

## BOOK REVIEWS

John Asmussen and Eric Leon. *German Naval Camouflage, Vol. 1, 1939-1941*. Annapolis, MD: Naval Institute Press, www.nip.org, 2012. 192 pp., illustrations, appendix, bibliography, index. US \$74.95, cloth; ISBN 978-1-59114-333-8.

The use of camouflage on ships in naval combat dates back to the ancients and has been employed ever since. Likely, the most familiar images to readers are those of ships dating from the two world wars. The German Navy was no exception, and, in the Second World War, used a myriad of schemes and styles that appear to have been continually changing. Volume 1 of *German Naval Camouflage* is the first comprehensive work to outline the *Kriegsmarine*'s camouflage practices for the English-reading world.

An informative and helpful introduction lays out the topic and describes the research effort that went into the book. Locating sources for the work was difficult and written primary sources were even harder to come by. Many of the *Kriegsmarine*'s records were destroyed during the Allied bombing campaign, making official records quite scarce. Luckily for this particular project, two editions of the *Allgemeinen Baubestimmungen* (General Building Regulations) Nr. 31 ranging from November 1941 to July 1944 and used by the *Kriegsmarinewerft* (Naval Shipyard), Wilhelmshaven, survived and were a great help (p.8). Caution should be used though, as paint quality varied greatly. What was actually achieved was often quite different from the camouflage standard.

Photographs are another matter altogether, and, although used heavily and to great effect in the volume, these are also problematic. Colour, tint and lighting all have an effect on the images and the developing process could change the look as well. Occasionally, negatives were flipped, so what would appear as the ship's port side was actually a mirror image of her starboard side. Readers must bear these things in mind when evaluating this multi-year-long project.

The reader is then introduced to the use of camouflage in the *Kriegsmarine*, something the authors claim was new to the German Navy as Germany "did not use camouflage on their surface ships in the First World War" (p.7) and so started from scratch during the Norwegian Campaign. Although this reviewer would argue that the German Imperial Navy *did* employ camouflage: *Emden*'s fourth funnel, along with the way several other armed merchant cruisers were disguised, are perfect examples of concealment and mimicry camouflage. Nevertheless, the main battle fleet was, indeed, new to camouflage. Surprisingly, and tragically, the *Kriegsmarine* had to relearn the importance of aerial recognition schemes on ships (something the Imperial Navy had done) after 22 February 1940, when the Luftwaffe sank two German destroyers on a mine-laying sortie thinking they were enemy vessels. From then on, prompt action was taken to ensure that ships were easily identifiable when in range of enemy aircraft.

The introduction also provides a

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quick overview of the types of camouflage employed by the *Kriegsmarine*; concealment, disguise, disruptive, and mimicry, and provides some excellent examples of each. Interested readers are likely to be familiar with the “Baltic Stripes,” false bow waves, and darkened bow and stern to make the ship appear shorter, but there are some striking photographs that show *Tirpitz* during its fitting out painted to appear as part of the port facilities and another of *Admiral Graf Spee* disguised as a British battlecruiser with a false B turret behind the forward battery, both excellent examples of concealment and disguise respectively.

While the introduction to the work is good, readers will really be impressed by the main effort, the sections on each of the *Kriegsmarine*'s major surface units with numerous plates showing how the ships appeared during the phases of their operations. Top and waterline plates of ships during various periods including the Spithead review, the international patrol during the Spanish Civil War, work-up, training in the Baltic Sea, and of course, combat operations, are all provided and with excellent detail. All of the major surface units are covered, right down to destroyers. Smaller craft were not included, unfortunately, as S-boats have been well covered elsewhere but mainly, as the authors admit, due to lack of sources.

The book also dispels some common myths. *Bismarck*, for example, did not have red turret tops during her sea trials in the Baltic. This assumption likely came from the fact that her consort, *Prinz Eugen*, did have them (p.31). The latest research also shows that *Bismarck*'s final look was almost entirely grey, with even the aerial recognition markings painted over in grey. Interestingly, A and D turrets retained a square darker shade of grey on top while B and C turrets were entirely pale (p.37).

Another aspect that the book brings

to light is the heraldry the German ships carried in peacetime and the regalia that was part of the ships. Many had named turrets, for example, *Admiral Scheer* carried a Skagerrak shield on its bow and its turrets were named “Friedrich der Grosse” and “Seydlitz.” Battle honours were also carried on several German ships—*Admiral Graf Spee*'s “Coronel” on the ship's *turmmast* is a fine example, while the light cruiser *Königsberg* had plates with the honours “Sansibar,” “Rufiji,” “Oesel,” and “North Sea” on the stern superstructure overlooking the aft battery.

All of this can be simply summed up by stating that Asmussen's and Leon's work is one of exceptionally high quality. Well researched and literally heavy with illustrative plates, along with many full-page photographs, the work will be an excellent addition to the libraries of naval enthusiasts. Modellers and naval artists too, would find this book an excellent resource, indeed the work should and will become the new staple on the topic.

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Siegfried Breyer and Miroslaw Skwiot. *German Capital Ships of the Second World War: The Ultimate Photograph Album*. Annapolis, MD: Naval Institute Press, www.nip.org, 2012. 432 pp., illustrations, appendix, US \$76.82, cloth; ISBN 978-1-59114-325-3.

After the German Imperial Navy was scuttled in Scapa Flow in 1919, Germany's ability to build a new navy was limited by restrictions in composition of the fleet and areas in which to operate. In the 1920s, the political climate in Germany changed and the navy began to build a strong fleet. In the mid-1930s, Adolf Hitler disposed of the disarmament treaties and ordered bigger ships. The battleships with their powerful

image symbolized Hitler's defiance of the Treaty of Versailles and the might and glory of the newly rearmed Germany. The most appealing of these was the *Bismarck* and there is a lot of *Bismarck* to see; builder's plans, photographs taken on different occasions such as during construction, at festive activities like the launch, the fitting out, and its first sea trials in the Baltic. Then came the war at sea, where, during operations from Norway, *Bismarck* sank the battle cruiser HMS *Hood* on 24 May 1941 in the Denmark Strait. Only three men out of a crew of 1,418 survived. The Royal Navy's hunt for the *Bismarck* ended three days later, on 27 May 1941, when *Bismarck* was destroyed. Over 2,000 German sailors lost their lives, while just over 100 survived. There are photographs of *Bismarck*'s last battle as well as of the action against *Hood*.

The history of the *Tirpitz*, of the Bismarck-class, is totally different from that of its sister ship. *Tirpitz*'s contribution to the German war effort was to serve as a threat rather than actually to create havoc among Allied convoys. During one operation, the battleship fired its guns against Spitsbergen, and that was it. But *Tirpitz* was still a force to be reckoned with. The Allies, particularly the British, had their hands full getting rid of the battleship. They finally succeeded on 12 November 1944, when the RAF bombed it. The photographs of *Tirpitz* being hit and keeling over are fascinating.

In his preface, Siegfried Breyer states that the Second World War demonstrated the battleship had been superseded by the aircraft carrier. But that was not the case in Germany. By the time it became clear to Britain, the U.S. and Japan that aircraft carriers could decide naval battles, Germany's aircraft carrier *Graf Zeppelin* only sailed the seas on the drawing board. It is not quite clear why the authors consider the *Graf Zeppelin* a capital ship. Perhaps they are referring to the amount of

money it took to build this vessel that was never delivered.

The book is basically a pictorial history of battleships, leaving the story somewhat thin, uncritical, and mostly descriptive. Moreover, given the book's lack of colour photographs, it does not fulfil the expectation one has from the subtitle *Ultimate Photograph Album*.

In 1989, American oceanographer Robert Ballard discovered the wreck of the *Bismarck* and reignited interest in the story of the former battleship. Unfortunately, the book contains no photographs or any other kind of image of the *Bismarck* resting on the bottom of the sea. The quality of the album might have improved had it been reviewed by an editor. It is as if every available picture has been used, some are out of focus, others have no distinctive features, similar pictures recur, etc. Ultimately, however, the *Ultimate Photograph Album* is a nice read.

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Craig Cabell, Graham A. Thomas, Allan Richards. *Blackbeard: The Hunt for the World's Most Notorious Pirate*. Barnsley, S. Yorks: Pen & Sword, www.pen-and-sword.co.uk, 2012. x+178 pp., illustrations, bibliography, appendices, notes, index. UK £19.99, US \$34.99, cloth; ISBN 978 1 84415 959 8.

Pirates are popular historical figures providing movies, cartoons, festivals and amusement parks with salacious enjoyment. Entertainment aside, the study of piracy is a legitimate discipline of maritime history. In the course of war, governments issued letters of marque to privateers—sailors who exercised a justifiable form of piracy against their nation's enemies. When the Treaty of Utrecht (1713) put an end to European hostilities, privateers and their crews found

themselves without official government sanction to legitimize their activities. Many of these displaced privateers turned to piracy. Though pirates have existed for centuries, the Atlantic World's golden age of piracy occurred during a small window of time in the early 1700s.

Piracy interfered with burgeoning trade between the colonial powers, therefore, governments sought to eradicate the menace. In 1717, King George I issued a Royal Proclamation pardoning any pirates who would promise to stop their pillaging. While some pirates accepted the royal pardon, many pirates continued their illegal activity. Blackbeard, also known as Edward Teach, was in both categories.

A dearth of first-hand accounts written by sailors themselves leaves maritime scholars with numerous research challenges. Most common sailors were illiterate and, for obvious reasons, pirates did not keep written records of their plunder. Recorded testimonies including shipwreck narratives and legal and insurance documents were recorded by survivors who did not wish to have piratical accusations cast upon them. Newspaper accounts of piracy were often embellished and sensationalized.

In *Blackbeard: The Hunt for the World's Most Notorious Pirate*, authors Craig Cabell, Graham A. Thomas, and Allan Richards address some of those research challenges and attempt to sort through some of the folklore about the pirate known as Blackbeard. Beginning with a few questions such as: Was Blackbeard as vicious as his legend portrays him? Why did Virginia Governor Alexander Spotswood organize an expedition to find and kill Blackbeard? And why is it that Blackbeard's name persists as one of the most infamous pirates of all? The answers found in *Blackbeard* are geared towards a contemporary, lay audience.

The authors launch their probe with

a book written in 1724 entitled *A General History of the Robberies and Murders of the Most Notorious Pirates*. Authored by a Captain Charles Johnson, *A General History* has also been attributed to the pen of Daniel Defoe. Cabell et al compare the enduring stories about Blackbeard with eighteenth-century sources and modern research. Robert E. Lee's *Blackbeard the Pirate—A Reappraisal of His Life and Times* (1974) and Angus Konstam's *Blackbeard—America's Most Notorious Pirate* (2006) are the two most frequently quoted secondary sources in *Blackbeard*. The authors use Colonial State Papers, particularly those of Virginia's governor, Alexander Spotswood, the man who organized the expedition to defeat the pirate. Combining folklore and written records, the authors consider the veracity of the Blackbeard legends. They appraise how other authors have treated these episodes, what the historical records say, and bring in historical context to help the reader see how they analyzed the event.

A good example of the authors' style in examining the lore of Blackbeard is in Chapter Six, *Flagship* which recounts Blackbeard's capture of the French slave ship *La Concorde* in 1717. The authors explain how Blackbeard and his crew converted the large ship, which once carried a human cargo of over 450 souls, into a first-class pirate vessel. Refitted and renamed, *Queen Anne's Revenge* became Blackbeard's flagship. After knowledgeably describing how the pirates added sails, removed internal bulkheads and armed the ship by cutting gun-ports into the hull, the authors then present archaeological evidence regarding the multinational origin of the numerous cannons found on the recently excavated *Queen Anne's Revenge*. They also examine why Blackbeard gave the displaced captain and crew of *La Concorde* another, albeit inferior, vessel in which to return home. The chapter ends with a final question—did Blackbeard

release these men to humiliate the captain and crew of the slaver?

The authors use a few distracting and overreaching phrases such as “most historians agree” or “we shall never know.” Perhaps because they wish to appeal to a non-maritime, non-historic audience, there is a tendency to oversimplify some of the context, for example, they suggest that pirates would have been less battle hardened than sailors on the Royal Navy war ships (p.51). Since many of Blackbeard’s cohorts were veterans of the European wars who continued their own mercenary ventures, they would have been just as experienced as contemporaneous British naval crews.

By dissecting some of Blackbeard’s known exploits using old and new evidence; the authors present an interesting perspective of how the legend of Blackbeard persisted and grew so that he is one of the most famous and notorious of an infamous lot.

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S.A. Cavell. *Midshipmen and Quarterdeck Boys in the British Navy, 1771-1831*. Woodbridge, Surrey: Boydell Press, 2012. x+245 p., illustrations, appendices, bibliography, index. US \$99.00, hardback; ISBN 978-1-84383-719-0.

Beginning with her doctoral dissertation at the University of Exeter in England, the author sampled the records of 1,953 Royal Navy junior officers (which she defined as midshipmen, masters’ mates and, after 1804, sub-lieutenants) and 1,994 quarterdeck boys (defined as officers’ servants who were officer entrants and entitled to walk the quarterdeck) from the years 1771-1831. These men were selected from 231 ships’ muster books preserved in ADM 36 and 37 at the U.K. National Archives.

Cavell’s purpose was to test Michael Lewis’ assertion, expressed in *A Social History of the Navy, 1793-1815* (1960) that, as the Napoleonic wars progressed, birth and social position became less of a qualification for a naval officer. She divided her data into two segments, junior officers and boys selected before 1800, and those after, and found that for the earlier entrants, connections within the Navy were more important than gentlemanly or noble birth (she differentiates between the two) while, for those entering after 1800, birth was a more important factor. Cavell also sees two other issues at play. The Admiralty attempted to exert greater influence over the selection of junior officers, especially through an order in council of 1794, at the expense of the patronage powers of individual captains to take on midshipmen and boys, and the Admiralty preferred that its officer entrants be gentlemen. At the same time, Cavell notes, the concept of a gentleman was changing. By the early nineteenth century, it became less a matter of birth only, and more concerned with a sense of responsibility, deportment and manner.

This book goes beyond a dry recitation of statistics. The author uses individual cases, as presented in memoirs or contemporary accounts, to further her narrative. For example, in examining motivations for joining the Navy as an officer entrant, she points to Alexander Ball, who later earned fame as one of Nelson’s “Band of Brothers,” as someone who joined to seek adventure after reading *Robinson Crusoe*.

Midshipman Abraham Crawford saw his fellow junior officers in different groups, with those who served in frigates already clearly gentlemen and somewhat of an élite:

Those who had served chiefly in ships of the line ... were well skilled in slang and even their ordinary conversation was

garnished ... with a superabundance of oaths and obscenity. The collection from sloops of war and gun brigs might be known by an absence of good breeding, and a certain slouching vulgarity ... while those from the frigate-school differed widely from both ... avoiding as much as they could an intimacy with the others, and forming ... a society apart.” (p.118)

Perhaps most interesting of all are her two chapters on crime and punishment; again, one dealing with the eighteenth century and one with the nineteenth. She divides nearly two hundred crimes by junior officers, identified from court martial records in ADM 12/21-27, into four time periods: 1760-1780, 1781-1800, 1801-1815 and 1816-1831. Although running the whole gamut of possible crimes from fraud through buggery to murder, insubordination and mutiny dominate. Desertion rates decreased throughout each of the periods, disappearing entirely after the end of the wars in 1815. This demonstrates to Cavell that the “young gentlemen” increasingly regarded this entry into the service as a route to a commission and a professional career.

She discusses the insubordination and mutiny charges in detail. Many of these, she suggests, were opposition to officers who did not treat the “young gentlemen” as gentlemen or as aspiring officers, but who punished them as if they were simple seamen. In one prominent case in 1791, Captain George Vancouver had sixteen-year-old Midshipman Thomas Pitt, later Lord Camelford, flogged over a gun in the cabin for disobedience, before all his officers. For subsequent disobedience, he was dismissed from the ship. Such public punishment of an heir to a peerage and a cousin of the prime minister turned out to be an unwise application of naval authority. Vancouver made prominent enemies.

1791 also saw the “Midshipmen’s Mutiny” at Portsmouth, which Cavell also

discusses at some length. Twenty-year-old Midshipman Thomas Leonard of HMS *Saturn* failed to report the firing of the evening gun to his first lieutenant, William Shield. Shield ordered him to the masthead, a fairly common punishment for boys, likened to being forced to stand in the corner at school. When Leonard protested that this was beneath the dignity of an officer and gentleman, Shield had him hauled aloft, injuring him in the process. When this became known throughout Portsmouth, Edward Moore, a midshipman in HMS *London*, became involved in a plan to write letters of support for Leonard. Moore was court martialed on charges of sedition and forming a mutinous combination. Although the charges were “partially proved,” he was given the very light sentence of a month in prison and a reprimand, surprising in that this was an implicit threat to authority and to the naval chain of command. It also drew attention to the changing perception of midshipmen as junior officers and aspiring gentlemen (pp.105-112).

