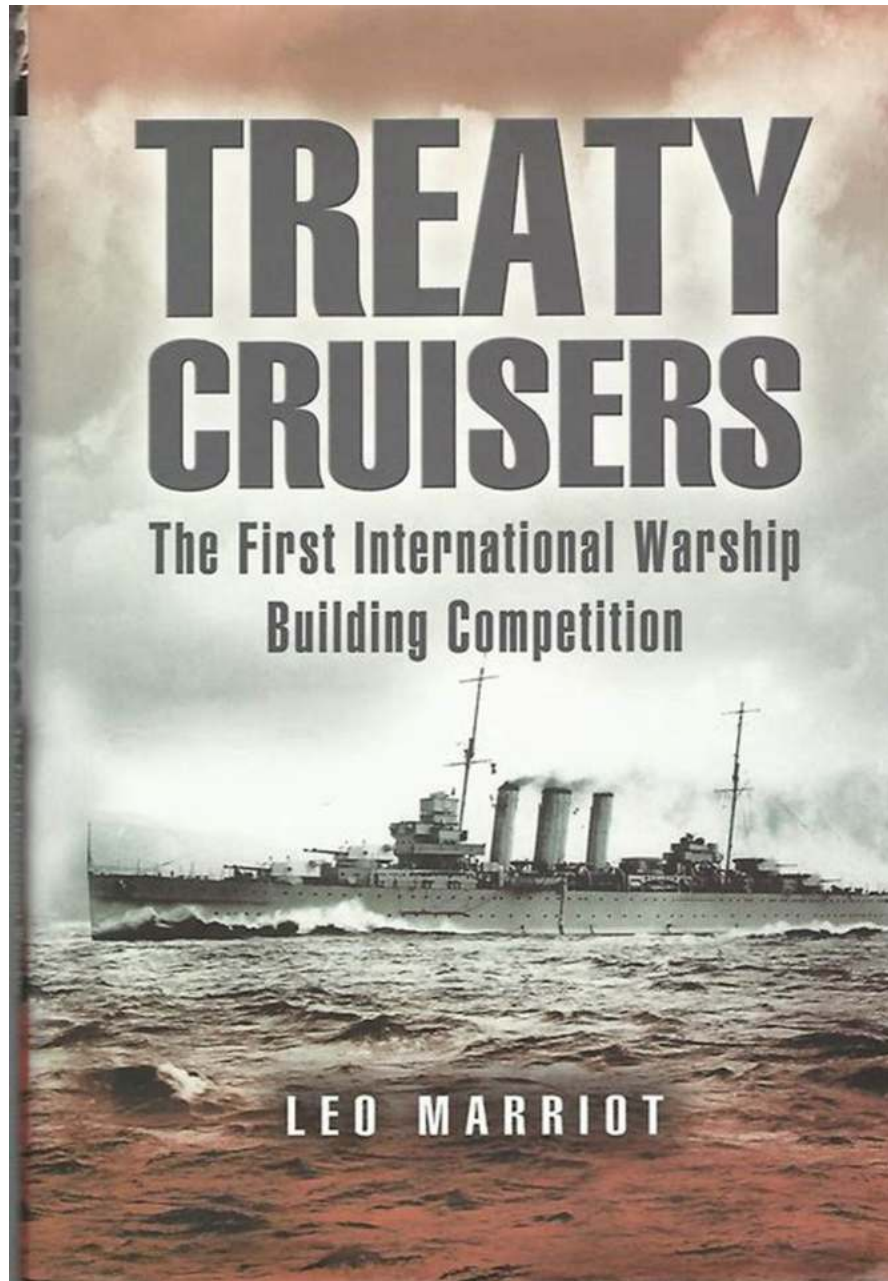


# Treaty Cruisers: The First International Warship Building Competition

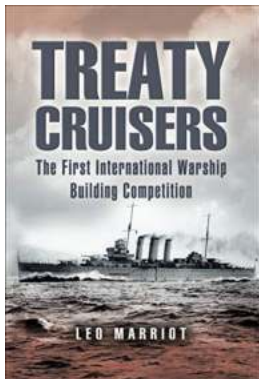


Warships have always been a symbol of power and dominance throughout history. As countries expanded their naval prowess, a need arose to regulate the construction and armament of these vessels to maintain a level playing field. The

result was the Treaty Cruisers: The First International Warship Building Competition.

## The Genesis of the Competition

In the aftermath of World War I, various naval treaties were formed to mitigate the arms race between nations. One such agreement was the Washington Naval Treaty of 1922, followed by the London Naval Treaty of 1930. These treaties aimed to control the construction and armament of warships and prevent another costly escalation. As a part of these treaties, an international warship building competition was organized to showcase naval power and abide by the agreed limitations.



### Treaty Cruisers: The First International Warship Building Competition by Kristen Stein (Kindle Edition)

★★★★☆ 4.1 out of 5

Language	: English
File size	: 8726 KB
Text-to-Speech	: Enabled
Screen Reader	: Supported
Enhanced typesetting	: Enabled
X-Ray	: Enabled
Word Wise	: Enabled
Print length	: 319 pages
Lending	: Enabled



## The Purpose and Rules of the Competition

The Treaty Cruisers competition served multiple purposes. Firstly, it allowed nations to demonstrate their naval strength within the treaty restrictions. Secondly, it encouraged innovation by pushing naval engineers and shipbuilders

to design and construct vessels that excelled in speed, firepower, and overall efficiency. Lastly, it provided an opportunity for friendly competition among the participating nations.

