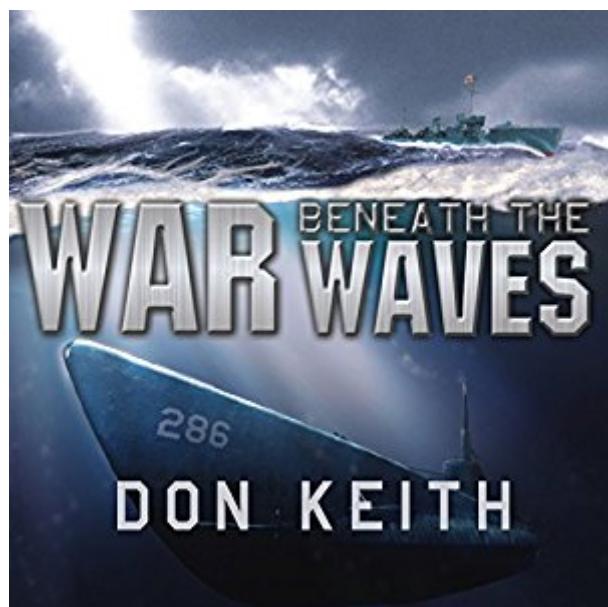


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War Beneath The Waves: A True Story Of Courage And Leadership Aboard A World War II Submarine



Synopsis

From the national bestselling author of Final Patrol comes a gripping story of heroism under the sea.

--This text refers to an out of print or unavailable edition of this title.

Book Information

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History > Military

Customer Reviews

Wow! I am disappointed in the writing style and technical understanding of the author, Don Keith. The book is filled with errors in description of the various evolutions that a boat undertakes. I also found the author attempting to add tidbits with the apparent intent of gaining credibility for his understanding of Navy policies and procedures. (Example Chief Rendernick was reported to completed a final Chief Qual Board made up of Senior Chief Petty Officers and Master Chief Petty Officers. I don't think so in 1943.) In no way does the multitude of mistakes in telling this both wonderful and terrible story detract from the great response to a terrible situation by Rush, Odom, and Rendernick. I just wish the author had found a younger qualified submariner to proof his manuscript. As the author points out, after 60 years it is very hard to precisely relate conversations in a new telling. He had to take license with his quotes... I get it. That said, I found a large portion of the conversations that he related to be technically incorrect and also frequently not fitting the circumstance. I am glad I did read the book or I would not know of the exploits of these three men! PS Lest I sound like an idiot that can't enjoy a submarine book or movie without picking it apart. I thoroughly enjoy submarine fiction movies and books and really don't care if the inner and outer doors are both open and are closed with a come-a-long. It's when a non-fiction book or

documentary tries to make a point and included numerous inaccuracies that I lose confidence in the narrative.

This book taught me how the men who fought in the boats respected their heritage. Some men were just not up to being the skipper of a submarine. They weren't cowards, they don't couldn't handle the stress of being "trapped" in a submarine that was Four or five hundred feet below the surface of the sea. As the author explains, they were willing and able to serve their country; they just couldn't do it in a submarine. I have seen some men crack and I was on a destroyer. Unfortunately, in the close quarters of a submarine, they were also endangering the lives of the rest of the men who were aboard.

Good read! Was very interested in what Keith had to say about Chief Petty Officer Charlie Tom Odom. I too have done quite extensive research on him, and find that he was a giant of a man, even after his military service.

Ty

This review is from a submariner with 29 years of naval service. The story of the events that led up to and including the afternoon of November 11th, 1943 are the focus of this story. It is a story long overdue in the complete telling. Author Don Keith came to this task with a fair reputation of authorship of books on submarine warfare (Final Bearing, Gallant Lady, Final Patrol), however, here he presents a flawed book. The essentials of the book may well be true, but there are so many mistakes that the credibility of the whole must be drawn into question. Some examples include the following:^{*} Page 27, quoting: "Destroyers, depending on their vintage and class, were about 350 feet in length, could travel very fast - 35 to 38 knots (65 to 70 miles per hour)"...any seaman knows that 35 knots is 40.3 mph.^{*} In another place author Keith states that a Japanese destroyer could not catch a surfaced submarine because the destroyer's top speed was 20 knots. Almost all Japanese destroyers could easily top 35 knots. It is true that some patrol boats (equivalent to USN sub chasers) may not have been able to exceed 20 knots, but a destroyer certainly could.^{*} On page 72 he says: "Admiral Ralph Christie, the Pacific fleet submarine commander, was a torpedo expert,"...the highest WWII submarine post held by Christie was Commander Submarines, Southwest Pacific. He was never the commander of Submarines, Pacific Fleet.^{*} He refers to a "peer review" of chief petty officer candidates by senior and master chiefs before there were SCPOs and

MCPOs.* He has a LT calling an enlisted man "Mister so and so." At this time in the Navy, enlisted men below chief petty officer were always referred to by their last name, especially by officers. Officers below commander were called "Mister so and so."* The author unnecessarily (in my opinion) repeats in great detail the description of how a submarine battery operates.* Helm orders are given incorrectly ("helm 45 degrees starboard"). Diesel submarine rudders are hard over at 35 degrees, and orders are normally given as "right hard rudder, right full rudder, or right 20 degrees rudder." In summary, this is an important story that deserved telling. While the book is generally well-written, the editing was very poor. The mistakes above should have (would have been) found by a review by almost any submariner. The mistakes detract significantly from an otherwise good read.

Great book

I read the book in three weeks Don this is a great author

The concept of this book is great. I found the background stories dragged a fair bit, and the events after the climax to be a bit of a let down. Decent book- glad I didn't pay full price, but not altogether bad.

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