Book Reviews

Emily Abdow. *The Boxer Rebellion: Bluejackets and Marines in China.* Washington, DC: Naval History and Heritage Command, www.history.navy.mil, 2023. 134 pp., illustrations, notes, bibliography. ISBN 978-1-943604-83-8. (E-book available for free at https://www.history.navy.mil/research/publications/publications-by-subject/boxer-rebellion.html.)

"Fish out of water" is how Abdow describes the US Navy and Marine Corps in her first monograph: *The Boxer Rebellion. Bluejackets and Marines in China 1900-1901*. The work aims to build insight into the day-to-day experiences of the sailors and marines in an international joint operations environment at the turn of the twentieth century. It also offers much more than that, however: insight into the triggers of conflict, as well as the varying approaches to international diplomacy and politics in China and more broadly. The concept of the "Eight Nation Alliance" is a clear example.

Abdow's monograph offers an historical narrative and timeline of events during the lead-up to, conduct of, and aftermath of, conflict. Using a range of original historical documents and photographs specific to individual, command, and journalist experiences, Abdow has successfully referenced new sources as well as demonstrated a developing sense of authority on the topic.

As well as a summary of events leading to the 1900-1901 conflict colloquially known as *The Boxer Rebellion*, there is discussion on increasing foreign liaison with and involvement in traditional Chinese society. After the Opium Wars, this had included provision of prime land for residences of envoys in major cities; for example, over 10 foreign powers resided in the Legation Quarter in Beijing (then known as Peking). While the United States and European countries advocated for access and increased trade opportunities, the appetite for the division of China via various treaties and trading privileges was also competitive and ignorant of cultural practice. Christian missionaries traveled freely throughout China; however, they were said to ban Chinese

Christian converts from traditional practices.

Abdow's work explores how this influence led to resentment which was channeled into the formation of a secret society, known as the "Boxers" for their practice of hand combat similar to boxing. "Cultural competence" is a more modern concept and one worth considering constructively alongside this monograph: how were the sailors and marines involved prepared to meet new cultures? Were the tropes of the "boxer" and situational reporting truly reflective of the tactical situation? Or were they designed to inform parallel political and social conflicts which suited other purposes and which still possibly form the foundation of foreign understanding of China? Some of this is explored.

For over seven weeks, increasing threats, violence and ultimately rebellion against the Legation Quarter had been defended by sailors and marines before more naval forces and reinforcements arrived at Dagu (Taku). "Friendly terms" were reported between members of the "Eight Nation Alliance" formed to suppress rebellion and reform order in Beijing and Tianjin.

However, individual danger, violence and death were also recorded. Many altercations between members of the alliance as well as locals casually ended with a revolver or bayonet. Misunderstanding caused disorder and confusion. Moreover, sentries and guards were quick to escalate violence, all the while intending to support the restoration of order. An Australian, Petty Officer 1st Class Underwood, wrote that he observed a "mortal feud" between the French and Americans.

The arrival of Alliance members in Dagu prompted further movements of the Boxers and retaliation. It was the battle of the Dagu Forts which ultimately triggered the Empress Dowager Cixi into declaring war, with the Qing Imperial Army joining the Boxers. The aim of the battle was for the "Eight Nation Alliance" to claim the Forts at the mouth of the Hai River which led to Tianjin (Tientsin), thereby securing the rail and river access to Beijing necessary to expeditiously deploy increased security and forward presence, as well as afford safe return of the diplomats.

Conclusions on achievements of the sailors and marines would be better qualified with opportunity to cross-reference original source materials. The Australian War Memorial, for example, holds several original private records alongside official ones, as like the Chinese and Greater Indian participation, the Australian contribution was counted under the British. [Link : https://www.awm.gov.au/articles/blog/policing-duties.] The cultural integration necessary would have, in fact, been much higher with such considerations.

Observations and conclusions of continued relevance include discussion that a "unified regional chain of command" (98) would have improved communications across the services and reduced any perceptions of favouritism

between units. Similarly, the importance of communications and relationships across Government and State Departments as well as that "of what authority US diplomats could exercise over marine legation guards" (99). Modern approaches to developing rules of engagement leave many questions as to what level of compliance with instruction may have been witnessed during this conflict.

Study of this conflict is valuable for a range of reasons. Abdow's monograph is a good contribution to maritime studies; it would be an excellent contribution with the inclusion of perspectives from broader participants.

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Robert G. Allan and Peter A. Robson. *Workboats for the World—The Robert Allen Story*. Madeira Park, BC: Harbour Publishing, www.harbourpublishing.com, 2022. xvii+571 pp., illustrations, index. CDN $99.95, cloth; ISBN 978-1-55017-987-3.

An old saw in design is that form follows function. Conversely, it is equally true that form implies function. From this author's admittedly biased point of view (having grown up on the British Columbia coast), this is particularly evident in the visual impression conveyed by a tug. The image of a tug is the very epitome of purposeful – whether smaller tugs berthing merchant ships, coastal tugs towing log booms and chip barges, or ocean-going salvage tugs steaming to the aid of disabled vessels, tugs exude an image of business-like, no-frills, and under-stated (but effective) strength. There are many varieties of tug, but they all share this aesthetic of purpose.

This is particularly evident in this marvelous new book presenting the history, evolution, and prodigious productivity of the Vancouver firm of Robert Allan Ltd (RAL), widely recognized as the world's foremost designer of tugs. Over the last two decades, the name Robert Allan has become synonymous with tug design, but the path was not direct, nor even particularly pre-ordained. This book does an outstanding job of charting the evolution of RAL, and illustrating by turns, the role of talent, hard work, perseverance, opportunity, team-building (and even, occasionally, luck!) in forging an international success story.

There are many different and inter-twined stories in the almost 600 pages of this beautifully produced volume: the story of resolute and committed emigration from 'The Old Country'; the story of dogged determination in establishing and sustaining an independent design house through trying times;

the story of design evolution and innovation; and the story of recruiting, developing, and retaining the talent to continue to be at the forefront of the industry providing workboats for the world.

The RAL story is, for its first 88 years (1928-2006), a dynastic story. Through three generations of Robert Allans (grandfather, father and son, carefully distinguished as Robert, Bob, and Rob) the firm has grown and expanded in ways that might never have been foreseen by its founder.

Robert Allan (The First) graduated as a naval architect from the University of Glasgow in 1907, working at Fairfields, Cammell Laird, and Yarrows on Tyne before immigrating to Canada in 1919, working first at Coughlin's Shipyard before joining Wallace Shipyards in North Vancouver (from 1921 known as Burrard Drydock Company Ltd) with a commission to design the Princess Louise for the Canadian Pacific Steamship Company. In 1927 he struck out on his own, establishing a design partnership named Allan & Stackhouse, then independently as Robert Allan in 1928. The initial years were very lean and for a numbers of years from 1933, he operated as a "One Man in the Basement" company. Times were tough and a letter of 1934 to a colleague who had relocated back to the UK notes "like many exiles in Vancouver I shall have to remain where I am for lack of the wherewithal to pay my fare…." This perspective of necessary commitment is reminiscent even of a later generation of UK immigrants, one of whom, on being questioned about the early commitment to a house purchase ("how do you know you'll like it here?") responded "we spent everything we have to get here: we can't afford not to like it."

Bob Allan (the son) studied naval architecture as an engineering student at UBC from 1934-36 but had to withdraw from the program due to serious illness. Fortunately, he had been well tutored by his father (including developing considerable ship-modelling skills in his teens) and obtained work in Burrard Drydock Company during the war, including serving as project manager for the conversion of the passenger/cargo ship HMCS *Prince Rupert* into an armed merchant cruiser. The end of the war saw a formal teaming of father and son in the home basement office, developing construction drawings for a series of colliers for France as part of war-recovery efforts.

Rob Allan (the grandson) duly followed in his father's and grandfather's footsteps when, after a couple of years at UBC, he entered his grandfather's alma mater, the University of Glasgow, to study for a naval architecture degree. This was followed by a couple of years in England working for Burness, Corlett & Partners, the leading tug design consultants of the day. In the light of subsequent developments in Robert Allan Ltd, this was indeed fortuitous experience. He returned to Canada in 1973 to join the family business, succeeding to the leadership of the firm at the age of 34 following

the tragically early loss of both parents to cancer in 1980/81.

Today the name Robert Allan Ltd is almost synonymous with tugs, but as this history makes clear, that journey was neither direct nor self-evident. The path of growth of the company business was more a case of being in "the Right Place, at the Right Time," prepared with the skills and spirit of innovation to respond to emerging market demands for specialized vessels. The various chapters chart the wide menu of designs produced, from fishing vessels, to coastal patrol vessels, mission boats, ferries, workboats of every variety, research vessels, fireboats and, of course, tugs. Early on, the company's small craft credentials were established by yacht work and the reconstruction of the BC seiner fleet in the years 1942-44. Already imbued with the urge to innovate, RAL designed their first steel fishing vessel in 1958, and developed a line of "Beach Seiners," fast, shallow-draft vessels designed to access the limited short-term fishery openings.

The growth of the tug business and expertise was driven by the demand for escort tugs following the Exxon Valdez disaster of 1989, but also enabled by RAL's embrace of computer-aided design (CAD) in 1985 and azimuthing drives for tugs in the late 80s. It is impossible to do justice to the variety of tug designs that RAL have produced to serve a wide spectrum of missions, but in 200 pages of the 597 total that story is very well elaborated, supported by a wonderful collection of photographs and plentiful drawings (mostly inboard/outboard profiles and plan views). There is one sole body plan showing the hull lines of RAL's signature RA star escort tug; it would have been of interest to see more lines plans included, but even with that minor quibble, the book is exceptionally well illustrated.

Throughout the book the clear story that emerges is of success built on a firm philosophical foundation of design serving the requirement. This has extended to significant effort in influencing the regulatory rules governing design requirements. One statement that particularly resonated with this reader was this: "In a world in which we must strive to design the most efficient vessels possible, any regulation that constrains dimensions can be deemed to be counter-productive, particularly when one of those dimensions is length ...". Among all his other accomplishments and accolades, Rob Allan considers his effective efforts to harmonize regulations for the design and construction of tugboats to be one of his most significant career accomplishments.