While this book does a great service in furthering our understanding of officer entrants at perhaps the apogee of the Royal Navy’s history and reputation, it is not without some questions. Of the nearly four thousand men sampled, Cavell was only able to trace the social background of 32 percent of the junior officers and 18 percent of the quarterdeck boys. While these may be enough for a valid sample, as with many historical statistical studies of officers, we are left wondering if it is truly random, or is influenced by the larger amount of data available for a proportion of the midshipman population. We always know more about the famous and infamous, and do they colour the sample as a whole?

Although the style of the book shows its development from a dissertation, it is clearly written and a pleasure to read. The only illustrations, four plates

reproduced from the National Maritime Museum (three of them from George Cruikshank's series "The Progress of a Midshipman"), appear dropped in as something of an afterthought, and reproduced in muddy tones. Much more pleasing is the rather thoughtful "Portrait of a Midshipman" in colour by Sir Archer Martin Shee appearing on the cover.

A problem arises with the important graph on p. 98, dealing with junior officers' crimes divided by type and date, which is reproduced in distressing shades of gray and so small as to be unreadable without a magnifying glass. The work is complemented by a full bibliography and a really useful index.

In spite of the considerable price for a thin volume, this book is a necessity on the shelves not only of institutions and individuals studying the development of navies and of officer development, but also, because of the methodology used, on the shelves wherever social history of any period is studied.

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Andrew Clark. *Pleasures of the Firth. Two Hundred Years of the Clyde Steamers 1812-2012*. Catrine, Scotland; Stenlake Publishing Ltd., [www.stenlake.co.uk](http://www.stenlake.co.uk), 2012. 314 pp., photographs, maps, appendices, bibliography, fleet list and index. UK £40, cloth; ISBN 9781840335859.

Transport history is often closely linked to social history. Two hundred years ago, an impetuous Scottish entrepreneur, Henry Bell, harnessed the latest technology, the steam engine, to enable people to travel further, faster and in greater comfort than ever before. Europe's first commercial steamship, the revolutionary *Comet*, took to the waters of the Clyde in 1812. It proved to be reliable and soon replaced the parallel

stagecoach services. Since it carried more passengers, it was cheaper, and within a few years, more people cruised Scotland's six-thousand-mile coastline and visited its 230 harbours and anchorages than had hitherto been possible.

The author, Andrew Clark, is Ayrshire born and bred and has held a season ticket for the Clyde ferries from the early 1960s. He has been the *Financial Times*' award-winning music critic since 1981, as well as president and editor of the journal of the Clyde River Steamer Club from which positions he has recently retired. The Club was founded by three young steamer enthusiasts in 1932 to foster interest in the Clyde River fleet. At the time, it boasted 130 members and although that number is now around 550, its membership is gradually declining. Clark is also the author of the much-praised book *A World Apart: The Story of Hebridean Shipping* (2010).

The detailed text of *Pleasures of the Firth* is complemented by some 460 illustrations from Graham Lappin's collection of rare photographs of Clyde passenger steamers and ferry termini, many of which have never before been published. Ranging from nineteenth-century steamers cruising off the West of Scotland to the present-day point-to-point ferries, they include the 1912-built *Queen Alexandra*, the only Clyde steamer to ram and sink a U-boat during the First World War, and MacBrayne's unique three-funneled *Saint Columba*, which looks like a miniature of Cunard's *Queen Mary*.

Turbine power was fundamental to the Clyde's ferry entrepreneurs, one of the most successful of whom was David Hutcheson. He held the year-round mail contract to Inveraray and his *Iona* was one of the most popular steamers, not only because it was faster but also because of its luxurious velvet-cushioned saloons. His

distant cousin from Australia, Robert Hutcheson Bowman, recalled visiting the great man himself at his house in Oban. On parting, Mr. Hutcheson gave Robert his visiting card on which he had written “Pass bearer – all routes D.H.,” something which must have saved Robert a fortune (Hendra 2012).

As the local resorts prospered, a popular summer pastime for ferry enthusiasts was to take the highest number of steamers from any of the estuary’s 120 piers during a single day. In 1913, the record stood at 22 when 40 steamers were plying the Clyde but, by the 1930s, the number of piers had declined to 53. The turning point came in 1955, when only 32 piers remained. The record fell to a mere 15 in 1963 but the achievement was greater because the steamer fleet now numbered only 18. Sadly, that record could not be equalled today.

The author’s fascination with maritime history and his scholarly attention to detail make this a remarkable book. He pays tribute to the lesser-known role of Clyde steamers 150 years ago during the American Civil War, when profit and patriotism came together and many ships were adapted to run the U.S. naval blockade. Existing literature on this era includes *The Ingenious Mr Bell* (Osborne 2001), *The Steamboat Revolution* (Sherwood 2007), *The Victorian Summer of the Clyde Steamers* (Paterson 2001), *Clyde Built* (Graham 2006) and, previously reviewed in this journal, *The Kingdom of MacBrayne* (Robins 2006).

Another theme the author explores is the birth and growth of large-scale tourism. Clark acknowledges the importance of the steamboat because its timetabled services and reliability made the “weekend” possible for working people and diverted coach traffic from the roads. Conversely, the number of passengers

taking short day-trips declined in the 1950s when the introduction of paid holidays gave families the time and money to venture further for longer in sunnier climes. Fortunately, the future of the last seagoing paddle steamer on the Clyde, the 1947-built *Waverley*, has been secured by a generous donation from a Largs-based euro-lottery winner.

This entertaining book is sympathetically written and beautifully presented, and it contains many reminders of a long-gone age of maritime transport. It is also a formidable tribute to the evolution of the Clyde’s estuary passenger ships from humble origins to inshore greyhounds and, for this alone, it deserves a prominent place on the shelves of anyone who has an interest in transport history or coastal shipping, or who simply enjoys learning about ships. Unusually for a nautical book, the author also includes detailed maps and notes on contemporary engines.

It is regrettable that no shipyard on the Clyde builds merchant vessels any more and that today’s ferries are primarily designed to transport vehicles and goods from point to point rather than passengers. Yet this book is a fitting memento of the Glaswegian tradition of cruising “doon the watter.” MacBrayne’s place in Clyde steamer history has been commemorated thus by an anonymous nineteenth-century author:

The earth belongs unto the Lord  
And all that it contains,  
Except the Western Islands,  
And they are David MacBrayne’s.

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Ray Costello. *Black Salt. Seafarers of Africa Descent on British Ships*. Liverpool, UK: Liverpool University, www.liverpool-unipress.co.uk, 2012. xxiii+248 pp., illustrations, notes, bibliography, index. UK £65.00, cloth; ISBN 978-1-84631-818-4.

*Black Salt. Seafarers of Africa Descent on British Ships* is a sweeping project in a small volume. The task Costello sets himself is to reveal the, as of yet barely explored, even ignored history of men of African descent serving on British ships (merchant and naval). His book is also meant to educate the British public about this history and to promote further research into the topic.

The time frame of this work stretches from the sixteenth through to the end of the twentieth centuries, which is summarized in a four-page timeline, following the introduction. This is an ambitious undertaking which produces the most significant problem with the work. While the author is able to indicate the presence of Black people (he notes 'men') in Britain during the ninth century, he has his first evidence of their involvement in life afloat in 1547 with the story of a Black diver working on the wreck of the *Mary Rose*. This is followed by subsequent chapters on Britain's slave trade and the use of slaves and free Black men aboard slave ships and merchant ships as sailors. A chapter on men of African descent in the British Navy ends with the statement that, at the conclusion of the Napoleonic era, Black sailors were common aboard naval vessels, and while not totally accepted by all, had largely blended into the crews through their use of the English language and being Christians. These four chapters are based on stories of individual sailors, as told under their own hand or by others. Few and often brief, these stories are used to their maximum effect and extent. The absence of more extensive documentary evidence is the

problem that confronts all those doing research on the race of British sailors before the middle of the nineteenth century.

The story of Captain John Perkins is very interesting. Perkins, born in Jamaica to a white father and black mother in the mid-1700s, became what Costello declares as "probably the first" Royal Navy captain of African descent (pp.97-99). Admirals Rodney and Duckworth both seem to have played the role of patron for Perkins, providing him with local commissions leading up to his opportunity to command the 32-gun frigate *Tartar* in 1804. He appears to have served his career (and lived) entirely in the West Indies.

As Costello moves into the late-nineteenth century and through the First and Second World Wars, the book begins to build, becoming more powerful while based on a thicker layer of evidence. At the end of the age of sail, Black sailors had certainly obtained professional skill and importance aboard ship equal to any non-Black sailor, though full equality was not yet experienced. There were examples of ship masters of African descent and men of colour owning and operating their own merchant vessels. The transition to the age of steam seemed to unsettle this position, creating new class lines aboard ship through the technical innovations demanding professional operators and unskilled labour to stoke the engines. Black seamen were given the latter positions. Since owners of merchant shipping lines held the idea that people from tropical climates could better serve in the excruciatingly hot boiler rooms, more African men were taken on. This angered the white sailors as their opportunities for work began to disappear. The International Seafarer's Union did not seem to support all sailors equally.

Service in the two world wars is addressed in separate chapters. During the First World War, Black sailors served afloat in the Merchant and Royal Navy earning

heroic honours and professional acclaim. During the Second World War, Costello states that Black sailors were not recruited for the Royal Navy; indeed a March 1940 memorandum barred them from such service (pp.186-187). Their service to Britain came aboard Merchant Navy vessels, where, as before, their seamanship and bravery were not lacking. The interwar years, however, were a period of economic struggle for sailors of African descent and their families.

Two critical elements laid bare by Costello are the amount of persistent prejudice against sailors of African descent and his examination of Black sailors' lives ashore, especially in Liverpool. Throughout the book Costello makes perfectly clear the amount of prejudice, discrimination and violence pitched against the Black seamen (and their families). Examples include the free Black sailor on a slave ship losing his freedom at journey's end, Admiral Young's 1777 order to limit the number of Black sailors aboard ship, through to the beatings of lone Black seamen in the streets of Liverpool, not to mention the limits to promotion in the navy prior to 1960. The inclusion of a discussion on eugenics and racism at the turn of the twentieth century and its role in shaping attitudes towards Black seamen is both interesting and important. The extended chapter entitled 'Blighty' is the first place where Costello lays out life ashore for Black seafarers. Using information pertaining to Greenwich pensioners, Black street hawkers and performers with ties to the sea, verse and census data for Liverpool, he starts to open a narrow window into their lived experience. The chapters focusing on the twentieth century spend more time ashore with men and their families, but it is the one entitled 'Sailortown Under Attack' that leaves the reader with a clear sense of the bleak racial relationships in Britain during the interwar years. These two aspects of the

book alone make it a recommended reading for anyone interested the lives of sailors ashore and their experience afloat.

The images in the book are helpful, though the most interesting are the four photographs which depict sailors of African descent. More of these photographs could have been added to the second half of the book. The other images, largely drawings, are fairly familiar. The index is usable, the bibliography is good, but the endnotes and references are not always consistently formatted. For example, TNA, PRO are used interchangeably for the British National Archives (p.225) which the reader is told is now called the Public Record Office (p.viii). These minor annoyances aside, Costello certainly accomplishes the goal of opening up the study of Black seamen in British merchant and naval ships. More work is to be done, but the start is here, with this book.

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James Seay Dean. *Tropics Bound: Elizabeth's Seadogs on the Spanish Main*. Stroud, Glos: The History Press, www.thehistorypress.co.uk, 2010. 224 pp. illustrations, notes, bibliography, index. US \$26.66, hardback; ISBN 978-0-7524-5096-4.

According to Dean, many American and British popular historical accounts present, and even argue, that early British efforts at colonization were focused along the east coast of North America, namely Jamestown (1607) and Plymouth (1620), thus marking the nascent beginnings of British trade and colonization in the New World. He suggests, however, that from approximately 1520 to 1620, there was a serious attempt by English seamen and explorers, supported by numerous investors, to not only raid and pillage Spanish shipping and the ports that ringed their far-flung colonies in the

Caribbean Sea and South and Latin America, but to also establish a trading and colonial foothold in the Spanish strongholds in these lands. This 100-year span seems to have been glossed over by a number of historians who relied on sources who were not personally involved in the adventures, or misadventures. Dean sets out to construct a valid maritime history as seen through the eyes of sailors who lived and died on the gun decks of all-too-often decrepit and leaky vessels. In doing so, he hopes to illuminate early English voyages to the deadly tropical Americas and to bring to light a narrative full of rich history, thrilling adventures, cruel hardships, and a tropical paradise, lost but then regained.

The text's 12 chapters provide a chronological history of the efforts by various English seadogs, brigands, desperate seamen and behind-the-scenes players (including investors and the English Crown) to oversee the return of their fair share of any profits gained. A concise and clear timeline of events from year to year and voyage to voyage precedes the story. This timeline is a necessary component of the book, helpfully clarifying the dates of the multiple voyages carried out by the same persons or by their relatives with the same names.

The chapters themselves are enlightening as they describe in great detail, the challenges faced by the intrepid sailors as they made ready for the voyages ahead, the trials and arguments that often erupted between investors, the Crown, and the men who risked their lives before and after the mast. There is also a view from the gun deck where ordinary seamen fought for portions of the rich hauls but all too often died from diseases. Famous English sailors such as Francis Drake and Walter Raleigh don perhaps a more sinister persona as a result of doing what was necessary, even to the detriment of their own men and peers, to succeed or even survive the voyage home

and the displeased investors waiting for them back in England.

Though this work is exciting and a good supplement to understanding the maritime history of this period, it not exactly a fast read, as the text can be too detailed in places, making it ponderous, while following the multiple voyages made by the same men, or different ones with the same names can be confusing. Dean goes to great lengths to emphasize or imply that many of the narratives used in constructing this work came from ordinary deck hands or seamen who toiled high aloft, and often suffered at the hands of the enemy, their own officers and the weather. Instead, the accounts that make up the narratives actually come from a variety of sources; the sea captains themselves, their officers and other sailors, such as pursers and adventurers, who chose to voyage to the tropics. Some of the sources, in fact, did not sail the high seas at all, but remained at home expecting a rich return on their investments. Their suffering was financial, when ships were lost at sea or came back with empty holds.

James Seay Dean is a professor of maritime history, among other academic subjects, at the University of Wisconsin-Parkside, Kenosha, and has published numerous journal articles dealing with maritime history and nautical literature. He is also the author of at least two other books concerning maritime history. He is an avid hands-on sailor who worked as a crewman, first mate, navigator, sailing master and captain on a variety of sailing vessels while sailing the Atlantic Ocean and Mediterranean Sea, and continues to be a practicing sailor on the Chesapeake Bay. His academic background, coupled with deck-plank knowledge of ships and the sea gives authority and legitimacy to *Tropics Bound*.

The book is interesting and informative in terms of the machinations

constructed by English seamen voyaging through the tropical New World and the characters behind the scenes a century before colonies such as Jamestown gained their notoriety. It is a good read and a must for those maritime specialists seeking to supplement their library and further their knowledge of intrusions into the Spanish New World by other European interlopers. The non-specialist would greatly benefit by having a glossary of specific maritime terms, however, along with an expanded illustration section depicting vessel types. Despite these minor issues, this is a good book for those trying to understand the influence of English trading efforts in the New World before Jamestown, and one worth reading.

Wayne Abrahamson  
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Marcus Faulkner. *War at Sea: A Naval Atlas 1939-1945*. Annapolis, MD: Naval Institute Press, [www.nip.org](http://www.nip.org), 2012. 275 pp., illustrations, maps, bibliography, index. US \$89.95; ISBN 978-1-59114-560-8.

Is it fair game to compare a book against its publisher's hyperbole? Naval Institute Press produced an unusually breathless blurb for the appropriately-titled *War at Sea, A Naval Atlas, 1939-1945*:

Never before in the vast literature of World War II has there been a naval atlas such as this to show graphically the complexities of the war at sea that spread across every ocean during that global conflict. This beautifully produced book by the British naval historian, Marcus Faulkner, provides a unique cartographic presentation of the sea war. It offers more than 150 full-color maps and charts to help readers visualize exactly what

happened over the course of the war. All of the great campaigns and major battles are included, but so too, are the smaller operations, amphibious landings, convoys, sieges, skirmishes, and sinkings. No other work has attempted such an ambitious view of the war at sea. Certain to become a definitive reference work of World War II, the book is suitable not only for historians and serious naval enthusiasts, but also for general readers seeking a sweeping visual explanation of what happened in a naval war that extended from the coldest arctic seas to the tropical beaches of the Pacific.

As blurbs go, this is actually a pretty accurate description of this book. It is hard not to gush over it: the graphics are wonderful, and text is concise yet lively. This is a visually stunning book and a very valuable reference item for scholars and arm-chair admirals alike. Maritime historians should sit up and take note, for this sort of publication is erudite yet accessible, the very thing to excite the next generation's interest.

The reader should realize that while Naval Institute Press is the American publisher, it was first printed in the U.K. by Seaforth Publications and is, in fact, a very British production, giving a much greater emphasis to Mediterranean operations than many North Americans would expect. The very first plate, "British Sea Power," makes this clear, yet it is also one of the most important because it details the relationship of Royal Navy bases to global sea lanes of communication, although it might have mentioned the more recent loss of the base at Queenstown (Cobh) in the Irish Free State in 1938.

