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The Hunts

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brief sentence mentions that plans for British Vosper PTs were circulated to several builders in June 1941 for lend-lease procurement. Those plans had been purchased from Peter Du Cane of Vospers Ltd. by Chris Nelson of the Annapolis Yacht Yard with the same expectation as Elco, of selling boats to the British. When the passage of Lend-Lease thwarted those plans, Nelson relinquished his rights to the Bureau of Ships, and Annapolis became the lead yard, responsible for the complete redesign of all structural, mechanical, and electrical details of the boat for production in American yards.

The book is filled with nearly a hundred excellent inboard, outboard, and plan drawings, and some two hundred photographs to illustrate the craft discussed. Only the absence of hull line drawings prevents it from being a perfect source of information for model builders. The scope of Mr. Friedman's canvas, stretching as it does from pre-World War I years to the present, and covering some dozen categories of combatant craft, leads inevitably to the one criticism the reviewer might offer. The detailed discussions of developments sometimes are difficult to follow, and occasionally appear circular in nature. The fact that minesweepers, which surely are among the most essential of small combatants, are not included is regretted. However, the author promises their coverage in a future volume.

This book is the most comprehensive reference available on the

subject of subchasers, PT boats, gunboats, PHMs (hydrofoils), patrol boats, and the numerous classes of counterinsurgency and brown-water Navy craft developed for export and to serve the needs of the Vietnam war. Numerous tables list significant data on all of the craft; and a final appendix lists all commissioned U.S. small combatants (including PTs lend-leased to Great Britain and the U.S.S.R.) and their fates. It will appeal to naval architects, naval historians, and all who have served on, or who have a consuming interest in, small naval combatants.

RICHARDS T. MILLER
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English, John. *The Hunts*. Cumbria, England: The World Ship Society, 1987. 108pp.

Ship monographs usually describe a single ship, class, or type of warship, emphasizing design history and technical details, and devote only a small amount of space to ships' histories. However, in this neat little book the emphasis is on the individual histories of each of the 86 vessels that comprised the "Hunt" class escort destroyers. It is an unusual tribute, one that has not been paid to this numerically large class of warship.

A total of 86 Hunts were constructed in England between 1939 and 1943. Officially classed as "escort destroyers," the Hunt class was conceived as vessels "suitable for both fleet and convoy duties."

The Hunts comprised ships of four groups or types: Type I through Type IV. In appearance and employment the Hunts were sawed-off destroyers without torpedo armament—an omission that was rectified in later types.

The American destroyer escorts (DEs) can be considered as being the U.S. Navy's near equivalents to the Hunts, except that the main gun armament consisted of only 3-inch dual purpose guns against the Hunts 4-inch guns. Later, the modified-Buckley type DEs, the Rudderows, carried two 5-inch, 38-caliber single guns. Also, the Hunts all had steam turbines and could maintain about 25 knots, while the American DEs adopted various types of machinery such as turboelectric drive or diesels. Their sea speed was usually less than that of the Hunts. The American destroyer escorts were originally designed to meet British requirements for an escort vessel to be provided under lend-lease during the Second World War. American-built DEs in British service were classed as frigates: escort vessels with extensive antisubmarine weapons for use against German U-boats.

For the first time, newly constructed British destroyers (albeit "escort" destroyers) were armed with a dual-purpose main gun armament, the Mark XVI 4-inch gun in the Mark XIX twin mounting. This gun in its twin mounting was introduced in the Royal Navy about 1935 and was in use throughout the British Fleet. The 4-inch gun and mountings could be produced more

quickly than regular destroyer 4.7-inch guns with their complicated mountings and shell-handling machinery which were similar to those produced for the large "L" class fleet destroyers then being built in England. Production of 4.7-inch guns and mounts for these fleet destroyers was delayed, and four of the eight "L" class received an extemporized armament of four twin 4-inch mountings as used in the Hunts. These four destroyers were considered by many officers to be the best of their type. It also should be noted that the British "Weapons" class destroyers, under construction at war's end, were to be armed with six 4-inch guns as in the Hunts, as well as a full torpedo outfit.

The original group of Hunts—the Type I ships—were supposed to mount three twin 4-inch mounts, but too little time had been spent in their initial design and miscalculations resulted. These miscalculations necessitated a reduction to two mounts to maintain stability. All later ships of Types II through IV were larger, beamier ships and could ship three of the 4-inch twin mountings. However, the operational need for torpedoes resulted in the Type III vessels receiving a twin 21-inch torpedo mount in lieu of the third 4-inch gun twin mount. The last group of Hunts (Type IV)—only two ships—received the full gun armament of six 4-inch guns and a triple torpedo tube mounting. The design of the Type IV ships was a departure from usual British destroyer appearance: their modern hull design

with a long shelter deck, by Thornycroft's, previewed the modern postwar British antisubmarine frigates.

The design history of the Hunts presented by John English is detailed and informative. It rounds out information published in earlier books and monographs, such as the classic on the subject, *British Destroyers* by Edgar J. March (London: Seely Service, 1966). Tables are provided, giving dates of laying down of keels, launch, and completion; pennant numbers; a table showing the building program by numbers only (date ordered, laid down, and launched); wartime deployment; and analyses of losses and damage. To help the reader understand the status of inactivated Hunts, the author has provided the most thorough explanation of the categories of reserve vessels between 1944 and 1958 that this reviewer has seen in print. There is further commentary on losses, proposed conversions of Hunts to antisubmarine escorts postwar, and postwar service of the class. Also discussed are plans made in 1942 to build further Hunts in addition to the 86 in progress or completed at that time and plans for an armored version of the Hunts.

Photo coverage is impressive. There are 124 photos showing 82 of the 86 Hunts, most of which have never been published before. Only the *Exmoor* (i), *Grove*, *Southwold*, and *Hursley* were omitted from photo coverage. In this regard it should be noted that, with the exception of the last named, these Hunts were lost

after very brief wartime careers. *Hursley* served in the Greek Navy until 1958. There is complete photo coverage of all four Hunt types, yet it seems logical that the author or publishers would have included a page of drawings comparing the four Hunt designs, but only one fold-out plan, a poor tracing from builder's plans, of a Type I Hunt is included. For those interested, there are illustrations of the four Hunt types in camouflage colors in Alan Raven and John Roberts, *Man O' War 4: HUNT Class Escort Destroyers* (London: Arms and Armour Press, 1980), pp. 25-30. The U.S. Navy Office of Naval Intelligence publication ONI 200 of 1 July 1950 has nicely drawn profile and plan views of all four types.

WILLIAM H. CROFT
San Diego, California

Brown, Neville. *The Future of Air Power*. New York: Holmes & Meier, 1986. 300pp. \$49.50

No one seriously interested in the future of military aviation should miss this book. Given the price, owning it is another question.

The author is a professor of international security affairs at the University of Birmingham, England. His approach to the subject reflects his keen and continuing interest in military aviation and is simultaneously academic and eminently practical. The book is both broad-ranging and insightful; historically analytical and anticipatory.