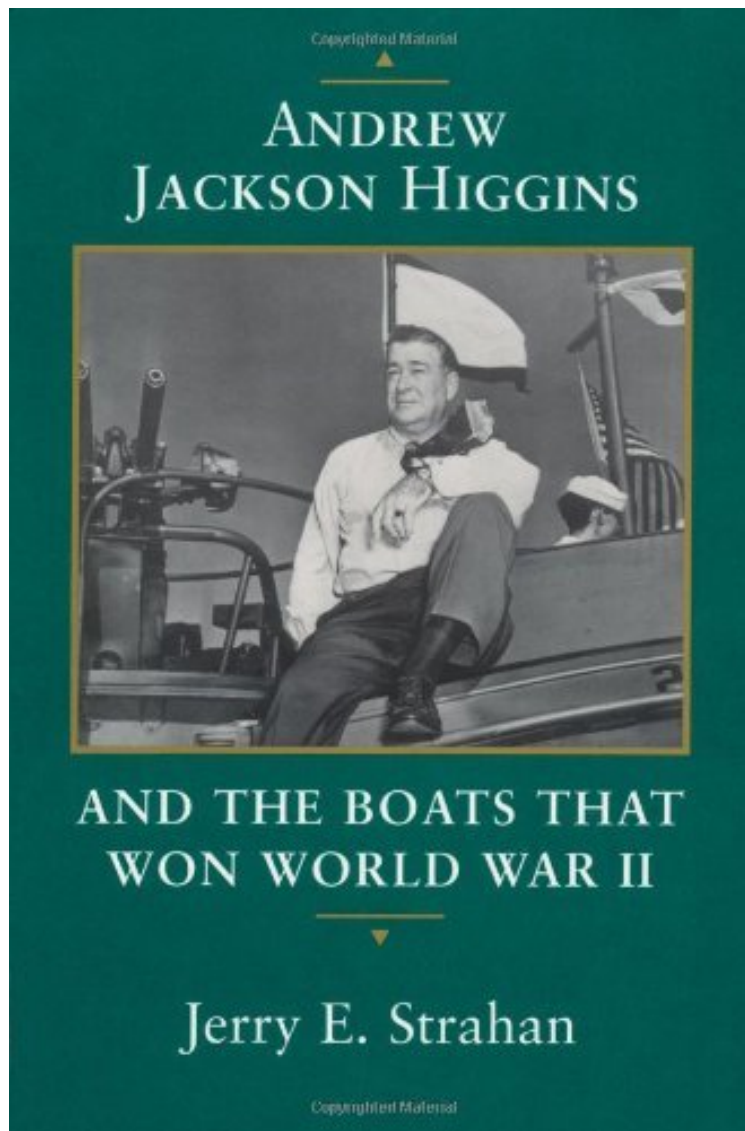


(Free read ebook) Andrew Jackson Higgins and the Boats That Won World War II (Eisenhower Center Studies on War and Peace)

Andrew Jackson Higgins and the Boats That Won World War II (Eisenhower Center Studies on War and Peace)

Von Jerry E. Strahan

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Von Jerry E. Strahan : Andrew Jackson Higgins and the Boats That Won World War II (Eisenhower Center Studies on War and Peace) before purchasing it in order to gage whether or not it would be worth my time, and all praised Andrew Jackson Higgins and the Boats That Won World War II (Eisenhower Center Studies on War and Peace):

KundenrezensionenHilfreichste Kundenrezensionen0 von 0 Kunden fanden die folgende Rezension hilfreich. The right man at the right timeVon Ein KundeThe incredible story of a man who showed top Navy brass how to build a successful boat for amphibious warfare. His ideas revolutionized boat building and gave the U.S. military the right tool at the right time to perform amphibious landings. He was the Henry Kaiser of the wooden boat. His tragic is, that after the war he could not succeed because of difficulties with the government and with trade unions. I have not enough knowledge to verify all what is stated in this book, however Higgins is an outstanding example what free enterprise combined with stubbornness may achieve in hard times. It is interesting for readers interested in boat building, military and economical history.