The front matter is particularly enlightening. Faulkner's preface covers

some very important points regarding maps, explaining the use of colour and the sources used (usually Admiralty) and their shortcomings. So too, Andrew Lambert's concise essay on naval elements of the Second World War lays out a powerful argument for sea power, which, as he advocates it, united the Allies while separating the Axis powers. Moving into Faulkner's text, generally found on the map plates themselves, it is necessarily brief but nonetheless complete; for a first-time author he writes with unusual confidence and ability.

The cartographer bears special credit in a work like this. Peter Wilkinson is highly experienced, and that shows in his crisp, clean style, marvelously free of gimmickry. Largely uncluttered with extraneous material and enhanced with delicate colours, the maps are sure to withstand the test of time. The use of warship silhouettes added a nice level of detail sure to please many. If this volume required anything, it was an essay by Wilkinson laying out how he designed the maps, which really are stunning. Many will undoubtedly be pleased with the operational maps, which have the usual sort of lines showing the movement of different units. Cartographically they were not the most interesting; for example the mini-map (p.20) that portrays the sinking of HMS *Glorious* in 1940 really is just a bunch of squiggles that don't convey much information. On the other hand, the introductory plates for each section, uncluttered global maps that lay out where the action was, were tremendously useful. In general, this reviewer was happiest when the maps addressed abstract ideas rather than specific actions. The very last plate, "Capital Ship Losses, 1939-1945," was especially thought-inspiring.

Yet this work is not without issues. For all the praise due this volume, there are problems, most of them at the

writer/cartographer interface. Indeed, there were a number of misspellings or other gaffs that will annoy the fussy, but this has become a common problem as publishers increasingly abrogate their editorial responsibility. But even the graphics show some inconsistencies. A number of these appeared on p.vii, the general key to the map plates and thus a crucial feature, among which was the term "gun battery battery," which might be better labelled "gun emplacement." Other troublesome icons were the use of the 1965 Maple Leaf flag to represent Canadian forces; to be consistent it really should have been the Canadian Red Ensign in use in the 1940s. Some icons, such as "torpedo attack" and "firing commenced" were redundant, since that information is provided in text on the maps. So too, it isn't clear why the sunken cargo vessel icons are different on p.13 and p.15. Why not stick to one design? There were also a number of missed opportunities for important maps, such as a Plan Orange map, or given the author's interests, a global map of signals intelligence facilities that included American facilities at Hawaii and Manila to complement the British and German signals intelligence plates (pp.136-137). Statistics were always presented in tables while bar graphs, pie charts, and so on would have added another dimension. Hopefully, a second edition will someday iron out these minor problems.

In sum, this is a wonderful book that will please academics and the reading public alike. The map plates are truly beautiful, the text is informative yet does not overwhelm, and even the price is reasonable. Maritime historians could use more atlases like this, covering both naval and civilian dimensions of humanity's interaction with the sea.

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Catherine Marie Gilbert. *Yorke Island and the Uncertain War. Defending Canada's western coast during WWII*. Campbell River, BC: Ptarmigan Press, www.ptarmiganpress.com, 2012. 83 pp., illustrations, notes, bibliography, index. CDN \$25.00, paper; ISBN 978-0-919537-93-4. (Ordered from www.catherinegilbert.ca, plus \$10 shipping BC residents, \$15 shipping rest of Canada.)

After 1936, in response to growing concerns about aggressive Japanese actions in China and possible ambitions in the Pacific that might bring conflict to the shores of British Columbia, the Canadian government and military accorded Canada's west coast high priority in rearmament and the preparation of coastal defences. Roger Sarty, in his 1985 PhD dissertation "Silent Sentry: A Military and Political History of Canadian Coast Defence, 1860-1945" and other related journal articles and occasional papers since, has described the historical background, motivations and technical aspects behind bolstering and building bulwarks against maritime attacks and raids. Geography mattered. A network of large guns, fortifications and warning stations was decided upon to control access points from the ocean into the inner, sheltered waters between Vancouver Island and the Lower Mainland, where the commercial ports of Vancouver and New Westminster handled substantial shipping. These defences were intended to ward off surface raiders—naval or auxiliary warships engaged in commerce warfare and hit-and-run attacks on shore targets, counter any submarine and long-range aircraft patrols and reassure the Americans that sea lines of communication between San Francisco Bay, Puget Sound and Alaska were safe and secure. In addition to fortified sites near the naval base at Esquimalt and Victoria, Steveston on the mouth of the Fraser River

and the approaches to English Bay and Burrard Inlet off Vancouver, the remote location of Yorke Island nearby Kelsey Bay and distant Campbell River was selected to dominate the choke-point of Johnstone Strait in the north passage. Yorke Island, an inaccessible, wooded, wind-swept outcropping of rock barely 55 hectares in size, became home to a major military installation which housed significant numbers of army, navy and air force personnel for the duration of the Second World War.

Catherine Gilbert, a local historical enthusiast trained in journalism and fine arts, tells the stories of this isolated fortress, the men who served there and the local residents who came into contact with them, in a visually stunning book that incorporates a readable narrative as well as contemporary and historic photographs from the site. The research foundation is the large number of oral interviews conducted among those involved and original materials drawn from repositories such as the Museum at Campbell River and private collections of individuals. At its best, the book provides a remarkable social history of the young and old soldiers who lived on "the rock," either temporarily or for longer periods of time. The hardships, monotony and tribulations associated with lack of facilities and loneliness are plainly described. Access to the outside world consisted of a religious mission boat skippered by a reverend, himself a veteran of the First World War, the regular naval and army supply boats that brought water and other essentials, home-made rafts outfitted for nearby excursions, occasional civilian visitors sheltering from adverse weather or coming to see the resident military doctor for medical help, the friendly and enemy signals monitored on special equipment and the always welcome steamer that meant final return to civilization at the end of tour. The defences

on Yorke Island fulfilled a military purpose, and a military routine was followed. The centerpieces were the 4.7-inch, later upgraded to 6-inch, artillery guns emplaced in concrete, augmented by protected searchlights, light and medium anti-aircraft guns and hardened ammunition bunkers. Most other buildings constructed on the island during the occupation consisted of wood, brick and similar common materials.

Relatively expensive, inflexible and manpower-hungry fixed fortifications like those on Yorke Island became progressively obsolete in favour of greater provision of patrol aircraft for sea denial and strike functions at selected airfields and a new air base at Comox. Still, the examination duties performed by requisitioned fishing boats put into naval service, in conjunction with the big guns, and the late war signals intelligence work, a facet deserving greater attention than given, were equally essential. Small details on the military and naval sides are sometimes erroneous. HMCS *Comox*, for example, was not a converted minesweeper as described in the text, but instead a purpose-built coal-burning minesweeper of Admiralty *Basset* class design modified for Canadian conditions, launched at Burrard Dry Dock in North Vancouver (among the first warships built on the west coast). The social and heritage preservation dimensions of the book are demonstrably stronger than the military history. That focus, however, is not surprising given that the ready audience is undoubtedly mostly local and would not know the difference.

As documented in Gilbert's book, structures from the war occupation still stand on York Island, weathering the elements, time and Mother Nature. The site passed into private hands, when many of the moveable buildings were transferred to other locations, and then back to crown ownership during the Cold War. Some of

the most memorable buildings, such as a beautiful wood floor gymnasium used for dances and social events, have been lost to fires set by illegal campers. BC Parks, under whose authority the island now resides, has designated Yorke Island as a protected area awaiting a management plan and potential development as a park catering to day tourists. A fund-raising campaign is underway to finance a seasonal dock and interpretative signage, to provide better accessibility and bring out the site's historical significance. In the meantime, a four-minute YouTube video titled "Yorke Island and the Uncertain War by Catherine Gilbert," produced by Shaw TV North Island, shows the level of local media interest given to the book and the wartime story.

The beautiful design and lay-out of the book deserve special mention, especially the bright, glossy photographs in colour and monotone. Ptarmigan Press, associated with commercial printer Kask Graphics in Campbell River, has been publishing books of regional interest since 1980, including a very popular series focused on west coast seafood cooking. Due to changing economics in the printing business and the increasingly endangered species known as paper product, owner Ann Kask has found a new niche in the growing field of self-publishing and commissioned books incorporating good graphic design and copyediting, for which Ptarmigan has an established reputation. *Yorke Island and the Uncertain War* demonstrates how a small publisher of maritime-themed books has adapted to the ever changing Canadian publishing market and continues to produce books of high quality by design and authorship.

Chris Madsen  
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Timothy S. Good (ed.). *American Privateers in the War of 1812. The Vessels and Their Prizes Recorded in Niles Weekly Register*. Jefferson, NC: McFarland, www.mcfarlandpub.com, 2012. vii+209 pp., appendices, notes, bibliography, index. US \$75.00, paper; ISBN 978-0-7864-6695-5. E-Book ISBN 978-0-7864-8826-1.

This is one of the most useful books I have received in a long time and an example of how newspaper sources can be turned to even greater use for a much wider public. Having spent many years tracking privateer activity throughout the War of 1812, I found *The Weekly Register*, published in Baltimore, the most consistently accurate record of privateer captures during the war.

Established in 1811 by publisher and editor Hezekiah Niles, *The Weekly Register* offered him a platform for his moderate political beliefs and his commitment to honest reporting with a national or international focus. At a time when newspapers were known for being fiercely partisan, Niles' *Register* presented its readers with a fair and balanced perspective which made it one of the most popular newspapers in the United States for 25 years. Unlike so many of his fellow journalists, the Quaker-born Niles reported national and international news even-handedly, and in full. When the U.S. declared war against Great Britain in June 1812, Niles strongly supported the use of privateers (privately armed and operated vessels of war) as opposed to the few U.S. Navy vessels in service in 1812. Since Baltimore was one of the first ports to commission privateers and sent out more than any other American city, Niles was ideally placed to record their activities. His great gift to his contemporary readers, as well as to modern researchers, was his determination to present as thorough a record as possible of every American privateer capture during the War of 1812. Beginning with the first 136 prizes in the 5

September 1812 issue, Niles promised to count only those enemy prizes that safely reached an allied or American port or were otherwise "conclusively" accounted for, whether destroyed, ransomed or released as cartels for sending paroled prisoners home. Prizes that failed to arrive or were taken but later recaptured by the enemy would not be listed. *The Weekly Register's* final prize list, published on 12 August 1815, includes over 80 vessels in addition to the 1550 prizes previously identified up to 7 January 1815. Allowing for duplicates and the inevitable omissions, Niles estimated that not less than 1,750 were taken with a further 750 recaptured, for a total of 2500 vessels (p.173). The difficulties inherent in early-nineteenth-century communications were compounded by war as British vessels gradually blockaded the entire eastern coast of the United States. Niles' ability to gather shipping intelligence from Maine to Georgia and from France to Norway during three years of war is a feat in itself.

Even though *The Weekly Register* is now available on-line, one must still search each issue to find scattered information on prizes. Timothy Good has taken all of Niles' lists from hundreds of papers, and put them together sequentially in one handy paperback book. While this in itself is a justification for the \$75 price, Good has also arranged the long list of captures by privateer, listing the type of vessel, number of guns, home port and number of captures for each one. The privateers are listed alphabetically and their captures chronologically according to the date they appear in *The Weekly Register*. This makes it even easier to track the efforts of one privateer versus another or the prizes taken by privateers from one location. An extensive index offers further assistance.

According to the international law of prize, during war, all private armed vessels cruising against the enemy had to carry letters of marque or commissions from

the government entitling them to do so. Capturing a ship without a commission turned a privateer into a pirate and a legal prize into a hanging offence. But while all privateers carried letters of marque, not every ship with a letter of marque was a privateer. Some were primarily trading vessels which carried a commission along with a cargo in case a likely prize sailed by, but lacked the larger crew and armament of a privateer dedicated solely to prizemaking. In a third section of the book listing non-privateer captures, Good makes this distinction, identifying 62 prizes taken by letter-of-marque vessels as well as captures by Customs House vessels (1), revenue cutters (5), gun boats (9) and naval vessels (175).

Good, who works for the U.S. National Parks Service, has written several books on Abraham Lincoln, but this is the first to address privateers. He has organized, indexed and published only what Niles printed. He does not analyse the entries or edit the obvious typos. Nor does he point out the repetitions where the same prize appears in two separate issues, for example no.122, the schooner *Venus* captured by the privateer *Teazer* and carried into Portland as noted in the initial September 5 prize list and appears again as no. 178 in the September 26 issue. This is both the book's strength and weakness. Good has faithfully repeated Niles' errors along with his lists, but at least he does not appear to have added any of his own. For anyone, even a privateer fanatic like me, this is a wonderful research tool and deserves a place on the bookshelves of anyone interested in American privateers during the War of 1812. Once I had to drive 100 miles each way to use the closest volumes of *Niles' Weekly Register*. Thanks to Timothy Good, Niles' privateers are now within arm's reach.

Faye Kert  
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Alan G. Jamieson. *Lords of the Sea: A History of the Barbary Corsairs*. London: Reaktion Books, www.reaktionbooks.co.uk, 2012. 272 pp., illustrations, maps, chronology, notes, bibliography, index. UK £25.00, US \$39.00; cloth; ISBN 978-1-86189-907-1.

Allen Jamieson gives his readers a history lesson about the many nations, contiguous to the Mediterranean Sea, which fought maritime battles with each other for centuries over control of territory and wealth. A constant denominator was a clash of religions, Muslim nations engaged in war with Christian nations and vice-versa. Occasionally, Christians attacked fellow-Christians, members of obscure sects and they, along with small Jewish populations, became expendable pawns in the conflict. Both sides, Muslim and Christian, demonized those with differing beliefs or customs—cultural and tribal biases that historically defined early religious doctrine.

The Barbary Wars involved the maritime nations of England, France, Spain, Portugal, Denmark, Sweden, the Netherlands, and several city-states of the Italian peninsula clashed against the Mamluks of Egypt and the vast Ottoman Empire centered in what we now call Turkey and modern-day Morocco, Algeria, Tunisia, and Tripoli. The struggle between Christians and Muslims varied in intensity over many centuries.

The Muslims dominated from the seventh to eleventh century, but the Christians gained the upper hand thereafter to the fifteenth century when they enlisted Italian forces from Genoa, Pisa and Venice. The sixteenth century saw the bitterest conflicts when the naval vanguard of the Ottoman Turks gained power and controlled much of the eastern and North African Mediterranean coast.

Their struggles were known in the west as the Barbary Corsair Wars. The name

Barbary was the anglicization of Berber, inhabitants of the North Africa coast west of the Nile Valley, and corsairs roughly means “sea raiders.” Corsairs specifically targeted Christian vessels and their coastal enclaves clustered along the northern Mediterranean. Many castle-like watch towers survive to this day in European coastal communities, the purpose of which was to serve as lookout posts for corsair raiders. This was a predatory manifestation of an “eternal war” between Islam and Christendom—malevolence, mayhem, murder and bondage to promote two disparate concepts of God.

Corsairs were often viewed as pirates, but technically, they were privateers. Pirates operate outside all international law, preying upon vessels from any nation for booty. The corsairs, by contrast, were permitted by Muslim rulers to use privately owned ships to seize cargo, crews and vessels as prizes. The resulting plunder was disposed of according to a set of legal rules. As Jamieson notes, “the struggle between Islam and Christianity was held to be never-ending, interrupted only by truces, . . . Barbary corsairs could sail out against the Christians whenever they wished.” (p.13)

Extorting of nations, capturing vessels, stealing cargo, ransoming wealthy passengers and the homicides related to these practices were despicable enough, but the Barbary corsairs turned many of their Christian captives into slaves. The author suggests that between 1500 and 1800 AD the corsairs captured and enslaved approximately 1.25 million Christians while their Muslim brethren, the Crimean Tartars fighting on land, took another three million, mostly Russians, Poles, Ukrainians, Hungarians, and Austrians as slaves. Although this is a staggering number, the slave-taking operation of several Christian nations from the fifteenth century through the nineteenth century took in excess of 11 million black slaves. Many of these were

tribal families transported to the New World during the eighteenth and nineteenth centuries. A reader is stuck by the fact that wars based upon religious tenants do not necessarily breed morality.

The participants in these wars were some of the great Muslim leaders of history including Hayreddin Barbarossa, Suleiman the Magnificent, Zymen Danseker, Oruç Reis, and Yusuf Reis. The list of Christians contain the various King Charles’s of England, Spain and France, the King Henrys of England, Knights of Malta, Rhodes and Jerusalem and the Doria family of Genoa—to name but a few. Andrea Doria became a legendary sixteenth century admiral during this time and, a few centuries later, a figure in American naval history. The *Andrea (Andrew) Doria* was one of the original warships of America’s small Continental Navy, captained by Nicholas Biddle and first officered by Joshua Barney; both men were naval heroes of the Revolutionary War.

The Barbary corsairs changed direction in the early seventeenth century when the Ottoman central government suffered internal political crises allowing the regencies of Algiers, Morocco, Tunis and Tripoli to become semi-autonomous states. Meanwhile, the Christian powers of Spain and Portugal were in economic decline and England, France and the Netherlands were not strong enough to effectively stand up to the Mediterranean Muslim nations. At the beginning of the nineteenth century, the Americans reluctantly filled this vacuum, largely on a quest for manumission.