Finally, there is a substantial people story here. I have long admired the Dofasco Steel motto ("Our Product is Steel. Our Strength is People") and the same element of the collective RAL success is evident in Chapters twenty-three and twenty-five, with the generous acknowledgement of individual contributions, and acknowledgment from within of the inspiring and enabling work environment that made it possible. With Rob's retirement signaling the

end of the naval architectural dynasty (as he notes, neither of his two sons were named Robert, nor were they directed towards the ship design profession), it is a particularly fitting segue that the company has transitioned to employee-ownership.

In sum, this is a beautifully produced and well-written book that will appeal very much to all who admire tugs and desire to learn more of the process that shapes them.

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Ermino Bagnesco and Augusto de Toro. *Italian Battleships. Conte di Cavour and Duilio Classes 1911-1956*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2021. 280 pp., illustrations, appendices, bibliography, index. UK £45.00, cloth; ISBN 978-1-5267-9987-6.

This work is a continuation of the analysis of Second World War-era Italian battleships begun by the authors with their 2011 study of the Littorio Class from 1937 to 1948. This book covers the five ships of the preceding Conte di Cavour and Duilio Classes along with relevant discussions of the Regia Marina's first battleship, *Dante Alighieri*. Originally published in Italian as a two-volume set, the research by Bagnasco and de Toro fills in a large gap in the historiography of the Italian surface fleet, made possible by the increase in period sources not available to scholars for some time. As with their previous work, they offer an analysis of relevant Italian naval policies, pre- and post-modernization technical descriptions, and an accounting of the vessels' service careers. The latter predominately focuses on the Second World War era, as this was the most active and detailed portion of their service lives. Appendices on 1940-1956 colour schemes, wartime gunnery performance, wartime movements, and sustained damage round out the work, followed by a bibliography and index.

The work is essentially divided into two parts, with the initial eight chapters of technical data, naval policies and pre-war careers making up the first half, and the wartime careers, post-war fates, and final conclusions comprising the second half. The subject matter is presented chronologically, albeit with the post-modernization interwar era seeing the Cavour and Duilio classes separated into their own internally chronological chapters. The background of Italian battleship construction is well covered, giving one a good understanding of the perceived external threats from France, internal pressures, and cost issues encountered by the Italian Navy in the early years of the twentieth century. The Technical Description chapter does a solid job of breaking down and

explaining the various primary armaments and design features employed on both ship classes, and is further expanded upon in the modernization chapters There are several highly detailed, if not sometimes small, blueprints of the class leaders presented, offering overall views, detailed cross sections to highlight areas such as leak-prone compartment's in the Cavour's rebuilt bow, and profile comparisons from different points in the ships' service lives (81, 86). The effect of the interwar naval treaties on Italian policy and design is also addressed, and the tabulated results of interwar gunnery and their analysis offers a nice insight into the Regia Marina's perception of vessel effectiveness in the years leading up to the Second World War.

The Second World War (and brief post-war section) chapters are treated largely as a five-part ninth chapter, with discussion of the raising of the Cavour and the authors' final thoughts at the conclusion. The wartime activities are rather well documented in fifty-six pages, covering the period of May 1940 to September 1943. Subsections cover key movements, operations, and employment decisions, to include opposition actions against British operations and decisions taken in the closing days before the Armistice. The covering of the famed Taranto Raid from the Italian perspective is especially interesting, as it is more often than not solely focused on the actions of the attacking British pilots. Also notable is the protection duties for convoys supporting the North African Campaign, another often overlooked component of the surface fleet's duties. The 1943 internment of the now "co-belligerent" fleet in Malta is covered as well, along with a relatively brief coverage of the post-1947 treaty fates of all ships save *Giulio Cesare*, whose transfer to the Soviets and sinking is covered in more detail. Throughout all of this, Bagnasco and de Toro thoroughly drive home their analysis that the rebuilt Cavours, despite their structural flaws and undesirable shell dispersion, still represented the "best technical solution achievable" and offered a reasonable response to the French fleet's Dunkerque (239). Their objections to the 1937 modernization of the Duilio class along the same lines are also well thought out, given the five years of experience with the Cavours and the evolution of both technology and opposing fleets that occurred over the same period.

The four appendices are also worthy of note, as they offer more minutia types of details that are important but flow much more smoothly when removed from the main text. The section on ship camouflage is impressive, with detailed waterline profile drawings depicting the various vessels in the assorted paint schemes they wore throughout their service, paired with a small collection of original colour photographs. Equally notable are the appendices on wartime gunnery performance, movements, and sustained damage, which the former offering good comparative data to pre-war gunnery drill records in the main text and the latter two offering more detailed facets of the vessels'

combat chronologies for scholars and those wishing to plot positioning at certain points in time.

There are a few possible improvements. Early on there are three photographs of foreign vessels that seem oddly placed or irrelevant, with an image of the French warship *Courbet* appearing 15 pages after its brief mention and two images of HMS *Barham* without any direct textual reference to the ship. (11, 26, 65, 67) There is also a pre-war image of a training exercise broadside from *Cavour* mixed in the wartime account, though this is probably done as a representative example. The modernized ship drawings' deck plans and their keys, while fascinating, are small due to the constriction of the vertical page size. Having a fold-out type expansion for these drawings would be helpful, so as to make the numbering of the smaller compartments more visible and allow for more appreciation of their detail. (94-95, 98-103, 127-134) Finally, the tenth chapter on *Cavour*'s raising after the Taranto Raid could be inserted into the chronology of the previous chapter, either as fully integrated information or as a grey backgrounded insert similar to that used in the multi-page discussions on the salvage of *da Vinci* and the ceding/sinking of the *Giulio Cesare*. This would assist with the flow of the work, and match the earlier discourses of long-term salvage operations. These points are by no means detrimental to the work, but could help improve a second edition should the authors expand the text in the future.

Italian Battleships is a welcome addition to the historiography of the Regia Marina's surface fleet, and an excellent English language research tool for both Italian battleship construction and their performance during the Second World War, the latter topic often overshadowed by the more familiar Kreigsmarine. Bagnasco and de Toro do a solid job of documenting the now-extinct Conte di Cavour and Duilio classes, managing to pack a surprisingly large amount of technical and chronological data into the 267 main pages of text. Their work is definitely a welcome addition to both English and Italian language scholarship on the subject, especially for those researching the Mediterranean theatre of the Second World War.

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Robert D. Banks. *Warriors and Warships. Conflict on the Great Lakes and the Legacy of Point Frederick*. Toronto, ON: Dundurn Press, www.dundurnpress.ca, 2023. 368 pp., illustrations, notes, bibliography, index. CDN $59.99, hardback; ISBN 978-1 45975-77-7. (E-book available.)

On one level this volume is local history. In fact, it might be described as local,

local history as it examines the history of a relatively small peninsula that forms the eastern boundary of the harbour of the city of Kingston, Ontario, at the foot of the Great Lakes. On the peninsula's other side, across a small, but relatively deep, bay lies the high ground on top of which sits the restored Fort Henry. While the volume opens with a chapter dealing with indigenous and French activity on the point (not much), it finds its purpose with the arrival of the Loyalists in the region and more specifically, the designation of the entire point as a military reserve. Indeed, the area is still dominated by the military with the point being occupied by the principal campus of the Royal Military College (RMC), a university-degree-granting institution which trains officers for the Canadian armed forces. While volumes have been written about the history of RMC, this is the first to draw together the wide range of historical and archaeological research into activities on the site before the college's founding.

When Governor-General Frederick Haldimand directed the Loyalists to the region to begin settlement, the point and bay were renamed in his honour: Point Frederick and Haldimand Cove. The first is still with us; the latter quickly became Navy Bay. From the 1780s to the 1850s, Point Frederick housed the principal government dockyard of the Great Lakes, which from 1813 was controlled by the Royal Navy. It was the largest of its class on fresh water. Much of this story has been told in bits and pieces, principally in journals like this one and *Historic Kingston*. Banks draws together those sources, and does a fine job of extending the history of the dockyard into the years after the War of 1812. Much of the efforts of its reduced peacetime personnel involved maintaining the vessels, and more critically, the supplies, that the British government had moved into the region at such great effort and expense during the course of the war. This was a yard that produced a first-rate ship of the line, larger than HMS *Victory*. Its 20-foot loaded draft meant that Navy Bay was the only natural harbour on Lake Ontario in which the ship could be safely anchored.

Banks does the story of the Provincial Marine and the Royal Navy on Lake Ontario a great service by focusing, not on the vessels (although they are certainly there), or engagements (again referenced), but instead on the logistics of the dockyard that enabled the construction and maintenance of the fleet. In this account, Richard O'Conner emerges from the background, along with Robert Hall, Robert Barrie, and a collection of army officers who directed the operations of the Provincial Marine.

One of the logistical elements that is often overlooked, gets special attention in this volume: health and medical care. Among his other credentials, Banks is a medical doctor. He provides some disturbing insights into the sanitary conditions on the site over the years, various poor housing options

and just how "fresh" the water in Navy Bay had become near the privies and rotting timbers.

A significant part of the study is spent tracking the various structures that evolved on Point Frederick. By the time the last page is turned, and the author's biography is presented, it is already evident that, apart from his medical expertise, Banks is a graduate of the Royal Military College. He is fascinated with the architectural elements still on the site, or buried close below the surface, that pre-date the college's founding. There are frequent references which orient the discussion relative to current structures on the site. Indeed, Banks frequently juxtaposes contemporary art and maps with modern photographs to demonstrate precise locations.

The illustrations are a particular strength of the volume. While this reader would have appreciated having some reproduced as full pages or even double-page spreads, the breadth of the iconography is impressive. In many ways, Banks' discussion of the imagery in both captions and text represents the most original of the research. Eschewing a reference in image captions, the credits required over three pages in the back matter. They are often tightly cropped versions of the originals, frequently augmented with arrows or numbers to draw the eye to relevant details. The author is fortunate in the way that so many illustrators of Kingston in the era before aerial photography used the ramparts of Fort Henry from which to sketch their views, placing Navy Bay in the foreground. Moreover, the British military produced a variety of plans of their facilities in the Kingston area. The publishers are to be congratulated on using paper stock that supports quality reproductions while keeping the hardcover price relatively reasonable.

