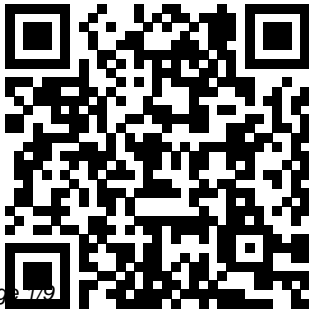


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## M275 Engine

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Direct Support and General Support Maintenance Repair Parts and Special Tool List (including Depot Maintenance Allowances) for Engine, Diesel (multifuel), Turbocharged, Fuel Injected, Water Cooled, 6-cylinder, Assembly (2815-406-7306) (military Model LDS-427-2). Penguin

“ A vast amount of information on the German Naval Security Fleet, sicherungstreitkr ä fte, producing what is a unique review in depth. ”

—Firetrench.com This study of the Kriegsmarine ’ s Sicherungstreitkr ä fte, their security forces, fills a glaring gap in the study of the German navy in World War II. This wide array of vessels included patrol boats, minesweepers, submarine hunters, barrage breakers, landing craft, minelayers, and even the riverine flotilla that patrolled the Danube as it snaked towards the Black Sea. These vessels may not have provided the glamour associated with capital ships and U-boats, but they were crucial to the survival of the Kriegsmarine at every stage of hostilities. As naval

construction was unable to keep pace with the likely demand for security vessels, Grossadmiral Erich Raeder turned to the conversion of merchant vessels. For example, trawlers were requisitioned as patrol boats (Vorpostenboot) and minesweepers (Minensucher), while freighters, designated Sperrbrecher, were filled with buoyant materials and sent to clear minefields. Submarine hunters (U-Boot J ä ger) were requisitioned fishing vessels. More than 120 flotillas operated in wildly different conditions, from the Arctic to the Mediterranean, and eighty-one men were to be awarded the Knights Cross; some were still operating after the cessation of hostilities clearing German minefields. The author deals with whole subject at every level, documenting organizational changes, describing the vessels, and recounting individual actions of ships at sea, while extensive appendices round off this major new work. “ Paterson offers a well researched narrative detailing both the large scale aspect of Security Forces operations interspersed with

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examples of key or typical engagement examples. ”  
—The International Journal of Maritime History  
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and Schuster  
Semiannual, with semiannual and annual  
indexes. References to all scientific and  
technical literature coming from DOE, its  
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M45, M45A1, M45A2, M45A2G, M45C,  
M45G, M46, M46A1, M46A1C, M46A2C,  
M46C, M57, M58; Instrument Repair Shop,  
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