The first declared war in American history was the first Barbary War ending in 1803 and the second ending in 1815. Presidents Thomas Jefferson and James Madison were in office and valiant naval icons Stephen Decatur, John Rodgers, Edward Preble, William Bainbridge, Samuel Barron and Charles Morris saw service

during these engagements. Ironically black slaves were used to hew some Georgian live oak to build the hulls of the first ships of the nascent United States Navy, many of which were used to free white slaves in North Africa.

The early twentieth century demise of the Ottoman Empire brought an end to the last vestige of the Barbary communities. Appropriately, the author concludes *Lords of the Sea* with an analysis of these modern descendants of the corsairs. The present-day pirates who are flourishing in the South China Sea, the Straits of Magellan and especially in the Muslim nation of Somalia differ from the Barbary corsairs because their predation is economic rather than religion-based. Slavery continues, but on a comparatively minor scale.

Jamieson's book is generally comprehensive in its research, tightly written and scholarly with a vast amount of information packed into its 220 pages. It is well organized, but the author's writing style can overwhelm a reader with a tsunami of historical data. The book appears to present many puddles of facts that too infrequently flow and then merge into a cohesive narrative reservoir. Therefore, *Lords of the Sea* is a valuable secondary source for those who are interested in learning more about the history of Barbary corsairs, but it is a work where quenching one's intellectual thirst comes with a fair amount of effort.

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Ben Jones. *The Fleet Air Arm In The Second World War; Volume 1, 1939-1941. Norway, the Mediterranean and the Bismark*. Ashgate Publishing Ltd. for the Navy Records Society, [www.navyrecords.org.uk](http://www.navyrecords.org.uk), 2012. xxix+583 pp., diagrams, glossary, sources, index. UK £30:00 + £5:00 p & p., cloth; ISBN978-1-4094-5257-7.

(N.B. Membership in the Navy Records Society, currently £40.00, includes the annual publications of the society.)

The 120-year-old Navy Records Society (NRS) was established to publish manuscripts primarily concerning the history of the Royal Navy. Many titles are somewhat esoteric, such as *Papers Relating to the First Dutch War, Piracy in the Levant 1827-1828, Naval Courts Martial 1793-1815*, and probably of interest to a somewhat restricted *coterie* of academic historians. More useful was a 1994 "Occasional Paper" offering a complete list of *The Commissioned Sea Officers of the Royal Navy, 1600-1815*. More recent volumes of considerably wider interest include: *The Battle of the Atlantic and Signals Intelligence: U-Boat Tracking Papers, 1941-1947* (2002); *Naval Intelligence From Germany - The Reports of the British Naval Attachés in Berlin, 1906-1914* (2007). This current volume falls in the latter category which would appeal to a quite extensive readership.

Many NRS volumes, like this, are essentially a publication of letters exchanged, reports of proceedings, minutes of meetings, Admiralty directives and other correspondence, without much in the way of commentary, interpretation or assessment. Not everyone's choice of reading. The main impression of this volume, however, the first of at least three to come, is the immediacy of the documents themselves. Soon one is immersed in events as they happened, not armchair quarterbacking with much later access to enemy and other files. Jones, with no more than an occasional one- or two-page introduction and sparse footnotes identifying the actual names of the writers or reporting authorities (ship's captains, Fleet Air Arm (FAA) squadron C.O.s, department heads), lets the letters and reports speak for themselves. It proves fascinating. In the early pre-war days, the

lack of any form of suitable aircraft was pretty horrifying. The Royal Air Force only gave up control of the FAA in 1937, and it did not begin to administer itself until the spring of 1939, a mere six months before war's outbreak. By then, the RAF was operating Hurricanes, and the Spitfire was soon in front line service. The FAA meanwhile had Fairey Battles, Albacores and Swordfish, the latter used for every purpose, from reconnaissance to dive bombing to torpedo attacks (at about 120 knots.)

The book opens with a March 1939 assessment by the Admiralty, addressed to the C-in-C Home Fleet, as to their estimate of FAA requirements in the event of war—already pretty clearly anticipated. There was only one new fleet carrier, *Ark Royal*, while the first of the modern armoured deck carriers, *Illustrious* and *Victorious*, only became available in 1940. Four more were of First World War vintage, several converted from battle cruisers, 23 years old. Too soon there was the battle for Norway to cope with, too far afield for any fighter support by the RAF. Not only did the FAA have a problem with its older carriers, the Navy even had to borrow maintenance personnel from the RAF as there had not been enough time—or funding—to train up sufficient for even their modest requirements. This was offset by the FAA loaning observers to Coastal Command, who had little experience operating over the sea (and soon writing to ask for them back.) The first few lines in a letter from Churchill as first lord of the Admiralty to the first sea lord in January 1940 set an all-too-frequent tone: “I have been increasingly disquieted about the demand which the Fleet Air Arm involves upon British war-making resources ... I had not conceived how enormous was the charge involved... It [is] impossible for carrier-borne aircraft to compete with shore-based...” (p.71)

Such worrisome comments are

offset by others within days of successful actions – No. 38: “From Vice-Admiral Commanding Orkneys and Shetlands to Secretary of the Admiralty : *Sinking of Konigsberg at Bergen, 10 April, 1940.* ... This was, I think, the first occasion on which Skuas have been used in action for the real purpose for which they were designed.” This report is followed by the squadron C.O.’s report (800 and 803 Squadrons, Hatson), a copy of the operation order issued prior to the attack, and a summary of the pilots’ reports on return. For instance: “Damage to own aircraft: *Two aircraft were hit, each by one shell of pom-pom calibre, causing holes in the main planes. Both aircraft had no difficulty in returning.*” And “Casualties: *One aircraft failed to return ... He took this section into a cloud, whereupon the other two aircraft lost touch. Red Leader was not seen again, but another aircraft reported seeing a splash into the sea about this time.*” (pp.93-95). Immediacy for sure, and typical of report after report all through the tale, off Norway, in the wider Atlantic and in the Mediterranean. At sea and on occasion land-based, especially in the Mediterranean. Scattered throughout are plans for storage, maintenance and operational bases at home, in Egypt and at Singapore and Ceylon. Knowing the outcome as we do, it is interesting to see how the Admiralty and commanders at the time were planning for two and three years ahead, both hopefully and with much concern.

There is considerable correspondence back and forth regarding carriers being used to ferry Hurricanes to Malta, crated and flying, with a somewhat surprising understanding of the priorities of the Admiral commanding in the Med. (Sir Andrew Cunningham), although he complained that wasn’t what his ships were needed for. Hurricanes couldn’t be struck down as they had no folding wings,

necessitating much moving around by hand to permit the carrier's own planes to operate, and the Blenheim bombers needed as guides for the Hurricanes to reach Malta had problems finding the fleet without needed homing devices or IFF. The FAA's own aircraft were all too often in the same situation. Such detail is both illuminating and educational!

The history is divided into three sections, and runs consecutively within each section, although reports and correspondence regarding any one operation are grouped. I. The Fleet Air Arm and the Royal Navy (early preparations and problems); II. Norway and Taranto; and III. Cape Matapan and the *Bismark*. Within these sections there are inserted many reports and communications on general problems, worries and demands of the time. The loss of *Ark Royal* after torpedoing was assessed by distant London as due, in part, to problems with damage control. Another FAA-related operation covered extensively is the passage of Convoy HG-76 from Gibraltar to the U.K. in December 1941, when the first auxiliary carrier, HMS *Audacity* was lost, but contributed to the sinking of four U-boats by Capt. Johnny Walker's 36<sup>th</sup> Escort Group. One of *Audacity's* Martlets landed with bits of a Fokker Wolf it had shot down stuck to its frame due to "taking avoiding action somewhat too late."

The glossary and index are excellent and vital, for such often-technical discussions. My only quibble would be the lack of any maps whatsoever. The writers had access to Admiralty charts, and we readers could have stood a few at least. Also, the one frontispiece photo of the venerable Swordfish could have been usefully replaced by a few of the lesser known Skua, Albacore and Fulmar to give a feel of the opposition to the Messerschmidt 109's. Minor points, and like reading *War and Peace*, one soon becomes immersed in

the stories, living from day to day with pilots, carrier captains, local admirals and their masters at the Admiralty, the Air Ministry and war production departments. A very much recommended volume.

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Jonathan Kinghorn. *The Atlantic Transport Line, 1881-1931. A History with Details on All Ships*. Jefferson, NC: McFarland & Company, Inc., [www.mcfarlandpub.com](http://www.mcfarlandpub.com), 2012. vi+308pp., photographs, appendices, notes, bibliography and index. UK £15.95, paper; ISBN 978-0-7864-6142-4.

In 1881, Bernard Baker of Baltimore established the Atlantic Transport Line, an American-owned but British-operated steamship company, to run a passenger service across the North Atlantic between New York and London. With a transit time of less than ten days each way, the line became famous for shipping expensive livestock and carrying only first-class passengers.

The author, Jonathan Kinghorn, is a former senior curator for English Heritage, where he was responsible for collections at more than fifty historic sites in Great Britain. He now lives in Massachusetts and works as a writer and editor. Kinghorn's research for this book has been remarkably thorough, relying largely on the papers of his Scottish-born great-grandfather who was the superintendent engineer for the Atlantic Transport Line (ATL) and responsible for the mechanical operation of the entire fleet.

Until the 1950s, passenger ships were the only way for the general public to cross water between the continents. The recent centenary of the loss of *Titanic* has renewed public awareness of the history of transatlantic liners and the larger-than-life individuals who owned them. The golden age of passenger shipping was born in the

1890s when the ships evolved into big, fast, comfortable vessels designed to transport the wealthy in luxury across the Atlantic at speeds of up to 30 knots. Even in the economic downturn that followed the First World War, these liners were still in demand, but for carrying the mail and the growing number of emigrants from Europe to the United States.

Before long, American-controlled transatlantic passenger lines seriously rivalled those of Great Britain. The main catalyst of growth was the American banker J.P. Morgan, a discerning and frequent traveller, who had almost single-handedly built the largest private banking house in America. In 1900, Morgan brought together a group of bankers with the aim of restricting or even eliminating competition in the North Atlantic shipping market through a trust. In 1902, he purchased the White Star Line for £10 million, which led to the formation of the ill-conceived International Mercantile Marine group (IMM). Bernard Baker was retained by IMM to run the Atlantic Transport Line as a reliable service between London and New York.

This book examines one of the most significant periods in merchant shipping history. Between 1833 and 1914, almost every aspect of ship design changed and a network of reliable passenger liner services in the Atlantic was rapidly developed. Initially, competition amongst shipping companies was fierce, focused on the speed with which they could carry mail, livestock and passengers. The North Atlantic, in particular, became a showplace for the development of shipping technology. In spite of the Atlantic Transport Line's modest size, it was highly successful and, in 1902, became part of Morgan's floating empire.

During the First World War, the Atlantic Transport Line was one of

transatlantic passenger companies that received threats from the German community in New York. Although strong efforts were made to revive the American mercantile marine after the war, the ATL never really recovered commercially. The International Mercantile Marine group decided to restructure its fleet and the ATL finally disappeared in 1935. However, its holding company, ATL West Virginia, lived on within the IMM group which assigned to it the former Red Star Liner *Belgenland* under United States registry. Renamed *Columbia*, it became for a time the largest vessel flying the Stars and Stripes.

Jonathan Kinghorn's book will be warmly welcomed by maritime enthusiasts as well as general readers of Atlantic history. He sympathetically describes daily life on board the Atlantic Transport Line vessels and recounts the history of every ship owned by the line, as well as giving biographies of key figures associated with the company. There is also a comprehensive bibliography with separate notes and an index. The skillful manner in which the author unfolds the story would be a worthy template for other maritime historians. All these elements contribute towards forming one of the most complete accounts of the history of North American maritime trade.

The author's research has shown that the Atlantic Transport Line was no rich man's plaything. Morgan made sure that the ships earned their keep. It is only fitting, therefore, that the last word goes to Morgan himself. In an example, the author quotes his business acumen. When asked whether he thought a typical longshoreman was paid enough, Morgan replied, "if that's all he can get, I should say it's enough." It seems from this book that Morgan applied the same rule to shipping investors.

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Richard P. Klobuchar. *The USS Ward. An Operational History of the Ship that Fired the First American Shot of World War II.* Jefferson, NC: McFarland & Co. Inc., www.mcfarlandpub.com, 2012. (Originally published 2006). xi+268 pp., illustrations, maps, tables, appendices, roster of personnel, bibliography, index. US \$25.00, paper; ISBN 978-0-7864-6429-6.

In his book, Klobuchar presents the full operational history of the USS *Ward* (DD-139/APD-16) from construction in 1918 as an anti-submarine destroyer, to its sinking by the USS *O'Brien* in the aftermath of a Japanese kamikaze attack on 7 December 1944. Converted to an attack transport in January 1943, the *Ward* holds the distinction of firing the first American shot of the Second World War during the Japanese attack on Pearl Harbor. This was a fact long debated but finally confirmed when, on 28 August 2002, the midget submarine *Ward's* crew claimed to have sunk, was finally found. This cemented the destroyer's hotly debated past and reconfirmed its status as a ship of war.

Klobuchar's preface clearly delineates the book's structure—a pleasant surprise for the researcher. Chapters one and two form the first part of *The USS Ward*, describing the record-breaking speed of its construction, under the supervision of Master Shipfitter J.T. Moroney, and the ship's abbreviated service in the First World War. The second part, chapters three through nine, discuss in great detail *Ward's* reactivation and reassignment as a destroyer in 1941 through 1942. *Ward's* "final career" as a destroyer-transport, as Klobuchar refers to it, is discussed in the third part of his book, chapters ten through fifteen. The last chapter of the book is devoted to the post-war intrigues involving the *Ward*. One gets the impression that the entire operational history is written as a preface to this final chapter, and when

combined with Klobuchar's initial and heavy-handed recital of the extreme lengths to which he went to ensure a complete tale, the result is an extremely detailed popular history. On the positive side, this approach allows both the casual and professional student of history a resource that is extremely easy to access, for *Ward's* chronology is painstakingly laid out and is very well documented in the index. The detailed nature of this operational history illustrates the potentially prohibitive amount of effort a historian must invest in a project in order to be able to say in good conscience, "Job's a good 'un!" On the negative side, Klobuchar's approach tends to remind the reader of his personal priorities in writing the book.

From a technical perspective, *The USS Ward* is a joy to read. Klobuchar uses the photographs, maps, and diagrams that accompany every significant aspect of the ship's history most effectively. His tables, chapter notes, bibliography, index, assorted appendices and the full ship's roster (tracing *Ward's* crew during its entire career) are above this reviewer's reproach, and set an excellent example for writers in the field. Klobuchar's presentation of his research is detailed and relevant to both the historical events he discusses, and his readers. A civil engineer by training and a specialist in Pearl Harbor, the author applies a professional attention to detail throughout the book.

The epilogue contains a tale of considerable interest: historians occasionally forget that the events we study have a cascade effect upon succeeding events, and Klobuchar's discussion of the hunt for, and the discovery of, the midget sub the *Ward's* crewmen claimed to have sunk in 1941 is a valuable reminder. The sub was finally found in 2002, on the third dive of the Hawaii Undersea Research Lab (HURL)'s deep sea research vehicle, *Pisces V*, at 1,200 feet below sea level. Commanders Chuck Holloway and Rachel

Shackelford of *Pisces V* joyfully reported their discovery, and Terry Kerby, Operations Director and Chief Pilot of *Pisces IV* declared: "After 61 years the men of the *Ward* are finally vindicated." In 2003, a television station sent a crew down to the midget sub (again in submersibles operated by HURL), this time accompanied by former *Ward* crewman Will Lehner. Klobuchar underscores the emotional impact this dive had on Lehner: for decades, historians and society at large had doubted *Ward's* involvement during the attacks at Pearl Harbor, and finally, with his own eyes, Lehner was able to see the four-inch shell hole in the midget sub's conning tower. "[The discovery of the midget sub] brings a closure to something that was hanging over *Ward's* crew for our entire lives. We will never again be doubted when we describe what we did," said Lehner. While the rediscovery of the first Japanese vessel sunk by an American ship in the Second World War now stands as a memorial to the efforts of the *Ward's* crew, Klobuchar points out that as of 2005, the fifth midget sub (*I-16*) used in the Japanese infiltration of Pearl Harbor is still missing, leaving a chapter of the full story of the attack on Pearl Harbor unfinished. This quiet yet poignant observation serves to remind historians of their duty to the memory of those who died in battle, whether widely publicised or quietly set aside, to find and record, in effect to resolve, unanswered questions of the past. Klobuchar's operational history of the USS *Ward* solves a mystery left unanswered for six decades and allows us to close another chapter in the history of the Second World War.

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Jerry Lockett. *The Discovery of Weather: Stephen Saxby, the tumultuous birth of weather forecasting, and Saxby's Gale of*

1869. Halifax, NS: Formac Publishing, www.formac.ca, 2012. 272 pp., illustrations, maps, appendices, notes, bibliography, index. CDN \$29.95, cloth; ISBN 978-1-4595-0080-8. eBook also available.