Apart from a handful, the history of the vessels built at the dockyard on Point Frederick are well documented. The work of both Malcomson brothers is cited extensively, along with the many historians of "Fortress Kingston." Banks' contribution is to draw this together with the landward and underwater archaeology of the area to explore the context in which these vessels were built and maintained, and from which they sailed. As such, it is a very worthy addition to any shelf that contains volumes about the naval history of the Great Lakes.

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Andrew Bond, Frank Cowin, and Andrew Lambert. *Favourite of Fortune: Captain John Quilliam, Trafalgar Hero*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2021. xvi+181 pp., illustrations, maps, notes, glossary. bibliography, index. UK £25.00, cloth; ISBN 978-1-3990-1270-6. (E-book available.)

Andrew Lambert, Laughton Professor of Naval History at King's College joins independent scholars Andrew Bond and Frank Cowin to write this insightful biography of Captain John Quilliam. The book covers Quilliam's naval career and the major engagements in which he played a part. It is an important contribution to the growing list of biographies of officers in Nelson's navy.

John Quilliam was born in 1771, on the Isle of Man and is thus frequently referred to within the text by the local designation, a Manx man. Perhaps the main reason for the book's existence is that authors Bond and Cowin are also Manx men and have independently explored Quilliam's life. Lambert was approached to join the book effort after delivering a lecture on Quilliam to the local Manx Quilliam Group.

Quilliam left the Isle of Man in 1785, with at least some sea experience, arriving in Portsmouth and immediately serving on a moored frigate as a shipkeeper, rated as an able seamen. For the next seven years he helped to keep several vessels afloat and in good repair. It was during this time that he gained knowledge of ship construction stem to stern, keel to top gallant mast, which would repeatedly serve him well throughout the remainder of his career. In 1792, he was entered into the *Lion*, which was sent to China on a diplomatic trade mission. During this trip he had the opportunity to hone his seamanship.

As a quartermaster's mate, then master's mate, Quilliam worked towards becoming a midshipman. Along the way, he spent the early years of the French Revolutionary War in the North Sea. On 11 October 1797, Quilliam saw his first fleet action in the Battle of Camperdown, aboard HMS *Triumph*. He received a temporary promotion to acting lieutenant, following the loss of three lieutenants from death, injury and assignment to a prize. After returning to England, he passed the exam for midshipman.

Quickly rising to lieutenant in 1798, Quilliam's ship was blockading French ports in the Bay of Biscay, capturing privateers and merchant vessels. He was aboard HMS *Ethalion* when it captured a Spanish frigate carrying 1.4 million dollars, the prize money from which made Lieutenant Quilliam financially independent. He next served on the frigate *Amazon*, under Captain Riou, and was present at the Battle of Copenhagen, which provided his first encounter with Lord Nelson. Riou was killed during the action and one version of the story had Quilliam take command and lead the ship out of the action. The authors present evidence that indicates this is not true.

In 1803, Quilliam joined Nelson on HMS *Victory* as fifth lieutenant, and sailed to the Mediterranean to help blockade the French fleet at Toulon. Shortly after their arrival, Quilliam replaced the departing first lieutenant over those ahead of him, which soured his relationship with Second Lieutenant Pasco. With Captain Hardy serving as ship's captain and captain of the fleet, many of the ship responsibilities fell to Quilliam. He participated in chasing

French ships across the Atlantic to the West Indies, and the return to home waters. In September he was with *Victory* as it sailed to Nelson's destiny at Trafalgar. Quilliam survived that day's slaughter, seeing Nelson wounded, and the response aboard ship to his death.

Quilliam was posted as captain to the bomb *Aetna* after the battle, followed by assignments to two other ships within two years. He then took a year ashore on the Isle of Man where he was involved in local government. He went back to sea in 1808, serving in the Baltic, before being sent to Newfoundland, during the War of 1812. It was on this station that he had a significant problem with a lieutenant, resulting in Quilliam's court martial for not engaging a potential enemy ship. Since Quilliam was obeying the command to all frigates to not engage American large frigates alone (i.e. *Constitution*, *President*, *United States*), the court decided in his favour, acquitting him of all charges. After a brief assignment to the West Indies, Qulliam went ashore, back to his home on the Isle of Man, to his wife and children, where he died in 1829.

The book provides a very useful description of the trajectory of an average officer's career. While patronage was certainly important, Quilliam's talent for keeping a ship in good working order and his seamanship powered his career. Another important point the story reveals is the number of officers that cycle through ships in quick succession. For example, HMS *Ethalion* had three captains in the span of one year (33-39).

Bond et al. have put in a superb effort in providing a narrative of this officer's career, but the problem is that there is not a lot of information about Quilliam at various points in his life. There appears to be no batch of personal letters detailing his experiences, or lending insights into his relationships with either fellow officers or his wife and family. There are a number of his letters that come from the Admiralty's captain's in-letters and his remarks in lieutenant and captain's logs, held at the British National Archives, that provide us with glimpses of experiences through his eyes. But they are through the professional eye, not the private comment made in a letter to friend or wife. The archives and other potential sources have been dredged for information, but the story at times is thin, resulting in some very short chapters. For example, his time as a master's mate is but three and half pages, and the chapter on his time in the Baltic is but four and half pages, not counting the two-page map spread. At other points, the longer chapters focus on other players within the action, such as the description of the events at Trafalgar (12 pages). The dearth of information on Quilliam drives this unevenness.

There are thirty-two images split into two groups set within the book. The first group is in colour, the second is black and white. They depict key people and events discussed in the narrative. The authors offer seven excellent maps to place the action for the reader. The index is very good and the bibliography

reflects the solid research work for the book. A glossary of nautical terms is provided for readers without a background in maritime history.

This slim volume adds to our understanding of the career of a naval officer at the turn of the nineteenth century. It is the result of lengthy and full research; little if anything was missed. The importance of the book is that it examines the naval career of an average officer, who happened to be there for three major fleet actions and the capture of a rich prize. It will appeal to anyone interested in officer development during the era of Nelson, and more broadly, the activities of the British navy during the French Revolutionary and Napoleonic Wars.

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Philip Bowring. *Empire of the Winds. The Global Role of Asia's Great Archipelago*. London, UK: Bloomsbury Academic, www.bloomsbury.com, 2020. xviii+317 pp., illustrations, maps, notes, bibliography, index. UK £17.99, US $35.00, paper; ISBN 978-1-350-16234-1. (E-book available.)

Philip Bowring's maritime history work focuses on an ethnic seafaring society called the Austronesians located in southeast Asia traditionally known as Nusantaria. This extensive geographical land and oceanic region is home to many diverse and polyglot nations speaking native languages that include Indonesian, Javanese, Malayan, Sanskrit, Sudanese, and Madurese. Island hopping across the south, seafarers from the Asian mainland first explored and colonized large nearby islands. Their descendants ventured into the labyrinth of islands and atolls that formed steppingstones deeper into the great ocean. Philip Bowring traverses the cultural and commercial achievements of the region's multi-ethnic people from the dawn of history through to today's globalized interactions.

Much of the history of Nusantaria is likely unfamiliar to those not specializing in this area of academia. This less than 300-page work provides a scholarly, if not comprehensive, examination of one of the world's least understood regions. Journalist Bowring chose to organize the chapters partly "by chronology, partly by geography, partly by theme" (xvii) in describing the main aspects of Nusantarian history. He emphasizes commerce and federations rather than culture and social order to create an approximate balance between the region's different areas.

The author incorporates a wide range of sources from archaeology to fragmented and scattered linguistic evidence from Indonesian, Malaysia, Taiwan, and the Philippines to move his story along. He begins with pre-

historic times, then moves through the spread of trade networks, religions, architecture, language evolution, and imperialism. Local populations were greatly shaped by the arrival of European western culture and their differing religious beliefs. The book ends by examining the region today, emphasizing how its history shaped the geographic and political influences that evolved and continue to evolve in the present.

One reason why this aspect of oceanic history has rarely been the subject of maritime historical inquiries may be due to the scarcity of primary sources. Much of the earliest records were inscribed on fragile palm leaves that did not survive. Also, this area of peninsulas and archipelagos has changed over time because of rising seas, tsunamis, typhoons, and annual monsoons. Their location along the "ring of fire," comprised of volcanic arcs and oceanic trenches that partly encircle the Pacific Basin formed a zone of frequent earthquakes and volcanic eruptions. Its endemic population dealt with a multitude of microclimates that produced deserts, rainforests and mountain ranges – all engendering dissimilar agricultural lands – which meant that certain crops could be grown in only specific areas. Therefore, this vast archipelago, the largest on the globe, has been treated as a subcontinent rather than a southeast Asian appendage containing a rich, if sometimes contradictory and confusing, narrative.

Nusantaria was governed by Indigenous tribes or conquering neighbours who invaded by sea. Replacing Indigenous tribal religions, successive foreign faiths found their way into this society. First came Buddhism and Hinduism from nearby India, followed by rival Semitic faiths replete with demanding priests and charismatic prophets. These included three subsets of Islam (Sunni, Shia, and Sufi) imported from Arab traders and Roman Catholic Christianity mostly from the Spanish who were extremely drawn to proselytizing. Other Catholics, the Portuguese and French, were more fixated upon trade, while the Dutch and British colonized and added Protestant faiths. In order to have each of their creeds accepted by the local population, incoming religions incorporated traditional local customs that were familiar and important to the natives, thus forming a spiritual kaleidoscope in the vast region. These usually conflicting sets of beliefs and moral attitudes led to a wide range of interpretations toward sexual promiscuity and the institution of marriage, particularly Islam's permissive view of polygamy. Morality is another issue: besides trafficking in slaves, this region boasts a very long jungled and mangrove-filled coastline, where piracy took root and, to a lesser extent, persists to this day.

