  
become the  
subject of an  
ambitious  
restoration  
programme, and  
for the last  
twenty years has  
been open to the  
public at  
Portsmouth  
Historic  
Dockyard. The  
story of her

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revolutionary  
design, career  
history and the  
strange twists  
of fate that  
enabled her to  
survive into an  
age when her  
significance in  
naval  
architecture  
would be fully  
recognised, is  
described in

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detail together  
with the  
meticulous  
research that  
went into  
faithfully  
restoring every  
aspect of the  
ship. Complete  
with archival  
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and photographs,  
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photography, 1860  
lines plans and  
diagrams, this  
is a  
comprehensive  
and elegantly  
produced  
commemorative  
volume of a  
remarkable ship.

The nineteenth  
century saw  
several major

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Innovations in  
naval warfare.  
Reliable steam  
engines made it  
so that ships no  
longer depended  
on the wind and  
could maneuver  
more freely. At  
the same time,  
new explosive  
shells were  
developed,  
replacing



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cannonballs, and no wooden ship could withstand them. In response to these shells, a new class of self-propelled, armored "ironclads" was invented and quickly revolutionized naval warfare. A

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comprehensive  
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makeup of these  
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illustrated,  
each book takes  
the modeller

through a brief  
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subject class,

using scale

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plans to  
highlight  
differences  
between  
sisterships and  
changes in their  
appearance over  
their careers,  
then moves to an  
extensive  
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building the  
model, and on  
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improving the  
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followed by a  
section on paint  
schemes and  
camouflage,  
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profiles and highly-detailed line drawings. The strengths and weaknesses of available kits of the ships are reviewed, and the book concludes with a section on research referen ces—books,

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plans and  
relevant  
websites. The  
subject of this  
volume is the  
Fletcher class,  
often considered  
the most  
successful of  
all American  
destroyers.  
Built to the



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first design  
that was freed  
from treaty  
restrictions,  
they came into  
service near the  
beginning of the  
Pacific War and  
fought with  
distinction  
through all the  
most ferocious  
of the campaigns  
against Japan.

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They were constructed in large numbers, with a number of variations, and their popularity is reflected by the wide range of available kits.

From Spain to

*Page 90/96*

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Russia, and from Ottoman Turkey to Bismarck's Prussia, this book explores 15 years that transformed European naval warfare. When the Gloire slid down the Toulon slipway in 1859, it changed sea power forever.

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With this ship,  
the world's  
first oceangoing  
ironclad, France  
had a warship  
that could sink  
any other, and  
which was proof  
against the guns  
of any wooden  
ship afloat.  
Instantly, an  
arms race began  
between the

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great navies of Europe – first to build their own ironclads, and then to surpass each other's technology and designs. As both armour and gun technology rapidly improved, naval architects found

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new ways to  
mount and  
protect guns.  
The ram briefly  
came back into  
fashion, and  
Italian and  
Austro-Hungarian  
fleets fought  
the ironclad  
era's great  
battle at Lissa.  
By the end of  
this

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revolutionary 1660  
period, the  
modern  
battleship was  
becoming  
recognizable,  
and new naval  
powers were  
emerging to  
dominate  
Europe's waters.

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**75 Hills Warrior  
And The Royal  
Navys Black  
Battlefleet New  
Vanguard**