KurzbeschreibungAndrew Jackson Higgins and the Boats That Won World War II, by Jerry E. Strahan, is the first biography of perhaps the most forgotten hero of the Allied victory. It was Higgins who designed the LCVP (landing craft vehicle, personnel) that played such a vital role in the invasion of Normandy, the landings in Guadalcanal, North Africa, and Leyte, and thousands of amphibious assaults throughout the Pacific. It was also Higgins who, after twenty years of failure by the U.S. Navy's Bureau of Ships, designed and constructed an effective tank landing craft in sixty-one hours - a feat that caused the bureau to despise him. In 1938, Higgins owned a single small boatyard in New Orleans employing fewer than seventy-five people. Through exceptional drive, vision, and genius, his holdings expanded until by late 1943 he owned seven plants and employed more than twenty thousand workers. Because of his reputation for designing and producing assault craft in record-breaking time, Higgins was awarded the largest shipbuilding and aircraft contracts in history. During the war, Higgins Industries produced 20,094 boats, ranging from the 36-foot LCVP to the lightning-fast PT boats; the rocket-firing landing craft support boats; the 56-foot tank landing craft; the 170-foot FS ships; and the 27-foot airborne lifeboat that was dropped from the belly of a B-17 bomber. Higgins dedicated himself to providing Allied soldiers with the finest landing craft in the world, and he fought the Bureau of Ships, the Washington bureaucracy, and the powerful eastern shipyards in order to succeed. Strahan's portrait of Higgins reveals a colorful character - a hard-fisted, hard-swearing, and hard-drinking man whose Irish background and Nebraska birthplace made him an outsider to New Orleans' elite social circles. Higgins was also hard working, quickly progressing from an unknown southern boatbuilder to a major industrialist with a worldwide reputation. He was featured in Life, Time, Newsweek, and FortuneKurzbeschreibungAndrew Jackson Higgins and the Boats That Won World War II, by Jerry E. Strahan, is the first biography of perhaps the most forgotten hero of the Allied victory. It was Higgins who designed the LCVP (landing craft vehicle, personnel) that played such a vital role in the invasion of Normandy, the landings in Guadalcanal, North Africa, and Leyte, and thousands of amphibious assaults throughout the Pacific. It was also Higgins who, after twenty years of failure by the U.S. Navy's Bureau of Ships, designed and constructed an effective tank landing craft in sixty-one hours - a feat that caused the bureau to despise him. In 1938, Higgins owned a single small boatyard in New Orleans employing fewer than seventy-five people. Through exceptional drive, vision, and genius, his holdings expanded until by late 1943 he owned seven plants and employed more than twenty thousand workers. Because of his reputation for designing and producing assault craft in record-breaking time, Higgins was awarded the largest shipbuilding and aircraft contracts in history. During the war, Higgins Industries produced 20,094 boats, ranging from the 36-foot LCVP to the lightning-fast PT boats; the rocket-firing landing craft support boats; the 56-foot tank landing craft; the 170-foot FS ships; and the 27-foot airborne lifeboat that was dropped from the belly of a B-17 bomber. Higgins dedicated himself to providing Allied soldiers with the finest landing craft in the world, and he fought the Bureau of Ships, the Washington bureaucracy, and the powerful eastern shipyards in order to succeed. Strahan's portrait of Higgins reveals a colorful character - a hard-fisted, hard-swearing, and hard-drinking man whose Irish background and Nebraska birthplace made him an outsider to New Orleans' elite social circles. Higgins was also hard working, quickly progressing from an unknown southern boatbuilder to a major industrialist with a worldwide reputation. He was featured in Life, Time, Newsweek, and FortuneSynopsis Profiles the designer of landing craft for troops and tanks.