Bowring avoids narrating a chronical stream of events, but intermingles geology, linguistics and genetics as critical elements in the early pre-history of Nusantaria. Cultural issues such as the use of ethnic artifacts, perceived different racial types, megaliths, and folk myths all are identified as playing

crucial roles. Overlying this is the changing climate, wind patterns and oceans currents that affected the area's seafaring history. This led to the development of unique water crafts such as Joncos (junks), large sailed and rowed outriggers and more diminutive sail-powered crafts, such as the prahus. As larger sea vessels made their way into Nusantaria starting with Magellan's voyage, local boat builders adapted their designs to compete in predictable fierce sea battles that followed. Foreign traders chiefly exchanged silver for silk, cotton, timber, tin, copper, tea, tobacco, pepper, cloves, and sadly, also for slaves. Human trafficking became a valuable commodity that flourished as the demand for labour increased to provide profitable trading goods. Mostly missing was a discussion of their endemic tropical diseases and especially the novel diseases introduced by western traders. The impact of disease outbreaks likely had a major effect upon commerce and population growth or decline.

A helpful glossary starts this book because many of the words and locations are unfamiliar and some changed their spelling over time making it difficult to keep track of the specifics of the people, places and events. Particularly disappointing is that the many maps contain exceedingly small print and, although places are identified, they often do not correlate to the nearby text. The role of the United States is covered as it entered into Nusantaria during the clipper ship era, which is a point of interest, although it plays a small part in the book. This development was significant because the powerful North American nation became important with its occupation of the Philippines as a consequence of the Spanish American War.

Empire of the Winds is a challenging but quite rewarding book. It is an ambitious, broadly cast read dealing with seemingly ever-changing names of people and places within a vast area influenced by commerce and successful attempts at hegemony. Bowring provides an enjoyable exploration of these little-known maritime nations and the seas upon which they and their many intruders sailed. This balanced yet complex scholarly work largely succeeds in tracing much of the Austronesian people's history of ethnic and cultural mixing, imperialism, colonialism, capitalism, nationalism; a book that I recommend to all maritime historians.

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Les Brown. *ShipCraft 27: British Sloops and Frigates of the Second World War*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2021. 64 pp., illustrations, bibliography. £16.99, paper; ISBN 978-1-52679-387-4. (E-book available.)

In *British Sloops and Frigates of the Second World War*, Les Brown continues the work of the ShipCraft series which offers detailed information about a variety of famous warships for the purposes of model making. Full of specific illustrations, plans, and historical photographs, ShipCraft is designed to help the reader understand the history of certain warships while assembling models of them. This twenty-seventh volume focuses on two specific classes of warships used in the Second World War.

Dedicated readers of the series will remember Brown's work from previous volumes describing certain British destroyers and county class cruisers. In the latest installment, Brown focuses on specialist escort class sloops and multiple classes of frigates. Following a brief history of these vessel types, Brown then provides quick reviews of 34 different modeling kits of the vessels. The kits come in a variety of different sizes and are each tailored to a specific purpose for the modeler. For example, smaller scale versions, such as the 1:2400 scale, are particularly useful for wargaming and do not require much experience to build and paint. Larger scale models require a bit more attention to detail and time to put together.

Brown begins the issue with a simple explanation of how the Royal Navy adopted sailing ships called sloops and frigates in the twentieth century. While an avid naval historian would know this fact, the average modeler might not. Meanwhile, Brown goes on to explain slight variations between sister ships, such as those with unique bridge types, and the differences in types of armaments found in certain areas of the ships. This degree of detail may not be useful to the average naval historian, but is particularly important to a modeler. Brown truly knows his audience and provides just enough information to keep readers interested while remaining concise. Within a matter of pages he outlines the overall history and slight variations of some of the lesser-known ships of the Royal Navy.

The issue also contains ShipCraft's "Modelmaker's Showcase" which features highly detailed and colourful images of the model types discussed. Although their complexity might intimidate a first-time modeler, they depict just how detailed these models can be and how well the kits are constructed. Multiple pages of ship drawings by George Richardson illustrate the sloops and frigates described in this issue and contain information on the colours used within the specific camouflage design of each vessel. This is useful detail for both modelers and historians.

For the non-modeler, the ShipCraft series represents a quick reference for specific ship types. The illustrations, historic photographs, and ship plans are a useful source for any enthusiast interested in British warships of the Second World War. The brief, yet detailed history of specific warships can be appreciated by both modelers and non-modelers. Brown's concise bibliography is another

useful resource for readers to obtain further information on particular vessels that were only briefly mentioned within the issue. Although the photographs, illustrations, and drawings are credited, a brief biography of the author of each issue would surely be welcome.

British Sloops and Frigates of the Second World War is an example of a brief, yet detailed, account of specific vessels written for a reader who knows little about the topic. Those not familiar with the ShipCraft series might purchase this book expecting a comprehensive history of the vessel types and be disappointed that it only offers a brief historical overview of the ships written for ship modelers rather than historians. Nevertheless, anyone with a particular interest in some of the RN's minor vessels will find ShipCraft 27 a handy publication for both historians, modelers, and anyone interested in British warships.

Patrick Boyle
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Anthony Bruce. *Anson: Royal Navy Commander and Statesman, 1697-1762*. Warwick, UK: Helion & Company, www.helion.co.uk. 2023. 245 pp., illustrations, maps, bibliography, index. UK £29.95, paper; ISBN 978-1-804511-92-3.

As Anthony Bruce reminds us, this is the first biography of George Anson in over sixty years, and only the fourth in the past 200. A retelling of his life with new material, and a synthesis of past perspectives is long overdue. It is a succinct, engaging biography of Anson, whose career afloat and at the Admiralty influenced not only contemporary events, but cast a long shadow into the navy's future. The paradox of his great leadership skills and seamanship pushing against his social awkwardness and tendency to become too firmly attached to his own opinion is laid bare in Bruce's examination of Anson's life. This is the 112th book in the Helion & Company series From Reason to Revolution Warfare 1721-1815.

George Anson entered the navy in 1712 as a midshipman. His early career saw him serve in various ships in the Mediterranean, the Baltic, the English Channel, and as a frigate captain convoying merchant ships to the Carolinas. His first major independent command came with the task of taking five ships into the Pacific Ocean and seizing Spanish treasure ships carrying gold, silver, and gems from their South American and Mexican colonies to Spain. Anson's expedition left England in 1741, later than intended, meaning the five ships rounded the tip of South America into the Pacific Ocean in January. Massive storms impeded progress, damaged the squadron, and forced two ships to

return to England. Separated during the storms, *Wager* rounded the Horn but wrecked off Chile, leaving only *Centurion* and *Gloucester* to carry out the mission. At this point, the ships' crews were wracked by disease and scurvy, which only grew worse.

During the next six months, Anson sacked Payta (Paita, northwestern Peru), captured six Spanish vessels, attempted to find Acapulco to seize the Spanish gold shipment, but arrived after the ship's departure. Deciding to head home, Anson destroyed the Spanish prizes and took his two ships across the Pacific, reaching China in November 1742. By then, only *Centurion* was judged fit to continue. Following a lengthy stay, he cruised off the Philippines where he captured the Spanish treasure ship *Covadonga* in July 1743, arriving back in England in June 1744. The circumnavigation and capture won Anson fame and fortune, but cost the lives of 1415 men and two ships. It had relatively little impact on the war with Spain.

Anson joined the Admiralty Board at the end of 1744, with the Duke of Newcastle as a new patron. He entered politics, being elected to Parliament with the assistance of his future father-in-law, the Earl of Hardwicke. He made no speeches in the House, nor would he when he sat in the House of Lords. During his time in the Admiralty, now and later as First Lord, Anson backed efforts to reform the navy, from improving ship construction, making the marines separate from the army, tightening discipline and creating standard uniforms for officers. It was the seed work that would serve the British navy very well by the end of the long eighteenth century.

One of the most important innovations Anson was involved in was the creation of the Western Squadron to defend England from invasion and position ships to capture enemy convoys and warships approaching Europe. Anson's recommendation to hold the main body of the squadron in port while elements were dispersed to watch the approaches to England and the French or Spanish ports, prevailed. He commanded the squadron in 1746 and 1747. The battle off Cape Finisterre in 1747 resulted in Anson's fleet capturing 18 French vessels, and stopping the re-supply of New France, preserving the English position in North America. It proved the importance of the Western Squadron and Anson's approach to its use.

Anson became the First Lord of the Admiralty in 1751, when Lord Sandwich was removed in a political house cleaning. Anson was in control when the French captured Minorca, in 1756, and Admiral John Byng failed to relieve the island or to actively engage the French squadron. This humiliating defeat for England bought the wrath of public and political criticism to Anson's door (and Henry Fox, leader of the government). The defeat was, in part, due to the limited number and poor condition of the ships Anson sent Byng out with, the lack of full crews, as well as Bing's own hesitation to fully engage

the enemy. Byng was recalled, court-martialed, found guilty and subsequently executed by firing squad. This deflected some of the blame, but Anson left the Admiralty when Fox resigned and a new government formed.

Anson returned to the Admiralty in 1757 with another political change. In the midst of the Seven Years War, he worked to increase the size of the navy to accomplish the government's goals in North America. He played a central role in planning the successful capture of the French fortress of Louisbourg, on Cape Breton. Anson sailed once more as Admiral of the Western Squadron to keep France from reinforcing its North American colony. Blockading and conducting a raid ashore Anson's fleet was decimated by scurvy, forcing him to return to port in September 1758. The planning of the successful attacks on Quebec, Cuba and Manila were his final achievements at the Admiralty. He died in 1762.

While he had worked alongside his men during the circumnavigation, and discussed his plans with his captains, Anson is described as a man of few words, and little writing. His actions seem to have spoken loudly, gaining the loyalty of his crew and officers, constructing his living legend status. His lack of writing or speeches in Parliament seem to have frustrated his contemporaries, and historians looking for his opinion.

The patronage that existed during this period was critical to a young officer's career advancement. The patron could place the protégé in a setting that yielded opportunity to excel, be noticed and advanced. Anson was certainly a beneficiary of this system, afloat and ashore, and used it himself to promote his followers. The significant difference with Anson was his promotion of talented protégés, for the most part. The exceptions might have been Captain Cheap, who wrecked *Wager* and lost control of his marooned crew during Anson's circumnavigation, and sending Byng to secure Minorca. Among his more successful protégés were Edward Boscawen, Edward Hawke, and Augustus Keppel.