This book, by Halifax meteorologist Jerry Lockett, combines scientific history with graphic descriptions of catastrophic events and a warning of what may happen in the future. It is in two parts. The first is the history of the first tentative efforts to understand how storms form and how to forecast them, while the second describes in detail the "Saxby Gale" of 1869 that did enormous damage through the eastern United States and the areas around the Bay of Fundy. In fact, it had much in common with the recent Hurricane Sandy which must have hit just after the book had gone to print. The final chapter: "Why Saxby still matters," is a third theme and well worth heeding.

It was Benjamin Franklin who first noticed, in 1743, that storms move across the earth's surface but not necessarily in the direction the wind is blowing at the observer's location. Then, in the first half of the nineteenth century, a number of researchers figured out different aspects of the puzzle. In America, William Redfield discovered that winds in a hurricane rotate around its centre, while James Espy deduced that latent heat is the source of energy in a hurricane, but each totally denied the validity of the other's theories! Then William Morse's telegraph allowed reports to be sent to a central point; in the USA, this was the Smithsonian Institution in Washington. The first weather maps were posted there in 1850, but ceased with the Civil War as the telegraph system was needed for military purposes.

In 1854, Admiral Robert FitzRoy (who had commanded the *Beagle* on Darwin's famous voyage) became head of

the British Board of Trade's Meteorological Department. He started to gather data by telegraph from a network of stations in the British Isles, but it was 1861 before he issued the first storm warnings to mariners and published forecasts in the *Times*. Unfortunately, he suffered from depression and committed suicide in 1865 whereupon the Board of Trade halted weather forecasts. It would be some time before they were reinstated on both sides of the Atlantic.

And then there was Saxby. Stephen Saxby was a schoolteacher who was hired by the British Admiralty to instruct junior officers and engineers at the Chatham naval base. He was, by all accounts, a good teacher, but when his interest turned to the formation of storms and weather forecasting, he came up with a theory that was totally erroneous. He believed that the declination of the moon, north or south of the equator, influenced the formation of storms and hurricanes. At first his ideas received favourable comment. They sounded scientific and more likely than atmospheric disturbance by meteorites or astrology, both of which had their advocates. His theory might have been wrong, but Saxby was fortunate; he seemed to have got it right on two occasions. In October 1861, he predicted a storm would hit the British Isles on November 1 and one did. Fitzroy had failed to forecast it. But his chief claim to fame would come eight years later. In 1868, one year in advance, he predicted a violent storm would occur on the following 5 to 7 October. Now he did not say just where in the world this would occur but when a hurricane swept though New England and New Brunswick on 5 October 1879, he was credited, at least in the Maritime Provinces, with extraordinary abilities and the event became known as "The Saxby Gale."

Part Two of the book describes the Saxby Gale or hurricane in detail. The

author has studied the remarkably complete accounts that have been preserved in newspaper archives from papers published in most towns in those days as well as in government records. The Saxby Gale's effects were very much like those of 2012's Hurricane Sandy. Enormous amounts of rainfall caused floods in all the northeastern American states. Rivers swelled, houses were swept away, railways and roads were washed out and many people lost their lives. On the coast, dozens of ships were driven ashore. Similar events took place when the storm crossed into New Brunswick, but there an additional effect occurred. It was precisely the day of the perigeon spring tides, when the moon and sun act together to cause the greatest tides and they increased even more as the moon was at its perigee—the closest it comes to the earth—and to this was added the storm surge caused by the winds on the eastern side of the hurricane blowing straight up the Bay of Fundy. The result was a high tide that overtopped the Acadian dykes all around the perimeters of the Minas Basin and Chignecto Bay. There was NO record of such an occurrence since the dykes were built about 200 years previously. The railway connecting Nova Scotia to the rest of Canada was washed away as were the telegraph lines and all roads leading across the Chignecto Isthmus.

In his last chapter, Lockett describes the progress we have made in forecasting events like these but warns that the dykes, long ago rebuilt, offer no defence against a storm on the scale of Saxby's. We also continue to build structures on flood plains and hope for the best. Personally, I like to live on a hill.

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Ron Macdonald. *Great British Shipwrecks: A Personal Adventure*. Dunbeath, Scotland: Whittles Publishing, www.whittlespublishing.uk, 2012. 176 pp., illustrations, UK £18.99, paper; ISBN 978-184995-077-0.

Shipwreck enthusiasts as well as the casual observer of maritime history will appreciate the laborious process that resulted in Ron Macdonald's *Great Shipwrecks: A Personal Adventure* which details 37 shipwrecks around the United Kingdom. For each wreck, Macdonald provides the ship's historical background, how the ship came to dwell on the seafloor, and its current condition and exact location. Photos of the ships during their time in service and images taken by divers at the wreck sites accompanied the information provided, but the drawings of ships in their current positions provided the greatest addition to the writing.

Macdonald focused on shipwrecks primarily from the First and Second World Wars, but he did incorporate ships that wrecked due to incidents of weather and other accidents. He includes shipwreck sites that vary in difficulty and depth, such as the German escort ship, the *F 2*, which settled 16 metres beneath the surface, and the White Star Liner *Justica*, which lies at 70 metres. The book encompasses both popular dive sites that an avid shipwreck diver might experience as well as more obscure locations that hold intriguing stories about the ships' demise.

The author has arranged the collection of shipwrecks by geographical area, which will allow the reader to understand the events that took place in a specific region. For example, there were 74 German ships scuttled in Scapa Flow by the English after the First World War, and that the dangerous waters of the Sound of Mull serve as a resting place for many unlucky ships that failed to avoid the rocky coastline. Images of each of the shipwrecks

help the reader quickly gather all available information on the site from one section of the book.

Macdonald acknowledges the assistance of several outside contributors to the production of his book including past and present dive partners who have accompanied him over the several years of his research, and shared their underwater photographs with him. This process was especially useful to Macdonald's major collaborator, who has never visited the shipwrecks. The author worked very closely with Rob Ward, of Illusion Illustrations, who created the drawings of the current condition of the ships as they rest on the ocean floor. Macdonald provided Ward with pictures of the ships before they met their fate and images from the dives on the shipwreck sites. Thanks to Ward's unique representations of the current condition of the ships readers can to grasp the position of the ships and their level of deterioration. Macdonald's extensive familiarity with diving on these sites permitted him to verify the accuracy of these depictions.

The book draws upon the author's 30 years of shipwreck diving experience. While Macdonald has focused on U.K. dive sites for the book, he has also dived on numerous international shipwrecks and has a breadth of knowledge in the field. Early on in his career, he noticed a lack of detailed shipwreck information available to divers, and his book seeks to fill that void. In addition to his most recent publication, Macdonald has also produced several other shipwreck dive manuals. The diving community has recognized Macdonald's authority in this area of study, and has invited him to speak at several international conferences over the course of his career.

The author's interaction with his peers, his collaboration with Ward, and his years of experience lend authority to the book. He has limited the credibility of the

text, however, by not including bibliographic information on the historical background presented for each ship. This lack of detail will hinder potential readers from tracking the sources he used which give the wreck sites their meaning. On the other hand, the photographs and information on current condition and location of the wrecks clearly come from his personal experience.

This book is directed to readers who are either shipwreck diving enthusiasts or have a casual interest in the subject area. While the author's lack of citations limits the book's academic usefulness, his images, organization of information and first-hand experience will appeal to a popular audience. Macdonald's survey of shipwrecks in the United Kingdom has revealed what lies beneath the surface.

With this publication, and others like it, the author has created a new resource in the field of shipwreck diving. Thirty years ago, Macdonald and his fellow divers struggled to find accurate information to lead them to dive site locations. Not only has Macdonald provided that information, but he has also accompanied it with details that tell the stories of the ships' remains.

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Sam McBride. *The Bravest Canadian. Fritz Peters, VC. The Making of a Hero in Two World Wars*. Vancouver, BC: Granville Island Publishing, [www.granvilleislandpublishing.com](http://www.granvilleislandpublishing.com), 2012, 197 pp., illustrations, bibliography, notes, index, CDN \$24.95, paper; ISBN 978-1-926991-10-8.

A daring predawn raid to secure the harbour of Oran during Operation Torch in November 1942 was a costly failure. Two Royal Navy escorts were to force the booms blocking the entrance and land close to 400 American soldiers plus British and

American naval anti-sabotage teams. Seizing Oran intact was important to the overall plan of this major amphibious operation. The Vichy French defenders replied with ferocious fire, inflicting casualties of over 90 percent and sinking both ships. They then scuttled 23 other vessels to block the harbour, requiring a major salvage operation before Oran could become a major Allied supply point, by the time fighting further east in Tunisia. The commander of this audacious but little-celebrated operation was a Royal Navy captain born in Prince Edward Island (PEI). Frederic Peters was one of the few officers to survive the assault, only to die tragically in an airplane crash less than a week later. British Columbia writer Sam McBride tells the story of the man who subsequently received the Victoria Cross in *The Bravest Canadian*, illustrated with photographs from the Peters family and attractively produced in a soft cover format.

Overall, the landings in two French North African colonies controlled by the Vichy government—the first major Anglo-American operation, and at the time, the largest amphibious operation attempted—were a noteworthy success. The French had fought fiercely against two unsuccessful attempts by British warships carrying American troops to seize the ports of Algiers and Oran undamaged. The French in North Africa became allies once the Allies were ashore. Although there were several additional awards for gallantry (p.116), the story of the raids in Oran and Algiers received minimal official notice. Admiral Andrew Cunningham, the Allied naval commander, subsequently acknowledged the bravery of those involved in the failed raids, but wrote that, as the French were now cooperating fully, he had not issued a communique about the Oran operation and that “for the time being I think silence is the best policy” (p.115).

In addition to the VC, Frederic Peters (nicknamed “Fritz” by his family at an early age) received the U.S. Distinguished Service Cross, the highest recognition awarded to non-Americans. *The Bravest Canadian* recounts how a delegation of American officers accompanied by a brass band journeyed to Nelson, in the B.C. interior, to present the DSC to Captain Peters’ mother, Bertha, personally, in February 1944. Inexplicably, Peters’ VC had arrived in the mail a few months earlier without even a covering letter (p.125), a sad story, particularly as Bertha Peters had lost two sons killed in France in the Great War. By contrast, the VC won by Canadian naval aviator Robert Hampton Gray, who served in the Royal Navy in 1945, was awarded to his parents by the governor general.

Author Sam McBride, whose maternal grandmother was the sister of Frederic Peters, has annotated 28 family letters—mostly by Fritz—and also drawn on family lore. In addition, he has made good use of archival material and scoured published sources for mentions of his ancestor. For example, Peters commanded Station 17, a Special Operations Executive training school for agents and industrial demolitions in a stately home in Hertfordshire for several months starting in mid-1940. His staff included Kim Philby and Guy Burgess, already Soviet agents but not yet notorious. Kim Philby left a sympathetic description of Peters in his autobiography, *My Silent War* (1968) which Mc Bride quotes.

Fritz Peters was born in Charlottetown in 1889 into a strongly Anglophile family whose members who had played prominent roles in both Nova Scotia and PEI colonial society. On his father’s side, he was descended from Sir Samuel Cunard of Nova Scotia while his mother’s father, a PEI-born former career officer in

the British army, served as Premier and hosted the Fathers of Confederation in 1864. Such details about the Peters clan offer an interesting snapshot of how prominent east coast families had connections on both sides of the Atlantic and loyalist roots. Fritz’s own father, a lawyer and former provincial Premier, decided to seek out new opportunities in British Columbia and took the family west to establish a legal firm with a lawyer friend. Fritz arrived in Victoria at eight years old and attended a small private school. Family connections counted even out on the west coast: an army-officer cousin of Peters’ father was the District Officer Commanding, British Columbia, and young Fritz visited the small naval station in Esquimalt and warships in the harbour. The family home was a new bungalow in Oak Bay designed by Francis Rattenbury. At eleven, Fritz was sent to school in England with a younger brother and his sister. Nearby relatives provided a family presence. The next year, he was sent to a naval cramming school and at age fifteen, joined the Royal Navy as a cadet.

After completing his officer training afloat and ashore, Peters served on the China Station as the first lieutenant of a destroyer. He resigned in 1913, apparently hoping to find a better-paying job and returned to BC to become third officer of one of the Canadian Pacific steamers on the interior lakes. In the summer of 1914, he returned to England and to destroyers. Receiving the Distinguished Service Cross for his actions when his ship was hit during the Battle of Dogger Bank in January 1915, Peters spent the entire Great War in destroyers in the North Sea, eventually commanding four and also winning the Distinguished Service Cross. He was on the first naval staff course shortly after the war, and was then appointed to a seagoing staff as a lieutenant-commander. He resigned a

second time in June 1920. The author has been unable to discover much about Peters' activities between the wars. He definitely returned to Canada in 1919 to organize the funeral of his father, who had died in Prince Rupert, and may have been involved in business in BC after leaving the Navy. A life-long bachelor, Peters was active on cocoa plantations on the Gold Coast for most of the interwar period, having been helped by a former naval colleague who had joined the Colonial Service there. None of his letters from this period have survived, but McBride believes he returned to England every few years where he was in contact with old naval colleagues and would then go back out to West Africa.

In 1939, Fritz Peters returned to active service as a commander. Now in his early fifties, he rather unusually held several appointments over the next two years. He commanded two groups of anti-submarine trawlers during the first autumn, winter and spring of the war, receiving a second Distinguished Service Cross when his group was credited with sinking two U-boats and was part of the operations at Narvik in May 1940. In June, he began his stint as commandant of Station 17 where he rubbed shoulders with Burgess and Philby who would later describe him as having "faraway naval eyes and a gentle smile of great charm" (p.80). Within months, however, Peters found the lack of direction from London impossible and asked to be relieved. After a few months in two different staff positions, he was given command in August 1941 as an acting captain of the anti-aircraft ship HMS *Tynwald*, a former passenger ferry which had just been converted for this new role. *Tynwald* was employed giving convoys—mostly around the British Isles—anti-aircraft protection. Just twelve months later Captain Peters joined the planning team for Operation TORCH.

A welcome aspect of this book is that the 28 letters by Peters and his relatives around which the narrative is based, mostly from the First World War, are presented in full. Describing himself as a poor correspondent, he wrote to his father in 1916: "Letter writing is a pastime I do not much indulge in" (p.31) and to his mother the same year: "I hate this letter-writing business" (p.35). Although not inclined to reveal much about his feelings of even talk about his experiences, Peters' comments about the tedium of patrols at sea in all weathers are glimpses of how wearing the war years in the uncomfortable, small destroyers of the time were. There are no accounts of his rescue of either the crew of a U-boat decoy or "Q" ship or of a transport or of the Dogger Bank action. When on leave, he does not describe an escape to the bright lights in London but rather makes dour comments about how women have replaced the farm labourers where he is visiting relatives and the blustery weather. Peters was obviously dogged by worries about money and wrote that he would be unable to remain in the naval service after the war because of the modest pay. Two of his younger brothers were killed in France, one quite early in April 1915, and the second as an officer in June 1916. Several of the letters concern these tragedies. His writings reflect the contemporary British value system described by Modris Eksteins in *Rites of Spring: The Great War and the Birth of the Modern Age* (1989): writing to his father in 1916 he cites his credo: "But above all, a love of Empire, intense patriotism, a proper degree of respect for one's personal honour, a nice modesty, and of course, religion." (p.32) He tried to console his mother for the loss of her son, Gerald, in 1916 as follows: "Well, Mother, what words of comfort can I offer? For you it is the hardest part. It is the price of Empire. I pray God I fall in the same manner with my face to the enemy." (p.39)

To his sister at the same time, he wrote: “He has died for the Empire and with his face to the enemy and the Gods are not so kind to all men...T A death in action—surely if we are judged for the vast eternity by its brief mortal span—must be something.” (p.41)

Fritz Peters emerges from this biography as fitting the cliché of a man animated by action not given to self-reflection. Sam McBride has done his best to provide a rounded picture by piecing together evidence from several sources to supplement the 28 letters. The understated letters are fascinating in themselves because of how they reflect contemporary values. The Peters clan is interesting because its story is about a Canadian social group with family links on both sides of the Atlantic in the nineteenth and early-twentieth centuries. Fritz Peters’ final acts of daring have remained obscure because the audacious raid he led was, militarily, a terrible failure. Its story did not fit the triumphalist contemporary narrative of a great Anglo-American success capped by winning the French in North Africa for the Allied side. Tantalizingly, aspects of Peters’ life will likely remain unknown, but McBride has done his best to illuminate its adventuresome trajectory. Frederic Thornton Peters, who joined the Royal Navy before Canada had its own navy, remains an enigma perhaps best captured by the American war correspondent who was with him at Oran: “The mist, like rain, darkness and secrecy, followed him. And he would have one or the other, or all three, with him to the very last.” (p.93)

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Rob Mundle. *Bligh, Master Mariner*. Barnsley, South Yorks.: www.pen-and-sword.co.uk, 2012. 240 pp., glossary, bibliography, further reading, index. UK £19.99, US \$39.95, cloth; ISBN 978-1-78159-047-8.