The rules of the competition were carefully crafted to ensure fairness and compliance with the treaty limitations. Each participating nation was allowed to submit a design for a cruiser that adhered to the agreed-upon tonnage limit, armament restrictions, and propulsion systems. The designs were then evaluated by an international committee, which consisted of naval experts from each participating country.

## **The Participating Nations and their Designs**

The Treaty Cruisers competition witnessed the participation of various influential naval powers of the time. The United States, the United Kingdom, Japan, Italy, France, and Germany were amongst the key contenders. Each nation meticulously crafted their designs to showcase their technological advancements and naval capabilities. The resulting cruisers were a testament to the engineering prowess of their respective countries.

## **The Fleet Review and Judgment**

After the completion of the construction phase, a grand fleet review was organized, where each nation's cruisers were put on display for evaluation. The fleet review provided an opportunity to compare the designs side by side and appreciate the unique features of each vessel.

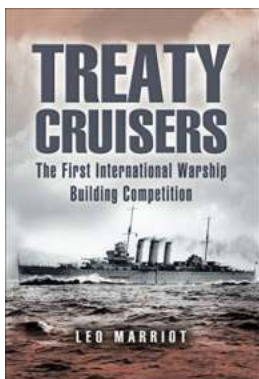
The judgment was based on various factors, including speed, armor, firepower, maneuverability, and overall design aesthetics. The international committee had the daunting task of evaluating each cruiser against the others and determining the winner.

## The Outcome and Legacy

The First International Warship Building Competition showcased the achievements and capabilities of each participating nation. It was a platform to foster friendly competition and encourage innovation within the boundaries set by international treaties.

While there was no official winner declared, as the competition was more about participation and cooperation, the Treaty Cruisers competition left a lasting legacy. It demonstrated the commitment of nations towards maintaining international peace and stability through controlled arms buildup.

The Treaty Cruisers competition was a significant event in naval history, marking an era of regulated arms race and international cooperation. It provided a platform for nations to exhibit their naval prowess, while also encouraging innovation and fostering friendly competition. The legacy of the competition continues to influence warship design and construction to this day.



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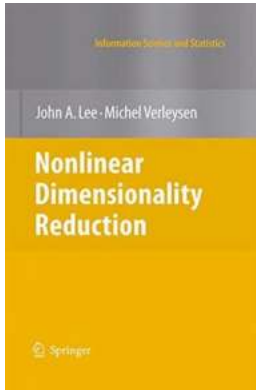


“A quite enlightening book that discusses the most important group of heavy cruisers serving during WW2 and how the type evolved.” — Malcolm Wright, author of *British and Commonwealth Warship Camouflage of WWII*

The Washington Naval Treaty of 1921 and subsequent treaties in the 1930s effectively established the size and composition of the various navies in World War II. In particular, they laid down design parameters and tonnage limitations for each class of warship, including battleships, aircraft carriers, cruisers, and destroyers. With one or two exceptions, battleship construction was deferred until the mid 1930s, but virtually all navies embraced the concept of the eight-inch gun-armed, 10,000-ton heavy cruisers and constructed new vessels almost immediately. This book will trace the political processes which led to the treaties, describe the heavy cruisers designed and built to the same rules by each nation, and then consider how the various classes fared in World War II and attempt to assess which was the most successful.

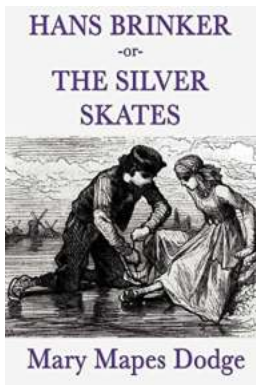
Ships from the navies of Britain, France, Italy, Germany, the United States, and Japan are included. Appendices cover construction tables, the history of each ship, technical specifications, armament, and aircraft carried.

“The author has crafted a book that is both a technical read and popular history. The book provides an excellent overview of the reasoning each country employed in building its interwar cruiser force and how they committed these ships to battle. If development of and employment of weapon systems is of interest to you, this is a must-read book.” — Naval Historical Foundation



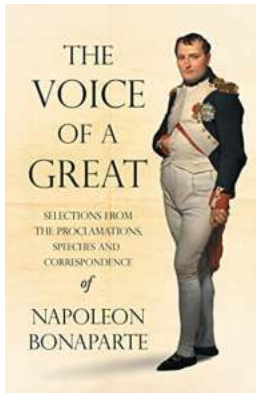
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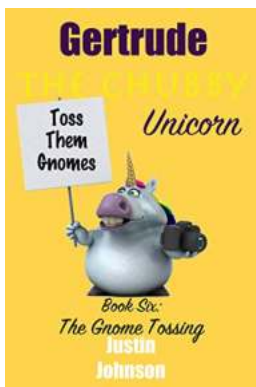
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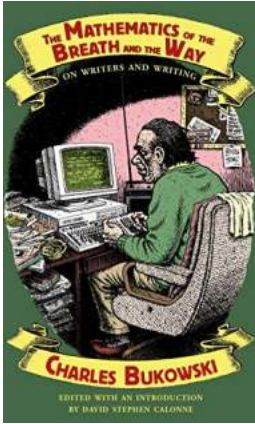
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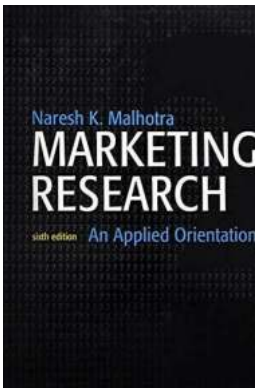
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