Bruce highlights the key role Anson's wife, Lady Elizabeth, played in promoting her husband's career and advancing his ideas among the political elite. As a member of the aristocracy, she had access to powerful people and wielded that advantage with great skill. Her untimely death was a sharp blow to Anson.

The fourteen illustrations depict Anson and the people and scenes of his story. The general and ship indexes are short and functional. The bibliography covers archival material, published letters and document volumes and secondary sources, including theses and internet resources. It provides a good historiography of not only Anson, but also a foundation for many of the other leading naval players of the day.

Anthony Bruce has produced a valuable addition to the biographies of

great naval leaders. His analysis will engage the reader and lead to further work, whether to argue a point or to dive deeper into one aspect or another of Anson's life, Admiralty functioning in the mid-eighteenth century, or the Byng affair. This book will appeal to the academic, and the independent maritime scholar.

Thomas Malcomson
Toronto, Ontario

James H. Bruns. *Black Sailors in the Civil War. A History of Fugitives, Freemen, and Freedmen Aboard Union Vessels*. Jefferson, NC: McFarland Publishing, www.mcfarlandbooks.com, 2023. 246 pp., illustrations, notes, bibliography, index. US $39.65, cloth: ISBN 978-1-4766-90544-4. (E-book available.)

James Brun's scholarly and moving work explores a topic that has rarely been written about, the crucial role of fugitive, free and freed Black men who served in the Union Navy during the American Civil War. Bruns presents documented accounts of former slaves (whom he refers to as contrabands) and free men, some of whom volunteered to join the union army. These men were not really integrated into combat units until late in the war. Others became Union Navy sailors on board naval vessels and fared much better as largely accepted, essential members of the crew. They saw a great deal of combat, serving in many capacities from coal stokers to gun crews, some achieving enlisted leadership positions. Many were decorated and several received the Congressional Medal of Honor for their extraordinary valour while in the naval service.

As slaves, death could come through accident, disease, suicide, or brutality, but working as a member of a military unit brought an opportunity for social dignity that was previously unattainable. The navy was by far the safest service to be in during that brutal war. "During the entire war, the United States Navy reportedly lost only 4,523 sailors killed in action, from accidents or disease. More seamen died of disease than combat (2,411 verses 2,112). The casualty rate within the Navy was roughly 2.7 percent. Comparatively, Union Army losses during the war due to combat, accident or disease have been estimated at 325,000 or roughly 27 percent, although this number is now thought to be underestimated" (176). The author states that sailors were far more likely to survive the war than the typical soldier. Also, some slaves living in the swampy south had natural or developed immunity to some insect-transmitted diseases that were debilitating to their white shipmates.

Bruns describes the brutality of life under slavery, and that escape,

although very difficult, was preferable. If a slave worked by a seaport or major river, or even swamp land, it was easier to escape. Often these slaves had developed rudimentary and occasionally, sophisticated skills, that could be used on vessels. The author goes on to describe the abject cruelty, and how some slaves overcame the hardships.

Once integrated into the Union Navy, they were either assigned to the blue water units, ocean-going vessels that operated as part of the Anaconda Blockade of southern ports, or the brown water riverine navy that largely worked in conjunction with army units supporting capture of inland ports or coastal harbour cities to cut off commerce, particularly the export of cotton, and the importation of salt for food preservation and metals for armament and munitions.

The author does deviate from the title's theme but provides graphic and moving descriptions of important naval battles such as the capturing of the ports on the upper Mississippi, the siege of Vicksburg, the subjugation of the Red River, and the famous battle of Mobile Bay. In doing so, he describes the character, heroism and weaknesses of Admirals David Farragut, David Dixon Porter, Andrew Hull Foote, John Adolphus Dahlgren, Samuel Francis Du Pont, and Theodorus Bailey. Bruns also discusses how President Abraham Lincoln and Secretary of State William H. Seward and Secretary of War Edwin McMasters Stanton influenced the conduct of the naval war through the intrepid and sometimes beleaguered Secretary of the Navy Gideon Welles. The latter emerges as sympathetic, decisive and to some degree, heroic. Bruns also describes the evolution of naval ships during the war from wooden to iron-clad to the various types of monitors, (river, coastal and ocean categories), their uses advantages and vulnerabilities. He concludes his book with anecdotes about manumission; how former slaves, now naval veteran sailors, fared in emancipation within a post-war society. Stories about run aways, northern Black mariners, heroes like the legendary boat stealing pirate Robert Smalls, as well as Navy Medal of Honor awardees John H. Lawson, John Davis, Wilson Brown, William H. Brown, James Mifflin, Joachim Pease, Thomas English, and Aaron Anderson. Also, the creation of the Grand National Sailor's Fair to help care for disabled and infirm veterans, a precursor of the 1865 Veteran's Administration.

This is a totally enjoyable and instructive book, even if the author did stray from his title's theme now and then. One very minor point: Bruns refers to all Civil War major Union Naval Vessels with the prefix USS, surprising with his Department of the Navy's Museum System and Naval History and Heritage Command (NHHC) background, he referred to Confederate Navy vessels as CSS rather than the customary CSN. From the beginnings of the US Navy there had been no standard method of referring to US Navy ships. According to the

NHHC, on 8 January 1907, President Theodore Roosevelt issued Executive Order 549 stating that all US Navy ships were to be referred to as "The name of such vessel, preceded by the words, United States Ship, or the letters USS, and by no other words or letters."

In summary, *Black Sailors in the Civil War* is a well written history of a topic which is rarely discussed and one which is important in today's American political climate. The author has put forth many thought-provoking images and historical accounts. The book, although relatively brief, is full of worthwhile information. I recommend this to all maritime historians, especially those whose interest is the American Civil War and those who fought in its opposing navies.

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Alex Buchner (Janice W. Ancker, trans.). *Narvik: The Struggle of Battle Group Dietl in the Spring of 1940*. Oxford, UK: Casemate Publishers, www.casematepublishers.com, 2020. xxi+218 pp., maps, appendices, notes, bibliography, index. UK £35.00, US $45.00, cloth; ISBN 978-1-61200-917-9. (Casemate - Die Wehrmacht im Kampf series.)

Buchner's book was originally written in 1958 and has now been translated into English by Janice W. Ancker. Buchner joined the German Army in 1939 (aged 19) and served throughout the war in various mountain troop formations, rising to the rank of lieutenant, and serving as a company commander by 1945. This was one of many similar volumes written by various authors at the time that focused exclusively on operational and tactical matters. As such, it reflects its origins and certainly does not delve into the political or ethical questions that rightly predominate today. German veterans, their families, and survivors of the Nazi regime in general largely failed to confront their history and their responsibilities in the decade and a half after the war. Although perceptions certainly changed over time, this volume serves as both a signpost for attitudes in the immediate post-war period, as well as some specifics of this fascinating campaign.

Readers familiar with the Allied perspective on the defeat suffered in Norway, will be interested in examining the views of those on the other side of the hill. There existed at the time, and continues to this day, an abiding respect for the operational and tactical capacity of the Wehrmacht that did not desert the German forces until the final months of the war. At the time of the Norwegian Campaign (April to May 1940), however, this superiority was in the early stages, overshadowed by the German conquest of France in May and

June of 1940. There is no doubt that the Wehrmacht's boldness of conception, combined with the high level of skill in execution, was more than sufficient to overmatch their Norwegian, British, and French opponents. Buchner's account of the most fraught element of that campaign from the German perspective is, therefore, of great interest and value to modern audiences.

The account is a straightforward narrative of the assault on Narvik–the most northerly objective of the campaign. The ad hoc nature of the arrangements for the invasion demonstrated that the Germans were no more equipped for amphibious operations than the Allies at this early stage of the war. The assault was entrusted to the troops of the 139th Mountain Infantry Regiment, with some minor additions for artillery and special weapons of various kinds (specifics provided in various appendices). The infantry was loaded onto ten destroyers that ultimately met their end in the Narvik fiords, with supply vessels to follow later. To state that it was a threadbare effort completely dependent on the shock of surprise is no exaggeration. The Commander was Lieutenant-General Eduard Dietl, perhaps over ranked for the scale of the assault, and hence the nomenclature for the battlegroup. The perilous voyage from Wilhelmshaven to Narvik was successfully accomplished over a four-day period (6-9 April) with troops landing virtually unopposed. As is well known, the German thrust beat the Allies by hours, thanks, at least in part, to the very bad weather that hindered visibility along with dithering by uncertain Allied leadership. Surprise was total: the astonished Norwegian garrison offering no resistance. This changed quickly with the arrival of significant Allied forces after the Royal Navy annihilated the German destroyers that had transported the invasion force. The German position suddenly turned dire.

The book is organized into eight chronologically ordered chapters, written as a spare, taut narrative that unemotionally describes the campaign from its launch on 9 April to its conclusion on 8 June with the evacuation of the Allied troops that had sought to reverse the initial German seizure of Narvik. Without question, the Allied evacuation was due to the more portentous events in France, with the Dunkirk operation well underway at the same time. There is little doubt that the German forces had succeeded against very long odds, which had lengthened as April turned into May. Sound leadership, determination at all levels, and a little luck falling Germany's way resulted in a notable victory and consequent Allied humiliation. The foundation of the Wehrmacht's "victory disease" was laid with episodes such as this.

Buchner's account includes nine useful sketch maps that retain their German labels, as well as eleven appendices that provide helpful detail, including Hitler's instructions to Dietl at the point when defeat by the Allies seemed probable. There are no photographs included. A brief bibliography is provided which has relied on resources available in German archives. Unsurprisingly,

given when it was written, Buchner uses relatively few secondary sources although he does include Churchill's *Their Finest Hour*.

This is an important account in the historiography of the campaign which provides the perspective of a knowledgeable German army veteran. It is entirely focused on the military problems faced and overcome with relatively little on the naval side of the equation. The German navy's role was critical in terms effecting the landing at Narvik and elsewhere in the Norwegian Campaign, but it has a small profile here.

Almost entirely absent is any analysis of Germany's campaign strategy and objectives. Narvik's strategic value was as the terminus of the railway from the Swedish iron ore mines, which were crucial for shipping that essential raw material to Germany during the winter. The Allied thinking was to deny Germany these resources. Almost none of this is touched on. Consequently, the book lacks a comprehensive examination of the campaign from multiple points of view. That noted, the real value of the book is the window it offers into the perspectives of the German participants and the nature of the "near run thing" that characterised their assault on Narvik. I would recommend it.