Given the manner in which William Bligh is commonly held to be a symbol of the worst excesses of the Royal Navy's officer corps during the golden age of sail, the story of Bligh's incredible navigation skills and his voyage to safety following the *Bounty* mutiny have remained almost a trade secret among historians. This is beginning to change, however, as books like *Bligh: Master Mariner* provide a real opportunity for authors and historians to build on the established myth, and to perhaps, to some extent, overcome the established Bligh myth and pave the way to the public acceptance of a much more balanced, and more importantly, nuanced evaluation of Bligh as a man, as a naval officer, and of the events of his career.

*Bligh: Master Mariner* is a systematic evaluation and narrative of Bligh's career as a naval officer, not from the social point of view, as are many biographies, but rather of Bligh as a navigator and seaman. Mundle divides the book into three broad phases of Bligh's career, as master, commander and captain. The first section examines Bligh's career prior to the fateful *Bounty* voyage, the second examines the *Bounty* mutiny, and Bligh's navigational feats in the escape, and the third section his later career. Each section is further divided into chapters based on chronology and geography. The greatest focus is placed on Bligh's navigational feat following the *Bounty* mutiny, but does include shorter examinations of Bligh's experiences in the Baltic and in New South Wales.

It must be said that *Bligh: Master Mariner* is designed in an aesthetically pleasing way. Mundle, together with Pen &

Sword, have done a wonderful job, providing a beautiful cover and layout that is accessible to both the professional historian, and the interested lay-reader. It is both well and beautifully written, with prose that will certainly occupy the attention of a reader. Mundle crafts a narrative with the authority of someone who is an experienced sailor, who knows the danger of the sea, the constantly shifting social balance of a crew, as well as having a good grounding in the both the established historical narratives, and the available primary sources. He shows a deft hand in the way that he combines a strong narrative prose, quotes from original sources, lists of details and explanations, and the occasional minor Socratic exchange without any of the transitions feeling forced.

Mundle's experience as a journalist and sailor, rather than a historian, is evident in every section and chapter. He acknowledges in the author's note that *Bligh: Master Mariner* is a story of "an extraordinary life spent at sea on magnificent ships," even if the details do feel somewhat like the kind of detailed scene-setting found in Tom Clancy novels. In addition, the narrative is slightly too sensationalist for my taste. There is a sense from the text that Mundle's drive to champion Bligh, and his enthusiasm for Bligh's admittedly incredible technical accomplishments as a navigator, have spurred him to hammer home the difficulties that were overcome. As a result, more knowledgeable readers may feel at times like the proverbial choir.

Overall, I recommend this book for those who are unfamiliar with the story of William Bligh previous to and following the mutiny on HMAV *Bounty*, and especially for those readers of maritime history who are interested in the ships, sailing and navigation above all.

Sam McLean  
London, England

Robert W. Passfield. *Phip's Amphibious Assault on Canada –1690*. Ottawa, ON: self-published, available at [www.amazon.com](http://www.amazon.com), 2011. xviii+160 pp., maps, notes, bibliography, index. CDN \$12.95, paper; ISBN 978-1-463-7900-4.

The attack that the Massachusetts Bay Colony launched against Quebec in 1690 has been immortalized in one of the famous "Heritage Minutes" shown on Canadian television. Aside from that one moment, however, little is widely known about General William Phips' attempt to seize Quebec. *Phips' Amphibious Assault on Canada* was developed from research done, and manuscripts written while Passfield was a public historian for the Parks Canada Agency. It sheds a new and important light on an episode that is a fascinating example of both the increasingly global military conflicts between England and France, but also highlights the strongly decentralized nature of England's relationship with its colonies. The author is clearly aware of the current trends in academic history, and uses the Preface and Acknowledgements to clearly define expectations for the work, stating that the work was not intended to be an all-encompassing and balanced narrative of Phips' attack on Canada and Quebec, or to be a social history of the experiences of the men who actually undertook the voyage themselves. Rather, it is a straightforward historical analysis of the events from the perspective of the Puritan elites of the Massachusetts Bay Colony, written for the greater public as well as academics.

The work is divided into three chapters; the first discussing the origins and preparations for the expedition, the second the "Attack and Aftermath," and the third providing an analysis of sovereignty and the Massachusetts Bay Colony's de facto independence from England during the period 1688-1692. Passfield's historical narrative contained in the first two chapters

is well written, and provides good insight into the organization of the expedition against Quebec, focusing on the people who organized, commanded, and financed the expedition. Based on excellent primary source research including journals, Passfield is able to provide a narrative of the events from the point of view of the Massachusetts Colony. In an interesting point, he notes that Frontenac not only announced that he would be reply to Phips' demand for surrender from the mouth his cannons, but also denounced William III as a usurper. The first two chapters are somewhat short, and it is clear that from the quality of the research and the complexity of the events that Passfield could have expanded what is a very tightly written narrative.

The third chapter, entitled "Where Sovereignty Lay" is the highlight of the work, and is an in-depth examination of the relationship between England and the Massachusetts Bay Colony, particularly the legal basis for Massachusetts Sovereignty and the colony's ability to undertake independent military operations. In this case, Passfield does go beyond the strict points of view of the Massachusetts elites to include the reactions of the English monarch, William III. Extending the tight focus of the previous two chapters, the third presents a discussion of the development of the English State, and the expansion of the English nation overseas. Particularly interesting is the discussion of Massachusetts' Palatine powers, which raises questions about the continued use of essentially medieval concepts of the State, and the development of an early-modern English state.

With a few reservations, this is an excellently researched, and well-written work. In addition to being must-have reading for those who are interested in Phips' attack on Quebec, this is a book that should be made available to students through university libraries. Clearly, it

would be an asset for many students at both undergraduate and graduate levels.

Sam McLean  
London, England

Cdr. Edward C. Raymer, USN (Ret.). *Descent into Darkness. Pearl Harbor, 1941: A Navy Diver's Memoir*. Annapolis, MD: Naval Institute Press, www.usni.org, 2012. xiii+214 pp., illustrations. US \$18.95, paper; ISBN 978-1-59114-724-4. (Originally published 1996).

Edward Raymer joined the United States Navy in 1939 and trained as a diver in May 1941. Hours after the infamous attack of 7 December 1941, Raymer and a small team of salvage divers found themselves on a PBV Catalina droning towards Pearl Harbor. They went into action the very next day, trying to locate trapped survivors. Raymer spent eight months attempting to salvage the stricken battleships *Arizona*, *California*, *Nevada*, *Oklahoma*, *Utah*, and *West Virginia*. The divers worked in incredibly difficult conditions, in zero visibility deep inside wrecks, surrounded by bodies. Raymer's unit overcame these challenges, devising new techniques as they went. Thanks to their efforts, four of these capital ships were eventually refloated. Raymer volunteered for service in the South Pacific and survived the Battle of Guadalcanal, returned to Pearl Harbor in 1943, and was posted to the Experimental Diving Unit in Washington, DC. These are Raymer's wartime memoirs, recalled fifty years later. The author has the direct, gritty style of an enlisted man, a chief petty officer. He doesn't pull any punches, whether discussing the sensation of being surrounded by unseen bodies within a wreck, assessing the character of officers, or explaining the mechanics of prostitution in wartime Honolulu. This is a voice from the lower deck in the finest tradition. Raymer

is at his best when recounting the character and speech of his fellow divers, and one gets a sense of the intense camaraderie which developed. By turns chilling and outrageous, this is a gem of a book sure to delight recreational and professional divers alike, students of naval history, and any who appreciate a good yarn.

Raymer grabs the reader's attention from the outset, describing a truly nightmarish dive into the interior of USS *Arizona* in January 1942. Searching for unexploded ordnance in the machine shop, the skeletal fingers of drifting corpses reminded him of "oriental wind chimes" as they brushed against his brass helmet. Raymer nearly drowned when his lifeline became entangled, and was only saved by the quick action of his crew. Occurrences such as these became almost commonplace for the divers, who undertook salvage, demolition, and ordnance recovery work, as well as rescues and body recoveries. They extracted a safe from *Utah*, and made areas watertight on the other battleships prior to refloating. Their survey of *Arizona* confirmed it was beyond repair. One is continually impressed not only by energy and nerve of the divers, but by their ingenuity. In 1941 there was little precedent for salvage on this scale. Ernest Cox raised much of the German High Seas Fleet from Scapa Flow, but these lacked the battle damage inflicted on the American vessels. Closer to home, the Navy salvaged the submarines *S-51* and *Squalus* during the interwar years, but Raymer was either unaware of these operations or chose not to mention them. Raymer and his team were forced to learn on the job. They developed new safety procedures for working within wrecks, an improved cutting torch, and became early underwater welders. The author worked almost exclusively with the venerable Mark V hardhat rig, and perhaps assumed his readers were already well versed in its operation and characteristics.

Those desiring more technical details will likely continue to rely on Robert Davis's classic *Deep Diving and Submarine Operations*, or even Edward Ellsberg's *On the Bottom*.

As much as this is a story of diving, it is also a story of young men. Anecdotes of barrack life and "liberty" in various ports fill almost as many pages as memories of hair-raising dives.

Like sailors everywhere, Raymer and his mates were preoccupied with securing liquor and female companionship, in equally short supply in wartime Hawaii. The divers' first efforts in the former category ended in disaster. The homemade still in the rafters of their dive locker exploded, drenching their commanding officer. Luckily, while diving on *Nevada* they uncovered a cache of medical grade ethyl alcohol in the sickbay. This windfall provided their entree into island society, enabling the men to arrange luaus with the local waitresses. Raymer is fairly explicit when discussing the organization and operation of the red-light district in Honolulu, and recounts with relish other encounters the divers enjoyed. Often bordering on the lewd, these asides might offend readers with delicate sensibilities. One must respect the author, however, for offering an authentic picture of what it is like to be a young serviceman. A strong bond developed between the divers, who spent both their work and leisure hours together. This is evident in Raymer's affectionate character sketches of his men, but the divide between enlisted men and officers is illustrated by his generally unfavourable assessments of the latter.

Despite the subtitle, this book is not entirely focused on Pearl Harbor. Concerned that the war would end before he heard a shot fired in anger, Raymer volunteered for the South Pacific in August, 1942. He arrived on Guadalcanal when the outcome of the battle remained uncertain.

Japanese destroyers sank his ship, the salvage vessel USS *Seminole*, in a daylight action and machine-gunned the survivors. Plucked from the water, Raymer then piloted a landing craft for two months, surviving nightly shelling from the “Tokyo Express.” Malaria eventually invalidated the author to “Sidney,” Australia, before he returned to the United States in late 1942. Raymer briefly discusses some of his later work at Pearl Harbor, but the memoir concludes in 1943 and no mention is made of his time at the Experimental Diving Unit, or subsequent postwar career. While the author is somewhat reticent about his own background and personal life, one does get a good impression of his character. Raymer comes across as the quintessential hardboiled petty officer with the heart of gold, willing to do anything for his men. The tasks performed by his diving unit were truly astonishing, hidden both by the darkness in which they worked, and by larger national security requirements. Originally published in 1996, this reissue by the Naval Institute Press will hopefully bring this remarkable story to the wider audience it so richly deserves.

John Ratcliffe  
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Chipp Reid. *Intrepid Sailors: The Legacy of Preble's Boys and the Tripoli Campaign*. Annapolis, MD: Naval Institute Press, www.nip.org, 2012. xii+295 pp., illustrations, maps, notes, bibliography, index. US \$39.95, UK £26.50, cloth; ISBN 978-1-61251-117-7.

Historians have spilled more ink writing about Commodore Edward Preble's 1803-1804 campaign against Tripoli than possibly any other event in American naval history. The heroes of the early United States Navy all played a role in Tripoli's blockade and bombardment, allowing some later

observers to call the action the “birth” of America's maritime fleet. Chipp Reid dives into this well-covered expanse with *Intrepid Sailors*, a fast-paced narrative account of the campaign. Focusing primarily on the officers of the Mediterranean Fleet (most noticeably Preble, Isaac Hull, Richard Somers, Charles Stewart and Stephen Decatur, of course), Reid argues that the relationship that Preble engendered with his subordinate officers allowed them to flourish in their own ways. Ultimately, each of the primary players exited the campaign showered with glory, lauded in the young United States as national heroes.

The work opens with a perfunctory account of the early republic's floundering naval development program of the 1790s. Underappreciated at best, the navy only stayed afloat into the nineteenth century due to its officers. Reid contends that the first line of naval officers evinced a mélange of discipline and egalitarianism, imparting a sense of purpose and duty to the following generation. No one embodied this better than Preble, a stern disciplinarian with fits of blinding temper, who managed to mentor and develop his young charges (or “cubs,” as he called them) during the Mediterranean campaign. Reid shows how Preble empowered his junior officers to make tactical decisions and provided ample opportunities for his adventurous subordinates to win plaudits for their valour. The narrative tracks the fleet's actions from before Preble's arrival up to his departure from the theater, recounting each of the campaign's significant moments: the grounding of the *Philadelphia*; the ship's destruction by Decatur; the gunboat battles before Tripoli; the city's bombardment; and the premature explosion of the *Intrepid* and the martyrdom of Somers. Reid skillfully peppers his retelling with direct quotations from the logbooks of participating ships, even discussing alcohol- and honour-fueled misadventures that occurred in several

foreign ports. The book jaunts along at a brisk pace, allowing the reader to finish it in a few sittings.

Reid's journalistic training serves him well as he recreates the various episodes of combat for the book. His battle scenes evince almost forensic investigation, rife with rich details about weaponry, the intricacies of boarding enemy vessels, and the minutiae of covering fire and towing gunboats. Reid's transcendent description of Decatur's destruction of the *Philadelphia* and seizing of two Tripolitan gunboats rivals most other accounts. The narrative revels in the minute-to-minute recounting of cutlass blows and pistol shots. Reid, like many before him, is enamoured with Decatur, and the young captain shines clearly as the work's main protagonist. While others before him have made Decatur into a symbolic hero, Reid relies on his journalistic background to avoid sweeping conjectures, instead letting the young captain's bombast and actions speak for themselves. The death of Somers and the following dénouement of the campaign fall like a pall upon the work, showing a grave side to the conflict that entailed the loss of friends and, for Decatur, his brother. Reid continues to personalize the narrative with interspersed accounts of *Philadelphia's* unlucky prisoners, held in Tripoli by the city's pasha for the entirety of the conflict.

That said, *Intrepid Sailors* presents some issues. Uneven at times, the narrative occasionally gets lost in the various cross-Mediterranean travels of the fleet. Reid wants to convey the logistical hurdles the fleet faced prior to the actions before Tripoli alongside the political intrigues of the early-nineteenth-century Mediterranean. Instead, the narrative gets bogged down in various foreign ports and a laundry list of American naval officers, some recognizable, some not. Reid also reintroduces characters at the beginning of each chapter, leaving the reader at times thumbing back through the

text to determine if a mentioned individual is being introduced for the first time. The work repeatedly points out the common grade-school origins of Decatur, Somers, and Stewart, yet the chapter that focuses on the early days of each officer lacks footnotes in some significant parts. Present-day scholars will find difficulty in readily using *Intrepid Sailors* as a jumping-off point for future research.

As *Intrepid Sailor's* subtitle makes clear, Reid hopes to discuss "legacies." While making clear Preble's important role in the foundation of the U.S. Navy, the work does approach hagiography at times, both in terms of the commodore and his energetic youngest captain. Not intended explicitly for a scholarly audience, the book does not grapple with larger historical themes or cultural issues. It is refreshing to read a new work about the Tripoli Campaign that does not unnecessarily devolve into present-day comparisons to current American wars or the symbolic impact of Preble's naval conflict to the early republic. That being said, *Intrepid Sailors'* narrative issues and confusing chronology might make the work difficult to access for those previously unaware of the conflict. Patient readers, though, will enjoy combat scenes that can only be defined as "swashbuckling."

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Shannon Ryan. *A History of Newfoundland in the North Atlantic to 1818*. St. John's, NL: Flanker Press, [www.flankerpress.com](http://www.flankerpress.com), 2012. xv+256 pp., maps, tables, select bibliography, index. CDN \$19.95, paper; ISBN 978-1-77117-016-1.

Shannon Ryan is well known to specialists in nineteenth-century Newfoundland history. His books on the saltfish trade and the seal fishery during that century are essential reading to academics seeking a

better understanding of Newfoundland's traditional fisheries economy. I therefore welcomed the appearance of *A History of Newfoundland ... to 1818*, for with this book, Ryan turns his attention to an earlier era while setting out to satisfy a more general readership (p.xii). It, therefore, promised to be of utility to students in my introductory Newfoundland history courses.

Ryan's goal of writing an accessible history of Early Modern Newfoundland is a commendable one, for too often, published academic research is conceptually challenging for general readers, forcing them to fall back on surveys that, while readable, are years out of date. Yet such a goal also carries with it a weighty responsibility—to ensure that the targeted market of the general reader is provided with a text that is not only *readable* but is also accurate in its facts even as it makes full use of the rich outpouring of material published in recent decades. That output has profoundly revised our understanding of the history of Newfoundland and Labrador in particular, and of Atlantic history generally. In this regard, *A History Newfoundland ... to 1818* becomes a disappointment, for Ryan's text reflects too little sensitivity or awareness of the recent literature.