Readers interested in similar books on other battles and campaigns written in the ten to fifteen years after the war should explore the publisher's website. The University of Plymouth has also published a series of reprints of Naval Staff Histories which includes *Fight for the Fjords: The Battle for Norway 1940* (Battle Summary No. 17, Naval Operations of the Campaign in Norway (1942) as well as the official German account, *The German Campaign in Norway* (nd).

Ian Yeates
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Christopher M. Buckey. *Genesis of the Grand Fleet: The Admiralty, Germany, and the Home Fleet, 1896–1914*. Annapolis, MD: Naval Institute Press, www.usni.org, 2021. xii+360 pp., notes, bibliography, index. US $44.95, hardback; ISBN 978-1-68247-581-2. (E-book available.)

Historian Christopher Buckey's focus on the British Royal Navy before the First World War explores how the Royal Navy prepared for naval conflict with Imperial Germany and, in particular, the origins and the ongoing development of Britain's Home Fleet.

Buckey sets the stage for the genesis of the Grand Fleet by describing the rough waters the Royal Navy had sailed into by the end of the nineteenth century. Before then, Britain's Royal Navy had been the indisputable ruler of the waves, operating since 1889 by "the two-power standard," meaning its

navy, was larger than the next two largest navies (France and Russia) combined. By 1896, however, maintaining that standard had become a challenge. Not only were Russia and France developing their navies, but Japan and the United States had strengthened their positions, and Great Britain recognized that any threat from Germany would be in home waters.

While other world powers had been boosting their naval forces, the Royal Navy had been reforming its naval squadrons and reducing its global reach from 1896–1906. No longer was it the hegemon in the face of growing navy rivals – with German naval power representing the main concern.

Though the Home Fleet had existed in one form or another since 1902 – sometimes called the Home Squadron and other times the Channel Fleet – in 1907 a new Home Fleet was established under the direction of First Sea Lord Sir John (Jackie) Fisher. A consolidation of Great Britain's other naval divisions, the Home Fleet was created despite opposition within and outside the Royal Navy – opposition that the author describes in detail.

To historian Buckey, the most compelling argument for consolidation was expressed by Fisher, who forcefully stated, "Our only probable enemy is Germany. Germany keeps her whole fleet within a few hours of England." Despite the fear of a German naval confrontation and invasion, Great Britain's leaders were under considerable pressure to reduce Royal Navy expenditures, especially with the new, social-reform-inclined Liberal government in 1906, of which Winston Churchill was a part.

Though being what was then considered middle-aged, Churchill's characteristic decisiveness and penchant for action led to him being described as "a young man in a hurry." Beginning in 1911 as First Lord of the Admiralty, Churchill's chief goals had been to cut spending and reform naval staff organization, which in his view was antiquated and inefficient. At the time, the solution to the problem had been clear to him: scrap the Royal Navy's outdated ships. But once Churchill recognized that Britain's vaunted superiority at sea was slipping, while Germany's naval strength was growing alarmingly, his focus flipped. As a result, he was no longer seen as the liberal, social-reform-minded politician, but instead seen as the new "Navy man" who reliably supported increased naval spending. Navalism was on the rise.

The book's detailed account of the birth and importance of the Home Fleet also includes a close look at the politicians, naval officers, and Liberal government policies that brought about this change. Along with Fisher, Winston Churchill was a prime supporter for naval reform, spurred on by his great personal fear of growing German naval strength. In Churchill's view, the reconstituted Home Fleet would be a central support to the British Grand Fleet. The strength of the Grand Fleet was crucial according to Churchill, who said that if the Grand Fleet were to be defeated, Great Britain could lose the war in

one afternoon. As Buckey notes about the Allies' triumph in the First World War, "Victory ashore had depended upon victory at sea."

The author's perspective of events supports those of the great naval historian Arthur Marder, who believed in the vital importance of the capital ships and dreadnoughts. It is Marder who correctly labeled the 1904–1919 period as the "Fisher Era."

Contrary to some recent revisionist historians, Fisher was not building a torpedo fleet to replace the armoured capital ships. Buckey reminds readers of Marder's contention that Fisher's reconstitution of the Home Fleet in 1907 "was a logical development of the policy of concentration at home which had been initiated in 1904."

The senior naval officers who did not welcome all of Fisher's reforms included Admiral Lord Charles Beresford, who commanded the Channel Fleet, and whose power would be diminished under Fisher's plan. Fisher and Beresford had 'huge personalities,' the author notes, and their enmity would divide the Royal Navy's senior ranks. Ultimately, the Channel Fleet was merged with the expanding Home Fleet, an evolution that the book describes in great detail. Beresford returned to his parliamentary career. From 1910 onward, the Home Fleet was the most consequential command in the Royal Navy, and its commanders were superior in importance and strategic planning to all but the British Admiralty. The Home Fleet managed to meet the goals set for it, becoming a vital part of the victorious Grand Fleet of 1918.

The author includes thorough discussions of the massive technological innovations in this period of dreadnoughts, heavy battle cruisers, submarines, and torpedo boat destroyers. Not only does the book contain lengthy descriptions of the various British senior commanders, it also includes excellent photographs of them and their ships. Though the book is a highly technical academic study, Buckey writes in a style that makes it accessible to the layperson and academician alike. *Genesis of the Grand Fleet* is one of the thirteen books that comprise the Studies in Naval History and Sea series, from the well-regarded Naval Institute Press. The series, according to the Press, publishes significant new scholarship that "advances our understanding of sea power and its role in global security."

An accomplished historian with a research interest in the Royal Navy before the World Wars, Christopher Buckey provides an authoritative account of the Home Fleet – a topic that had not received much scholarly attention prior to Genesis of the Grand Fleet. In addition, Buckey's book provides readers with many insights into the pre-1914 Royal Navy and its important role in the ultimate defeat of German naval ambitions in 1918. This well-researched volume includes an extensive bibliography, a full notes section, an excellent index, and numerous photographs of naval officers and ships.

The monograph extends the scholarship on British naval history, and in particular the period before the First World War. In addition, it provides a compelling account of the important evolution of the British Royal Navy's Home Fleet.

W. Mark Hamilton
Alexandria, Virginia

Mike Carlton. *The Scrap Iron Flotilla. Five Valiant Destroyers and the Australian War in the Mediterranean*. Sydney, AUS: Penguin Random House Australia, www.penguin.com.au, 2023. 448 pp., illustrations, maps, appendices, notes, bibliography, index. AU $24.99, CDN $22.91, paper; ISBN 978-1-76104-201-0. (E-book available.)

Mike Carlton is an Australian journalist with a keen interest in Australian naval history and this is his fourth book concerning ships of the Royal Australian Navy during wartime. His others are *First Victory 1914: HMAS* Sydney *'s Hunt for the German Raider Emden*, *Cruiser: The Life and Loss of HMAS Perth and Her Crew*, and *Flagship: The Cruiser HMAS* Australia II *and the Pacific War on Japan*. All his books display a journalistic flair, weaving an interesting story about the ship and its men that engages the reader from the opening chapter and *The Scrap Iron Flotilla* is cast from the same mould. Australian naval history only gains a passing interest from the average Australian reader, with land warfare gaining the lion's share of publications. Mike's journalistic talents have increased the navy's "market share" and enabled the history of the Royal Australian Navy to reach a much wider and larger audience. That said his work will often gloss over "bad news," enhance the "good news" and there is a liberal dose of "British Bashing" of senior officers and politicians.

The Scrap Iron Flotilla tells the story of five aged Australian destroyers during their service in the Mediterranean during 1939-1941. The ships were all built in the closing stages of the First World War and obtained by the Royal Australia Navy in the early 1930s. Already twenty years old when war broke out in 1939, they were offered to the Royal Navy for service in the Mediterranean and upon arrival, were described by the German propaganda machine as another load of "scrap metal" from Australia. The destroyer crews accepted the German slur with typical Aussie humour and quickly identified themselves as the Scrap Iron Flotilla. Similarly, when the Australian 9th Division was besieged in Tobruk, the German radio announcer William Joyce (Lord Haw Haw) described them as rats living in tunnels. The Australians soon happily identified themselves as the "Rats of Tobruk," which subsequently became a house-hold name throughout Australia. Also little known today is

that when the five destroyers (HMA Ships *Stuart*, *Vampire*, *Vendetta*, *Voyager*, and *Waterhen*) arrived in the Mediterranean, they were among the first Australian forces to serve overseas in the war; with the Royal Australian Air Force 10 Squadron already in England flying newly-acquired Sunderland flying boats and the recently commissioned cruiser HMAS *Perth*, then in the West Indies on her way home to Australia, retained for service in the Atlantic on the outbreak of war.

Carlton does an excellent job in weaving the story of the five ships and their crews across the broad expanse of the Mediterranean campaign using both official sources and first-hand information from crew members' letters, diaries, and senior officers' reports. The destroyers often operated separately on convoy escort duties and anti-submarine patrols during early 1940 in what was then described as the Phoney War. Bad weather in the Mediterranean winter of 1939-1940 was initially the main concern for the destroyer crews, but the ships were also soon showing their age as machinery failures became more common and the "Black Gang" of stokers and artificers were to labour day and night for the next two years to keep the ships operational. Living conditions on-board were spartan at best, with limited to no fresh food or hot water for washing and cracks in the deck meant the mess-decks were often awash with salt water. Mail was intermittent, although shore leave was granted whenever possible. While the weather, food and machinery were the main issues during these early days, morale was generally good.

The phoney war was not a reality for those serving in the Mediterranean and in early in 1940 a small group of the destroyer men were selected to take part in a clandestine operation in Romania, in March-May 1940, to block the Danube River and prevent Romanian oil reaching Germany. The operation was a failure, for various reasons, but all the Australian sailors eventually returned to their ships. Italy entered the war on the Axis side, on 10 June 1940 and from then on the intensity of operations at sea increased. There was also, following the fall of France, the internment of French warships in Alexandria and destruction of other French ships at Mers-El-Kebir, but the Scrap Iron Flotilla was not actively involved in these actions. Soon, however, the Australian destroyers were in actions against Italian submarines with *Stuart* involved in the sinking of *Gondar* on 30 September 1940. The Royal Navy's Mediterranean fleet, led by the brilliant British admiral Andrew Browne Cunningham (known colloquially by many as ABC) kept the pressure on the Italian fleet with significant actions at the Battles of Calabria (9 July 1940) and Cape Spada (19 July 1940); with the Australian destroyers involved at Calabria and the Australian light cruiser HMAS *Sydney* sinking the Italian light cruiser *Bartolomeo Colleoni* at Cape Spada. The Italian Fleet soon took up a "Fleet and Being" posture (staying in port or close to the Italian coastline) as it was constrained by a lack of fuel and poor air support from the Regia Aeronautica (Italian Air Force). Cunningham's

forces needed to be at sea frequently escorting convoys to Alexandria and Malta (then often under daily Italian air attack) and on land the Italian army was often content to stay within the borders of its colony of Libya.

While 1940 had been the overture, the next year was to prove to be a bitter and long campaign. On land the Italians were defeated at Bardia (3-5 January) and at sea at the battle of Matapan (27-29 March) but all was to change when Germany invaded, and captured Greece and Crete in early 1941. By the end of 1941, the Afrika Korps, under the command of General Erwin Rommel, had turned the tables on the Allied campaign in North Africa and the Mediterranean. Carlton describes the sheer hard slog for the Australian destroyers evacuating Allied troops from Greece and Crete and the "Tobruk Ferry Run" to resupply the British and Australian troops defending the besieged port city. The toll of the convoy escort work was demanding and HMAS *Vampire* departed the Mediterranean, for a major refit in Singapore, in May 1941. Soon after HMAS *Waterhen* was sunk on 30 June 1941 by an Italian pilot flying a Stuka dive bomber. Carlton does to some extent gloss over the loss of *Waterhen* as it was later officially assessed that better damage control by her crew could have saved the vessel. By the end of 1941, the remaining Australian destroyers had departed the theatre, with *Vendetta* the last to go in October, and being replaced by newer N class destroyers operated by the RAN. The Scrap Iron Flotilla's legacy is their 139 re-supply runs to Tobruk during 1941 to bring in ammunition, food and fuel and evacuate the wounded, sick and prisoners of war.

The war in North Africa dragged on for another two years, but none of the Scrap Iron Flotilla ships remained in the Mediterranean when the final victory in North Africa occurred on 13 May 1943, when the combined German-Italian Army surrendered. The four remaining Australian destroyers went on to serve in the Indian and Pacific oceans and two (*Vampire* and *Voyager*) were later lost in action in the fighting against the Japanese. Overall, Mike Carlton has produced a highly readable and interesting history of the Royal Australian Navy's V & W class destroyers in the Mediterranean during 1939-1941. It is not an official history, so his style of writing and the information provided is not at that level – but it is not meant to be. Some of the nautical descriptions could be called into question (there is no such thing as the second dog watch – it is the last dog watch) and there were some missed opportunities to explain events and people in more depth. That said, more people are likely to read this book than the official history of the Royal Australian Navy during the Second World War. I highly recommend *The Scrap Iron Flotilla* to those interested in Australia's Second World War naval history and seeking a well written and easy to read narrative.

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A.J. Chapman. *The War of the Motor Gun Boats. One Man's Personal War at Sea with the Coastal Forces, 1943-1945*. Barnsley: S. Yorks: Pen & Sword, www.pen-and-sword.co.uk, 2023. vii+163 pp., illustrations, appendix, index. UK £14.99, US $29.95, paper; ISBN 978-1-39902-008-4.

The war at sea in the Second World War encompassed many different aspects of that struggle. Much has been written about the war waged by German U-Boats in the Atlantic and as well, the battles involving the surface fleets. Much less has been written regarding a critical part of the war at sea: the confrontations between German Schnellboots (S-boats – torpedo boats), generally known as E-Boats for "Enemy Boats") and the British Royal Navy's Coastal Forces. In *The War of the Motor Gun Boats*, A.J. ("Tony") Chapman has written a memoir of his part in the war at sea.

When the Second World War broke out in September 1939, the British Royal Navy had very few assets to patrol the British coasts. By contrast, the German Kriegsmarine ("war navy") had a force of well-designed E-Boats available to confront British shipping. Quickly, British shipbuilders developed several boats that would carry the brunt of the coastal war. British coastal forces had three basic classes of combat boats: Motor Torpedo Boats ("MTBs") which were meant to attack enemy shipping by launching torpedoes. MTBs at first were not heavily armed with machine guns or heavier weaponry, so Motor Gun Boats ("MGBs") were developed to escort MTBs and attack German E-Boats. These craft tended to be small in size, made of wood, and fast. A third type of coastal force boat, the Motor Launch, ("ML") was larger than MTBs or MGBs but heavily armed. (It should be noted that as the war progressed, MTBs were progressively up-gunned and MGBs carried torpedoes, so the distinction between MGBs and MTBs became essentially non-existent.) Throughout the Second World War, the E-Boats and MGBs, MTBs, and MLs were fierce opponents.

Author Chapman joined the Royal Navy in 1942 after living through the early bombing of Great Britain. As a teenager, he volunteered as an ARP messenger and spent many nights in air raid shelters during the 1940-1941 Luftwaffe Blitz. During one particularly arduous night bombing raid, he earned a commendation for carrying messages while bombs were falling near him. When Chapman reached the age of 17½, he realized he faced the British draft. Not wanting to be called into the British Army or Royal Air Force, he went to a Royal Navy (RN) recruiting station, enlisted, and was given a choice of RN branches. He was classified as a radio operator and was told he would be called up when he turned eighteen.

Six months later, Chapman was officially part of the RN. His description of RN basic training is valuable as it preserves a part of the military too

often overlooked in history. After basic, he was assigned to HMS *Attack*, an RN Coastal Forces base and further assigned to a ML designated for rescue operations. One anecdote in the book – in Chapman's first sea cruise, he immediately suffered from sea sickness – a condition he never fully overcame in his RN career.

After that introductory period, the RN assigned him to a MGB, and it is here that the narrative takes shape. The rescue ML saw little action aside from recuse operations; the MGB was in the thick of things. His descriptions of the actions between E-Boats and his MGB are vivid and illuminate just how vicious was the war waged between British and German coastal forces.

Later, Chapman was assigned to duty in the Eastern Mediterranean. This is a valuable contribution to history, as the war in the eastern Mediterranean is little-known after the 1941 German invasion of the island of Crete. (One slight exception – the British invasion and subsequent German recapture of the islands of Kos and Keros in the Dodecanese has attracted some attention from military historians.) Chapman served in the Mediterranean from 1943 through the German surrender in May 1945, and his narrative makes it clear that duty in the eastern Mediterranean was no backwater of war picnic. His descriptions of landing commando parties, traveling in international waters within reach of German coastal artillery, and the ever-watchful presence of the Turkish military, anxious to preserve its nation's neutrality. (Turkey eventually did declare war on Nazi Germany in 1945, too late to have a marked effect on the war.)

Chapman first wrote this book in 1979 so his grandchildren would have some remembrances of the part he played in the Second World War. He put it away for seven years, rewrote it in 1986, and then, with the help of fellow Coastal Forces veterans, rewrote the manuscript a third time. It is good that he did so, for this book captures the life aboard Coastal Forces' vessels – the cramped conditions, the heat of the Mediterranean, his ever-present bouts of seasickness, all vividly bring the reality of Chapman's war to the reader. He writes well and the illustrations add to the narrative. *The War of the Motor Gun Boats* fills in another piece of the great struggle that was the Second World War.

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Glynn Christian. *The Truth About the Mutiny on HMAV Bounty and the Fate of Fletcher Christian*. Barnsley, S. Yorks: Pen and Sword, distributed by Naval Institute Press, www.usni.org, 2021. xiv+214 pp., illustrations, bibliographic essay, index. UK £19.99, cloth; ISBN 978-1-39901-418-2.

It is a bold assertion to declare in the title of the book you have written that you will reveal "The Truth" about the subject matter. It is even more audacious to do so when telling the tale of the mutiny on HMAV *Bounty*. There has been an entire cottage industry of books and articles published (not to mention the three movies and two replica ships built) around the story of Lieutenant Commander William Bligh and Master's Mate (Acting-Lieutenant) Fletcher Christian's experiences aboard the ship. It is perhaps the most commonly known ship mutiny. Nevertheless, that is exactly what Glynn Christian, Fletcher's great-great-great-great grandson, has done. He has set out to square away the debate over what took place on the ship and with Fletcher before and after the mutiny. The author is not new to this area, having researched his subject for decades, even visiting Pitcairn Island and penning a fictional story around Fletcher's wife Mauatua. For clarity's sake, in the rest of the review I will only use the last name Christian to refer to the author of the book, and Fletcher to refer to the historic person of interest.

The story begins with the prior relationship between Fletcher and Bligh before going to Tahiti. We are told the two men knew and respected each other, and had worked well together on two previous voyages. It made perfect sense for Bligh to seek the young Fletcher out for the expedition to fetch breadfruit plants from Tahiti to feed the slaves on the British plantations in the West Indies.

The key phase of the voyage to Tahiti from England, in 1787, was the attempt to beat round Cape Horn, in horrific weather. Abandoning the effort after 29 days, with the crew used to its breaking point, they spent another month reaching the Cape of Good Hope, only a bit less stressful. At the Cape, an issue of a debt owed by Fletcher to Bligh ruptured into the open. Bligh had also begun to use his rough language, becoming highly critical and overly demanding. These tensions cut into the relationship between the two men.

The time on Tahiti stretched between October 1788 and April 1789. Fletcher remained ashore directing the Bounty's collection of breadfruit. Bligh delayed sailing home until the winds favoured the course directed by the Admiralty. The Tahitian's were enamoured by the Europeans, their ship, and anything that was made of iron. Petty thefts threatened to upend the peaceful relations between the sailors and the Tahitians. Aboard ship, Bligh seemed less concerned with order, failing to adequately punish some men who had deserted, and with lax security, some ship's tools and supplies went missing. *Bounty* left Tahiti in April, with Bligh expecting to put everything back into order by overworking the crew and punishing any infraction of his orders.