The book begins, promisingly, with a sensible arrangement: an introduction in which Ryan explains his approach, followed by five chronological chapters which carry readers from "Origins of Fishery and Settlement to 1660" to the period from 1660 to 1713 (characterized as one of "chaos"), the period from 1713 to 1763 (characterized as one of "reprieve") and then two chapters on the periods from 1763 to 1793 and 1793 to 1818. Ryan correctly sees this concluding year as the point when Newfoundland's "Early Modern" history was drawing to a close, and its transition from what had primarily been a migratory and seasonal fishing society into a colony of

the post-Napoleonic British Empire had become irreversible.

So what are the problems? One is factual accuracy. There are a number of details outside Ryan's area of expertise which are simply wrong—the English navy in the sixteenth century was *not* the "Royal Navy" (p.22), George Washington did *not* defeat Burgoyne at Saratoga, (p.139) the hiatus between the outbreak of hostilities between England and France in 1754 and the formal declaration of war was *not* a delay occasioned by France "for financial reasons" (p.131). Other errors are less forgivable for a Newfoundland historian, such as characterizing Humphrey Gilbert's brief stop-over at St. John's in 1583 as the "first attempt at colonization" in Newfoundland (p.23) or making the claim that Newfoundland's West Coast between 1713 and 1763 was "reserved for the French" (p.107).

Some are not factual errors so much as they are interpretive misconceptions. These suggest that Ryan may not have a full grasp of the ways in which recent work by historians, archaeologists, anthropologists, geographers, and other specializations has profoundly reshaped how we understand Early Modern Newfoundland. Thus, we now know better than to insist that English fishermen chose to cure cod into saltfish because "salt was scarce and expensive," (p.13) while it is a serious over-simplification to continue to claim that London merchants resented Dutch sack ships in the 1630s and 1640s, (p.46) to describe Louisbourg as a "fort" and as a "major gateway up the St. Lawrence," (p.123) or to conclude that "England's colonization attempts in Newfoundland had not led to stable settlements (p.227). On this last point, we have known for some time that settlement at Ferryland succeeded from its inception and the same conclusion appears increasingly to be the case with Cuper's Cove. And while

some sources do share Ryan's position (p.194) that "the main impetus for a local government ... came from resident merchants in the 1820s," not all scholars agree, and a more responsible approach would alert readers to the complexity of the transitional process from fishery to colony.

The principal reason for such historical inaccuracies appears to be a combination of two things—Ryan's dependence on a professional lifetime's accumulation of undergraduate lectures, (p.xiii) and an over-reliance on dated secondary sources. Using one's old lectures as the core of an historical survey is not necessarily a bad thing, but in this instance, there are too many indications that they were not revised sufficiently in response to the massive flood of revisionist literature in recent decades. True, Ryan assures his readers that he has relied on a number of sources, but this brings us to the second problem—the use of dated sources appears to outweigh the use of recent ones. Most conspicuous is Ryan's heavy reliance on *A History of Newfoundland and Labrador from the English Colonial and Foreign Records* by D.W. Prowse, published in 1895. It is used simply much too persistently as a credible source both of factual information and interpretation. The result can sometimes be bizarre reasoning, as when Ryan dismisses N.A.M. Rodger's sensible caveats about the Newfoundland fishery's actual effectiveness as a "nursery for seamen" (pp.156, 167). Instead, Ryan insists that Rodger is wrong because Daniel Prowse claimed otherwise. In so doing, Ryan ignores the distinction which *must* be made between claims or perceptions of the fishery as a training ground for seamen available for naval service (Prowse) and the more pertinent question of whether the Newfoundland fishery actually managed to deliver on that claim (Rodger).

Ryan's biases are both conspicuous and disturbing—he is quite dismissive of

English actions towards the Irish during the conquest of Ireland (p.23), yet vilifies French behaviour in Newfoundland with such words as "ethnic cleansing" three times on p.77 and "murders" (p.78) when describing French activities during the 1696-97 winter war, while adding parenthetically that the expulsion of the Acadians sixty years later was probably justified (p.77). And what are we to make of the conclusion (p.117) that the dangers of childbirth in the eighteenth century are probably "exaggerated" because "it was a natural function and women were strong from much physical work.?"

In short, Ryan's book exposes its readers to far too many hoary misconceptions, factual inaccuracies, and cultural stereotypes and prejudices to be recommended.

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Judith Samuel. *The 'City of Ottawa': The Story of a Sailing Ship*. Rhyl, Wales: Penlan Publishing, [www.penlanpublishing.com](http://www.penlanpublishing.com), 2012. vii+137, illustrations, bibliography, index. UK £10.00, paper; ISBN 978-0-9574939-0-2.

The *City of Ottawa* was a wooden merchant sailing ship built in 1860 by Jean-Elie Gingras in Quebec City. An average ship, the *City of Ottawa* did not belong to any major merchant sailing lines, such as the White Star Line, nor was it a well-known ship like the *Cutty Sark*. The importance of the *City of Ottawa*, however, is made abundantly clear by the author as its remains, which can be found in the Rhyl Harbour in Wales, are perhaps the last of its kind and have yet to be studied extensively.

The author of this small book is Judith Samuel, a Welsh coastal artist who received a grant from the Arts Council of Wales in 2011 to paint the marooned carcass

of the *City of Ottawa*. Wishing to accurately paint what the ship may have originally looked like prior to its deterioration, Samuel did extensive and detailed research, the result of which is this self-published paperback book recounting the ship's life from its conception in Quebec City to its final resting place in Rhyl Harbour. From the beginning of the introduction to the very last sentence of the conclusion, Samuel's emotional attachment for this project and for the remnants of the *City of Ottawa* is evident. The book makes a convincing argument for safe-guarding the remnants of the ship. It is also a great companion to her art exhibit and a good starting point for research on merchant shipping.

Sailing for 36 years and remaining in use for another ten, the *City of Ottawa*'s long and full life and its numerous voyages around the world comprise the first six chapters of the book. From port to port, cargos are listed, crashes and repairs are underlined, and incidents among the crew are reported. In these chapters Samuel successfully recreates the ship's logbook. While this can be somewhat dry reading, a human touch to the ship's story is added with the inclusion of various details concerning the crew's personal life: weddings, births, desertions and, most frequently, deaths.

Using the *City of Ottawa* as a primary example, the following four chapters cover a variety of topics relating to merchant shipping, including the crew, the masters and mates system, crimes, misdemeanours and punishment, illness and accident. The final chapter serves as a conclusion which proposes further avenues of research. Unfortunately for the reader, these final five chapters do not cover as extensively some of the questions which were raised during the first half of the book.

Throughout the book, an

abundance of side notes offer additional details on specific key players of the *City of Ottawa*'s life, as well as more general notes on merchant sailing. It is perhaps here where Samuel would have benefited from a professional editor or a different layout. While the information provided by these various "notes on..." is interesting and would be useful to anyone doing research on merchant sailing, some are several pages long and most could have been integrated into the main body of text, facilitating the general flow of the book. In some cases, the notes were unnecessary as the information they contained was repeated in a later paragraph or chapter.

The book, it must also be remembered, is the result of research for an art exhibition. Some of Samuel's colourful paintings are included in the book with "*The City of Ottawa at Greenwich*" serving as the cover image. Since no photographs of the crew were found, the inspiration for the portraits is from local Rhyl seafarers giving the resulting images a slightly modern twist. These portraits are well done as are the various takes of the artist on the ship. There are photographs of the houses of some of the ship's captains, masters and mates' as they stand now plus many pictures of the remains in Rhyl Harbour.

On the whole, *The 'City of Ottawa': The Story of a Sailing Ship* is an interesting book offering a general view of merchant sailing in the second half of the nineteenth century with the *City of Ottawa* as a prime example. The extensive bibliography also offers good avenues for further readings on the subject of merchant shipping and can be used as a starting point for more general research. Best of all, it is a great companion to Judith Samuel's art exhibition on the *City of Ottawa*.

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Hermann Sandmann. *Lebenserinnerungen eines alten Seefahrers*. Bremerhaven: Deutsches Schifffahrtsmuseum and Oceanum Verlag, www.dsm.museum, 2011. 168 pp., illustrations, maps, notes, € 17,90, hard cover; ISBN 978-3-86927-133-0.

This is the memoir of Captain Hermann Sandmann (1818-1900) encompassing a life at sea in the nineteenth century. Born in the city of Papenburg on the river Ems in the German state of Lower Saxony, Sandmann was twelve years old when his parents died. A year later he went to sea leaving his four brothers and five sisters. He spent the next 38 years of his life on board ship, sailing the seas and oceans and ending his long career as a captain. He first published his memoir in 1896 but it was revised and republished in 2011.

In 1818, Europe was still recovering from the Napoleonic Wars. Gradually, the Industrial Revolution found a foothold on the Continent and as the nineteenth century progressed, the German states became an economic super power. The idea of a unified Germany evolved, leading to an unsuccessful revolution in 1848. Finally, after the Franco-Prussian war (1870-1871), Chancellor Otto von Bismarck proclaimed a united Germany in 1871 in the palace of Versailles in Paris.

During his first years at sea, young Hermann Sandmann sailed to The Netherlands, Baltic ports, Archangelsk in Northern Russia, the Mediterranean, southern France and the port of Trieste in the kingdom Illyria, in present-day Italy. Although Sandmann received no pay for his first voyage, he eventually started to earn some money. On a trip that took him to South America and South East Asia he was washed overboard in heavy seas but managed to get back on board again. As a matter of course, Sandmann learned a lot by experience, but he also received a formal

education at a nautical college in Hamburg at the same time as steamers were coming into use, putting pressure on sailing vessels. In 1845, Sandmann got married and obtained his first command as a captain. The following years he travelled to America, South Africa, Asia, Mediterranean, Black Sea and the Sea of Azov. He was caught with his ship in the port of Odessa in 1854 when the Crimean War broke out, pitting France and Britain against Russia. As a neutral German vessel, Sandmann's ship was stopped by the Russian authorities and ordered to remain moored in the river Danube, until its release a month later. Sandmann tells his story vividly.

Steamships were among the many innovations sparked by the Industrial Revolution and from the 1860s on, these new vessels with their new kind of crew conquered shipping and Sandmann's beloved world of sail started to decline. In his lifetime, Hermann Sandmann witnessed a wide array of major changes. He reveals a colourful world, from a personal perspective—food, desertion, pay, people, life on board ship, clothes, family, education, foreign ports, weather, and so on. During his 38 years at sea, Hermann Sandmann came of age, rose in the ranks from an unpaid boy to an officer in command. This is not just about life at sea, it is also an autobiography.

In 1896 Sandmann had his book printed and distributed among his family. In 1982 and 1986 two reprints appeared. The 2011 edition is a major overhaul from the earlier editions, the story is in a new print, letters from his wife were added and an epilogue, the highlights of Papenburger shipping. The illustrations are added value to the book. Sailors like to tell stories, and so did Hermann Sandmann. With a broad vision and an open mind, he produced a recommendable *histoire personnelle*.

Jacob Bart Hak  
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Gary Staff. *Battle on the Seven Seas: German Cruiser Battles 1914-1918*. Barnsley, S. Yorks.: Pen & Sword Maritime, www.pen-and-sword.co.uk, 2011. 232 pp., illustrations, maps, notes, bibliography, index. UK £19.99, cloth; ISBN 978-1-84884-182-6.

When the *Kaiserliche Marine*, the Imperial German Navy, is mentioned, the images that come to mind are U-boats, the High Seas Fleet, and those flash moments of interest like Graf von Spee's *Kreuzergeschwader*, and perhaps, the SMS *Emden* and her fellow raiders. Like the war itself, the naval action of the First World War was also a global conflict and it was the latter of those images of the Imperial Navy, her cruisers that brought the conflict to *all* the world's oceans. This fact and their story is the focus of Gary Staff's *Battle on the Seven Seas*.

The first thing to note is Staff's statement that he never intended the book to be an academic work but rather, a narrative of events by those who lived them by using the primary works they left behind. In that regard, and considering the length of the book, the number of sources used is quite commendable. Not only does he refer to the key sources, German and British official histories, but there is a sizeable list of memoirs from survivors such as the first officer of SMS *Gneisenau*, and SMS *Leipzig*'s torpedo officer, along with archival documents. The weight of documents is on the German side but given the nature of the topic, this does not detract from it.

The strength of the book is the fact that Staff has not only presented what, to many readers, would have been inaccessible sources, but integrated them into his text. He achieves his goal of leaving the narrative to those who lived through the events by quoting extensively from the sources. The story is not just an after-action report; it allows the reader to follow first-hand the

tension and the action. The richness is enhanced by including accounts by both officers and men from the lower decks as well.

Although not intended as an academic book, there are many useful and even a few surprising conclusions per chapter regarding particular actions that should not be overlooked. For example, Staff heavily criticizes the myth of the German battlecruisers' death-ride into the teeth of the Grand Fleet at Jutland. Although Admiral Scheer did order Hipper's scouting group to cover his third "battle-turn," Staff writes that the order was immediately amended when Scheer realized what this would mean for Hipper's ships (p.170). With regard to Graf von Spee's *Kreuzergeschwader*, Staff highlights the importance of the German victory at Coronel, breaking British naval dominance and giving Spee free reign for a time. Although Germany was defeated at the Falklands just over a month later, Staff mentions the often-overlooked fact that despite the great advantage the British had, it took both British battlecruisers no less than five hours to sink two armoured cruisers, and *Gneisenau* in fact kept firing until her magazines were emptied (p.71).

The one chapter that this reviewer found lacking, however, was about the famous cruisers, *Emden* and *Koenigsberg*, in the Indian Ocean. Although *Emden* had a successful, albeit short, career as a commerce raider, Staff brushes over this. He completely ignores the mayhem caused by the raider in the Bay of Bengal and instead, chooses to focus on the actions at Penang and the final battle at the Cocos Keeling Islands. Naval history is not all about battles, and although they make for good narratives, *Emden*'s commerce raid is as exciting a story as her final battle. The second half of the chapter is *Königsberg*'s story and here again Staff focuses on the Battle of Zanzibar in the summer of 1915

when British monitors sank the cruiser in its Rufiji hiding place. There is more to tell here as well, as anyone familiar with the cruiser would know. Overall, this particular chapter left me feeling as if two truncated stories had been meshed into one with the only connection being the Indian Ocean.

On the other hand, the author's inclusion of the lesser-known German cruiser actions, especially those in the Baltic Sea and in Turkish waters, was a welcome addition. Many interested readers are familiar with the 1914 escape of the *Goeben* and *Breslau* to the Bosphorus, but their later raids are much less well known, as are the German naval actions that drove the Russian Imperial Navy out of the Baltic Islands. It was also gratifying to see references to Russian sources that are often excluded from short popular works.

There are numerous maps with an adequate amount of detail that compliment the text and narrative nicely. Nearly 50 period photographs, some quite uncommon, have also been included that will certainly not leave the reader disappointed.

Overall, *Battle on the Seven Seas* does a lot in its just-over-200 pages. All criticisms standing, there is wealth of good narrative material here, which was, after all, the author's main purpose. The book is a quick and entertaining read, certainly something for anyone who is seeking a good naval narrative—a recommended addition to the maritime bookshelf.

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Peter Thomas and Nicholas Tracy. *Master & Madman. The Surprising Rise and Disastrous Fall of the Hon. Anthony Lockwood, RN*. Fredericton, NB: Goose Lane Editions, www.goselane.com, 2012. xvi + 276 pp., illustrations, references, bibliography, index. CDN \$35.00, cloth;

ISBN 978-0-86492-667-8. (Published in the UK by Seaforth Publishing)

It is a truism that a man's greatest strengths are often also his most singular weaknesses, and this certainly applies to Anthony Lockwood. Bold, daring, inventive and innovative, he lacked the discipline to see his ideas through to completion and perhaps the perspective to realise when they were unrealistic. Lockwood was a colourful figure who had made a career in the Royal Navy before establishing himself in New Brunswick. In June 1823, he rode around Fredericton on horseback proclaiming his desire to overthrow the government, of which he was himself a prominent member. Predictably, he was pulled from his horse, arrested and declared insane. He spent the rest of his life (almost three decades) under the shadow of madness.

Lockwood's recurring problem was that his actual efforts and achievements never matched up to his designs. This was definitely true of his career in the Royal Navy. His surveys of the sea lanes around Guernsey seem to have been, at best, patchy and inconsistent. It has often been said that British hydrography was relatively unsuccessful for much of the eighteenth century. Lockwood's scrapes suggest why this was so, although even by the standards of the time, his work and attitude seem to have been regarded as inconsistent and lacking. Similarly, the authors find it rather difficult to say exactly what he did with his time (some seven years) as master attendant of the naval yard in Bridgetown, Barbados. His charts of the seas of Nova Scotia also seem to have been irregular or incomplete (p.84); little can be said about them, but sadly, they do not figure among the illustrations chosen for this book. Lockwood was inventive in his reference to his service record, sometimes shamelessly so. While he was quick to make friends, he rather easily provoked considerable

personal antipathy, sometimes with serious consequences for his career. His political antennae were clearly not the most honed or intuitive: he was apparently unable to understand that his fulsome praise of the robust inventiveness of American fishermen might not be too well received in the ports of New Brunswick.

The central tension in this book is whether Lockwood can be admired as a hero or dismissed as a dreamer. During his time in New Brunswick, he proposed a wide range of schemes which were aimed at improving this vast territory, with the canal project his favourite (and most ambitious) idea. His domestic arrangements during his time in the West Indies were scandalous, although apparently no more so than those of a good number of his peers in Barbados, where the institution of slavery, the probability of death and the sense of being far from home, created a culture of licentiousness. Idealism and prejudice sat side-by-side in his character. The same figure who constantly evoked the need to reform the land and improve the masses and who enthusiastically arranged for communities of Welsh and Scottish settlers to be ferried over to New Brunswick, was also given to referring to the poor immigrants as “rubbish” and to the indigenous Indian population in even more terribly dismissive terms.

The truism about strengths and weaknesses might also be applied to this book. Its greatest asset is surely the archival spadework of its two authors, who have trawled through thousands of documents in libraries and record offices in Canada and the UK in order to unearth dozens of references to their subject. The weakness of the study is that these efforts have been reproduced almost in their entirety. The inclusion of a great deal of unnecessary or superfluous information, particularly in narrative form, made parts of the first half of this book very slow reading.

In fairness, the second half of the study proceeds at a much faster pace, with the text being noticeably more discursive and analytical in tone.

As with other cases of insanity, the question might be what Lockwood’s descent into madness tells us about not only the man himself but also the world in which he lived. On the one hand, it is argued that the constraints of the land-locked, hierarchical and ossified society of New Brunswick drove Lockwood over the brink. This interpretation relies on the notion that he was a seadog by nature and up-bringing and therefore, a man whose outlook was intensively meritocratic. On the other hand, the authors note that Lockwood benefited from the patronage of the great and the good: in the Royal Navy, Alexander Cochrane himself advanced Lockwood’s career. He seems to have been well on the road to wealth and status when his illness set in. In the final pages it is meaningfully suggested that Lockwood’s “derangement of the mind” may well have been the result of tertiary syphilis.

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Nicholas Tracy. *A Two-Edged Sword. The Navy as an Instrument of Canadian Foreign Policy*. Montreal, QC: McGill-Queen’s University Press, [www.mqup.mcgill.ca](http://www.mqup.mcgill.ca), 2012. xx+476 pp., illustrations, appendices, notes, bibliography, index. CDN \$49.95, cloth; ISBN 978-0-77354-051-4.

Serious students of naval policy and maritime strategy will be drawn to this book both by the author and the title. Nicholas Tracy is well known in nautical historical circles, having published prolifically on the personalities, battles, tactics and strategies of warfare under sail. He has also written extensively on the role of navies with respect to control and interdiction of trade,

and since 1975, has been a frequent commentator on Canadian naval policy. This most recent publication will appeal to naval historians and practitioners alike, as a detailed assessment of the particularities of Canada's naval input to foreign policy. It will also intrigue, as an account of the pitfalls of naval influence on policy formulation, as implied by the title.

The two-edged sword of the title refers to the challenge of maritime power for Canada. The history of the Royal Canadian Navy (RCN) has been a century-long effort to "reconcile operational unity with political diversity."

Following the evolution of maritime strategy from Bacon's famous dictum "whoever commands the sea..." to Sir James Cable's "gunboat diplomacy," Tracy highlights the "extent to which the flexibility of sea-power is as much a source of weakness as of strength." The chapters covering the RCN's evolution up to and through the Second World War reveal this as the essential conundrum: the Canadian desire to have capable defensive naval forces for domestic purposes could not be realized without continuing strategic reliance and professional connection with the Royal Navy. Later, through the Korean War and Cold War, this alignment was transposed toward the United States Navy (USN).

In dealing with subsequent operations of trade interdiction and sanctions with respect to Iraq, Yugoslavia and Haiti, Tracy shows how the events of the 90s led the RCN into even closer cooperation with the USN. While making an extended argument against the specific effectiveness of trade embargoes, he highlights that Canada's participation in these operations established Canada's reputation, effectiveness, and practice of working in coalitions apart from the set-pieces of NATO or bilateral North American Defence. The degree to which this was

important, even in national sovereignty issues, became clear during the "Turbot War" with Spain; Tracy credits the close relationship between the RCN and the USN as well as the Royal Navy with forestalling any cohesive EU naval response to Canada's vigorous fisheries policing actions. The conclusion is that close military-to-military relationships improve relationships at the government to government level. Tracy shows that while Canadian rhetoric is often nationalistic, Canadian action is predominantly cooperative.

For many, however, such close operational alignment with the U.S. is troubling since it promotes a situation in which Canadian support on operations becomes an expected (even assumed) response south of the border; RCN success in operations was thus achieved at the risk of the RCN becoming "an auxiliary squadron of an Imperial American fleet." Two examples illustrate occasions on which the RCN's response anticipated or even appeared to refute government direction: the Cuban Missile Crisis, and the 2003 war on Iraq in which the government's decision not to participate seemed belied by the RCN's strong indirect support of that operation.

Tracy suggests that, contrary to this trend, various factors are pulling Canada back to its Atlanticist centre of strategic gravity, and that that a renewed partnership with the RN in Atlantic security makes both operational and strategic sense. The implicit rationale behind this assertion is a balance of power alternative to American unilateralism.

If this is not enough to generate debate, Tracy reserves his harshest remarks for the military architects of our naval strategy. He finds that while the higher-level, grand-strategic fostering of defence relations with allies is fundamental (and, one understands, effective), the detailed consideration of effective and ethical

application of force (ie: including sanctions) has lacked studied appreciation. He quotes Douglas Bland in suggesting that Canada's military lacks a tradition of serious intellectual examination ... "fine doers, but no thinkers" in Gellner's words... and he cites Michael Ignatieff in advocating the need to "think of ethics as our enabler and multiplier." Less directly, he insinuates that "institutional ambition should not be permitted to undermine the strategic direction of the unified Canadian Armed Forces ...or be allowed to promote insubstantial ideas of sea power."

For all his criticism, Tracy does see some value in Canadian engagement with the U.S., noting the RCN's ability to serve as a "gateway" supporting interoperability between the USN and wider coalition partners. He advocates that Canada continue to develop its navy with the grand strategy of "engagement and supportive suasion."

Tracy has indeed shown the "largely successful means by which the Canadian Navy has participated in the independence of Canadian policy." The "two-edged sword" has been amply illustrated through a review of Canada's century-long search for naval competence and purpose, which has resulted in a continuing reliance on its skill in managing and participating in multinational groups. He quotes Dr. Robert Sutherland in reminding us that a strategic rationale for a defence programme of a wholly Canadian character "does not exist and cannot be invented," and thus "no other nation ...is so much dependent on the art and science of alliancemanship." The Canadian Navy has certainly played its part in this, even if from time to time it has seemed to lead policy.

This book will be a great stimulus to serious students of Canada's naval history and strategy. Some may find the discussion of sanctions belaboured, but it serves to make the point as to the ethical risks of

involvement, even in operations short of war. It is a challenging book, and not all readers will agree with the author's perspective, but I suspect he would welcome that debate.

For me, this was a deeply intriguing book that begs several more detailed readings, and it will enjoy a privileged place in my library. It is very highly recommended for all those who have a role in managing the civil-military interface (not only maritime!) in Canada's foreign affairs.

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Nigel Watson. *Lloyd's Register. 250 Years of Service*. London, UK: Lloyd's Register. www.lr.org, 2010. 395 pp., illustrations, appendices, glossary, abbreviations, bibliography, index. UK £ , cloth; ISBN-13 978-1-900839-02-0.

Early regulation of the shipping industry arose from the need of maritime insurers to establish that the vessels they were underwriting were of sound construction. Government, however, saw registration as a means to restrict maritime commerce to the nation's own vessels so that non-registered ships could not benefit from the privileges and protection afforded by the flag state.

If a celebration is the recognition of achievement, Lloyd's Register is fully justified in commissioning this comprehensive book to celebrate its 250 years of service. The author, Nigel Watson, has written a book on the Bibby Line, and he and Barbara Jones, Lloyd's Register's Group Information Manager, have trawled Lloyd's Register's archives and library for directories, unpublished reports, private internal memos and minutes, as well as commissioning interviews and written reminiscences.

Although many organizations

include the name Lloyds in their title, Lloyd's Register traces its origins to the first attempt at ship-classification by the Register Society in London in 1760. Edward Lloyd attracted new customers to his coffee house by circulating lists of vessels which might need insurance and before long the society became known as Lloyd's Register of Shipping. Insurers and merchants soon realised that vessels classed "A1" by Lloyd's Register's surveyors offered enhanced safety, reliability and security and so could earn them bigger profits.

Today, Lloyd's Register is still independent, impartial, non-profit-distributing and concerned with the preservation of life and property at sea, on land, in the air and offshore. It currently employs some 7,700 people (half of whom are qualified engineers) in 238 offices worldwide. Since people are its most valuable asset, this book not only celebrates the achievements of current staff but is also a testament to those who preceded them. Other societies set up in the nineteenth century worked on similar principles to Lloyd's Register and there are now about fifty classification organizations, ranging from large and prominent to small and obscure, operating world-wide.

The authors give examples of Lloyd's Register's early successes. In the 1830s for instance, Samuel Plimsoll campaigned to place a load line on vessels to indicate whether they were overloaded. Other shipowners argued that no single rule could apply to different sizes of ships and, in 1873, the Board of Trade asked the Committee to negotiate a voluntary "Lloyd's Rule" based on research by their chief surveyor. Although this saved many lives, the issue was not satisfactorily resolved until the passing of the Merchant Shipping Act in 1891 (Jones 2006).

A century later, the disappearance of 17 large, modern, well-built and fully-equipped oil tankers and bulk ore carriers

during the 1990s posed new technical challenges for Lloyd's Register. Many lives were lost and the marine environment was devastated, but Lloyd's surveyors led the way in the search for an explanation. In 1998, an independent commission concluded that each ship was probably the victim of a massive explosion and the rules for such vessels were radically revised (Edwards 1998).

Lloyd's Register surveyed ships for the express purpose of enhancing safety long before state authorities took a close interest in the same issue. Today the lives and livelihoods of others still depend on the quality systems that Lloyd's engineers themselves may never see, and ships, roads, and rail tracks that they may never travel on, and distant production plants that they may never hear of. Lloyd's Register is now also a highly regarded publisher of shipping information.

Today's massive container ships and ore carriers, oil and gas tankers carry 98 per cent of the world's seaborne trade and the fact that the shipping industry takes it for granted that vessels classed "A 1" comply with the highest standards of construction is more relevant now than at any point in history. Offshore platforms, on-shore refineries, nuclear power stations, railway networks above and below ground, and even food processing plants affect the wider environment, specifically global pollution and climate change.

The skills and experience gained from Lloyd's Register's maritime origins provide a solid foundation for its worldwide diversification. Enhanced safety of life and property at sea is secured by high technical standards of design, manufacture, construction and maintenance. Its headquarters' library is open to the public by prior appointment and contains the records of ships from 1764, rules and regulations from 1834, lists of shipowners from 1876, shipbuilders from 1886,

shipbuilding returns from 1887, casualty returns from 1890 and wreck books from 1940.

This book is a fascinating record of Lloyd's Register's first 250 years and it is filled with maps and illustrations that would appeal to readers of both maritime and industrial history. Nigel Watson and Barbara Jones have shown how technical accomplishments, combined with honesty and integrity, have created worldwide trust and confidence in Lloyd's Register. The old-fashioned values of accountability, courage, open-mindedness and spirit have encouraged its people to work for the satisfaction to be gained in pursuing the interests of the wider world community.

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Melanie Wiggins. *Torpedoes in the Gulf: Galveston and the U-Boats, 1942-1943*. College Station, TX: Texas A&M University Press, [www.tamupress.com](http://www.tamupress.com), 2012. xiii+265 pp., illustrations, appendix, notes, bibliography, index. US \$19.95, paper; ISBN 978-1-60344-648-8.

Throughout the history of the Second World War, Allied and Axis armies clashed in exhaustive campaigns to effectively weaken their foe's economic, military, or political strength. Reminiscent of Imperial German submarine warfare in the First World War, the Battle of the Atlantic waged by Admiral Karl Dönitz's Operation *Paukenschlag* brought German U-boats once more to North and South American waters. *Torpedoes in the Gulf*, written by freelance writer Melanie Wiggins, aims to provide a narrative of the German submarine presence within the Gulf of Mexico between 1942 and 1943 by discussing the continuous sequence of U-boats entering American waters as well as their respective victories over Allied merchant shipping. As the war

progressed, accompanied by German encroachment along the littoral, Wiggins discusses the American backlash to U-boat warfare through concerted efforts to discern enemy locations and protect merchant vessels and their precious commodity—oil. As well as being a history of wartime naval operations, *Torpedoes in the Gulf* is also a local-history, as Wiggins focuses on the significance of Galveston, Texas, and the town's reaction to German activity just offshore.

After quickly summarizing Galveston's significant oil resources in respect to Lend-Lease with Britain, Wiggins immediately discusses the triumphs of the initial U-boats entering the Gulf as early as May 1942. U-507, commanded by *Korvettenkapitän* Harro Schacht, honoured as the first U-boat to prey in the Gulf, met much success hitting mostly American merchant ships such as the tankers *Munger T. Ball*, *Joseph M. Cudahy*, and the *Virginia* as well as the freighters *Norlindo*, *Alcoa Puritan*, *Ontario*, and *Torny*. The latter two sailed under the Honduran and Norwegian flags respectively. Schacht's last victim was the Honduran freighter *Amapala*, where the ensuing attack brought both vessels and skippers together almost mimicking Kurt Jürgens and Robert Mitchum in scenes from *The Enemy Below*. Unlike the film version, Schacht left the Honduran crew behind with a half-sunken ship. Wiggins' descriptions of U-boat attacks on merchant vessels, such as Schacht's early efforts, illustrate the lack of reserve and hesitation among U-boat captains in sinking ships and destroying Allied fuel resources. Overall Wiggins details the successes and failures of about 16 German U-boats involved throughout the entire Gulf.

Responses to U-boat encroachment, as Wiggins points out, were not completely dissimilar from how U-boats were confronted in other areas along the eastern seaboard of the United States. Standard

protocol for many areas demanded constant black-outs or “dimouts” to help prevent U-boat captains from spotting merchant vessels silhouetted along the coastline; like other areas, however, Galvestonians sacrificed their loss as a “considerable inconvenience” (p.88). Another means of preventing U-boat attacks was the implementation of convoys throughout the Atlantic, yet Wiggins hints that convoys did not seem to maintain the same momentum in the Gulf. Instead, many favoured a better alternative to help save ships and oil. This was the proposed pipeline—The Big Inch—that would connect Texas with the greater New York area, making oil shipments easier and safer by alleviating attacks on merchant vessels.

Aside from the sheer confusion and bewilderment among American intelligence and defense centres in identifying enemy positions, a constant theme throughout Wiggins’ book is American suspicion of fifth-columnists. In a paranoid frenzy, many southerners immediately associated the former German Consul General of the Gulf region, Baron Edgar von Spiegel, of radioing ship coordinates and locations to U-boats. This was unlikely due to the communications systems outfitted on U-boats, as was the presence of German milk cows providing sustenance to patrolling boats. One interesting aspect of wartime relations appears towards the end of Wiggins’ book; namely, the eventual interaction between Galvestonians and German POWs stationed at Fort Crockett which dispelled many of the Texans’ war-time perceptions of the enemy.

Even though Wiggins adequately examines this time period during the Battle of the Atlantic, assessing the scholarly contributions of *Torpedoes in the Gulf* warrants doubt. Readers may find that the text lacks organization, most likely due to a vaguely-defined thesis statement. Wiggins states that once U-boats had exhausted their

efforts along the eastern United States “they turned their sights to the Gulf of Mexico... and so begins our story” (p.xii). Rather than discussing the historical context for the rift between the United States and Germany, or why Admiral Dönitz waged U-boat warfare on U.S. shipping, the author simply focuses on individuals, whether U-boat captains or local Galvestonians, or on U-boat victories in the Gulf. Indeed, the text is filled with anecdotes around certain events derived from numerous newspapers, interviews, or foreign office papers. While incorporating a substantial number of news sources, her use of secondary sources is extremely limited, suggesting a lack of understanding of the current historiography regarding Second World War German U-boats and the Battle of the Atlantic. This is evident throughout the book when Wiggins provides historical data followed with “the historians explained” (p.144). Unfortunately, this means Wiggins’ own text does not make a significant addition to the historiography of the period, other than providing details about Galveston, Texas, and the Gulf of Mexico.

Nevertheless, *Torpedoes in the Gulf* offers a detailed history of success and defeat for German U-boats in the Gulf of Mexico, which is still a must-read for the avid submarine enthusiast or devout U-boat scholar.

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