The mutiny erupted immediately from Bligh's rage over missing coconuts, which he accused Fletcher of stealing. Further confrontation with Bligh, who threatened to lash Fletcher appears to have unhinged the acting-lieutenant,

whose anxiety mounted to the level of a panic attack. During the night he openly fretted first over leaving the ship himself (possibly as a suicide attempt) and then acts on the option of mutiny to rid himself (and others) of Bligh. The confrontation between Bligh and Fletcher is high volume, in voice and aggressive posturing, the former realizing too late that he has driven the latter over the edge. This part of the story ends with the crew divided between those who would stay with Fletcher and those choosing to go off in an open boat with Bligh. It is here that Christian suggests that Fletcher had lost his sanity, even calling on the advice of a psychologist to offer a diagnosis of Brief Psychotic Disorder with Marked Stressors.

What happened after the mutiny is divided into two stories. Bligh's 6700 km trip in an overloaded open boat is only sketched out, as it is not as relevant to Christian's overall narrative. The central focus falls on the Bounty's path from Tahiti to its final fate, burning alongside the rugged coast of Pitcairn Island. The first stop for the mutineers was the Island of Tubuai. Without enough women for all the men, nor livestock for food, the mutineers agree to return to Tahiti for both. Back at Tahiti again, the Tahitians are told Bligh is with Captain Cook and the ship has returned for livestock. Accompanied by several women and Tahitian men they return to Tubuai and construct a fort. When the island's Indigenous groups turn hostile, Fletcher and his followers have no choice but to take to the ship again. They returned to Tahiti and left behind those crew members who did not wish to continue on board. With nine mutineers, six indigenous men, eighteen women and a baby, the ship leaves Tahiti. The mutineers found the isolated Pitcairn Island and once ashore divided the island up and settled in.

One overarching aspect of the story are the women that joined the mutineers. This line of narrative runs from *Bounty*'s arrival at Tahiti through to the end of the book. Christian is clear that on Tahiti women were subjugated and had a brutal marginalized existence, but with the mutineers, their life could and indeed did get much better. The author portrays Fletcher as a revolutionary, giving everyone on board ship, including the women, a vote on everything, from where they took *Bounty*, to what they did in any given day. Once on Pitcairn, the inclusion of women in the decision-making process was the first place where women had the same franchise as men. It ends with the women, in Christian's telling of the events, orchestrating the murder of four of the mutineers, including Fletcher, by a group of the Indigenous men. These murders were followed by the killing of those who had struck down the four mutineers, by the remaining sailors, Indigenous men, and the women. This, Christian states, turned the balance of power on the island around to favour the women. Indeed, it went from a situation where some of the men had to share one of the women as "wife," to several women sharing one of the remaining

men as "husband."

The last piece of the tale is Pitcairn's discovery by others and what happened on the island. Ships calling at the island carried the story of Bounty's last stop to the outside world. This led to outside interference, culminating in the removal of everyone living on the island to Tahiti. After some time they returned to Pitcairn which had become their home. Wrapped up in this part is HMS *Pandora* being sent out to find the mutineers, their capture on Tahiti, and their individual fates.

The difficulty with the last two points is that, as Christian notes, the women told very different stories about what happened on Bounty and Pitcairn Island to different visitors, interlopers, and supporters. For the author, this appears to be acceptable and he crafts a perspective from the muddle of versions by concentrating on what facts worked best for the women, in securing them power and safety on Pitcairn Island. The range of stories is explained away as the women protecting themselves, or simply giving the listener what they wished to hear.

The immediate cause of the mutiny for Christian is Fletcher's outrage at how he was spoken to, generally treated and Bligh's accusation of theft. Add to this Fletcher's potential mental health issues and we have a person on the edge in a highly agitating situation. With the decline in discipline at Tahiti and the distance between Fletcher and Bligh as the former stayed ashore, also fed into the mutiny. But Christian avoids blaming one party over the other for the mutiny, thus Bligh's mismanagement of the crew and the mission share in the responsibility.

Early in the book, Christian mentions that Fletcher's brother Charles, a surgeon, was involved in a mutiny. Details are sketchy, but it seems that Charles mentioned it to Fletcher in a brief meeting of the two. This may be a possible factor in Fletcher's choice of mutiny to resolve his problem with Bligh. But more details of Charles' situation and some other reference by Fletcher to Charles' actions are needed for this idea to stick.

Christian dispels the idea that there was a homosexual relationship between Bligh and Fletcher, as the ship they had sailed on earlier was very small, and Bligh left his door open, thus anything happening in the captain's cabin would be public knowledge. Closing the door, Christian says, would have sent a signal to the crew that something was amiss. The suggestion by earlier authors that Fletcher returned to England is also put permanently to bed. The idea that he hid in the forest next to his country home, the author reveals is impossible as the forest had been cut down by the 1790s, leaving him nowhere to hide. Fletcher lies in an unmarked grave on Pitcairn Island, something Christian hopes to rectify one day.

The author cites two pamphlets by Fletcher's brother Edward, used in his

attempt to reclaim Fletcher's reputation and sink Bligh's. These seldom used documents have a central role in this story. Christian believes they give an accurate picture of the situation aboard Bounty. He also combed through the Bligh-Banks correspondence in the Mitchell Library, Sydney, to good benefit, though he claims more is there to be found. Much of this material has a certain amount of self-preservation and promotion within it. Christian sees more truth in the pro-Fletcher perspective than Bligh's.

Christian has a clear distain for Bligh's command abilities, and his subsequent career. Yes, Bligh was to have two more mutinies, but he commanded HMS *Director* at the Battle of Camperdown, grappling with three Dutch ships, and fought bravely at the Battle of Copenhagen, in 1801, on HMS *Glatton*, earning Lord Nelson's praise. Bligh's singular feat of sailing an open boat the distance he did, with a potentially less than supportive group of men in it, is a mark of not only seamanship, but command. This is not to overlook Bligh's shortcomings.

There are thirty-two illustrations in the centre of the book, two of which are maps. A chronology of events appear at the beginning of the book, as does a list of the crew. A list of the people who settled on Pitcairn Island is also provided. There is a genealogy list for the author's connection to Fletcher but it needs some interpretation to make it actually useful. Bibliographic notes on sources provide a quick overview of the original and contemporary writings used, and a few of the more recent publications. Many of the secondary sources are pre-1990, none are after 1999. Christian's use of John Masefield's *Sea Life in Nelson's Time* (1905) to provide information on life in the navy in 1790, is problematic. Masefield had a one-sided perspective, which has been critiqued in detail in much more current work.

It may not be the final 'truth' about the story, but the book has much to offer the historiography of the Bounty and its mutiny, especially adding to our potential understanding of life on Pitcairn Island. Christian's work will appeal to those who study the Bounty mutiny, mutiny in general, order and disorder aboard ships, and the interface between Europeans and Indigenous cultures in the Pacific, in the late-eighteenth and early-nineteenth centuries.

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Cathy Converse. *Frances Barkley, Eighteenth-century Seafarer*. Victoria, BC: Heritage House, www.heritagehouse.ca, 2023. 137 pp., illustrations, maps, glossary, notes, bibliography, index. CDN $12.95, paper; ISBN 978-1-77203-441-7. (E-book available.)

Cathy Converse's novella reconstructs the life of Frances Barkley, who shipped out to sea with her new husband, a captain in the merchant trade, not long after the completion of her education at a convent in France at age seventeen. Aboard *Imperial Eagle*, a 400-ton, three-masted sailing ship under her husband's command, Frances became the first European woman to openly circumnavigate the world and visit the Pacific Northwest and the Hawaiian Archipelago after eight years and two global tours. In a period where most captains' wives and families lived distantly ashore, Barkley embraced the uncomfortable confinement of the ship to be at her husband's side.

Converse's work is based on Barkley's memoir, *Reminiscences*, which was penned shortly before her death in 1832 and chronicles her travels from 1786 until 1794. The limitations of relying on a memoir are clear and Converse candidly states these drawbacks: Barkley wrote down her experiences at sea over forty years after she first shipped out, and admits multiple times in her own retelling that her memory fails her about certain trips. Thus, where there were "gaps" and "holes" in Barkley's reminiscences, Converse relies on the oral history of the Barkley's' descendants, the technical expertise of modern ship masters and maritime historians, and her own research to create a more holistic story of Frances travels using a "mixture" of both their words.

In her short chapters, Converse uses visuals to contextualize her and Barkley's narrative. Naturally, these visuals are predominantly illustrated by European artists who idealized and exoticised foreign peoples and landscapes according to contemporary styles (i.e. the portrait of Winée, 1794, (26). While these images inescapably depict the merchant trade's imperialist agenda that the Barkleys were in partnership with, they give the reader an informed idea about the geopolitical landscapes of the late-eighteenth-century preindustrial world. In this globally saturated capitalist industry, Converse notes that few vessels in the merchant trade by the Barkley's time had circumnavigated the world (4). Frances and her husband, Charles William Barkley, with their two small children, were among the first.

Converse's work is critical to the history of women at sea during the late early-modern period. Constructing Reminiscences from original notes during her years at sea (which are now lost), Barkley's source provides a woman's invaluable outlook, first-hand impressions, happenings, and experiences that are normally recorded and described by men. Sailing during a period where it was superstitiously alarming to be in the company of women, Barkley weathered storms, pirates, sexual harassment, illness, betrayal, shipwreck, disease, death, hunger, tropical climates and even birth aboard the Imperial Eagle and the Halcyon. Demonstrating an aptitude for the sea that rivalled that of the crew (i.e. she did not suffer seasickness), her presence aboard ship likely saved her husband's life on numerous occasions, such as when she

nursed him back to health after contracting rheumatic fever with "a mixture of laudanum, camphorated spirits, ginger, and capsicum" (17). Far from harming the ship and crew with her presence, Barkley's medicinal knowledge, French proficiency, natural sea-legs, constitution, and enterprising spirit were likely key in facilitating Captain Barkley's fame and name, which is still inscribed on the maps of Vancouver Island's west coast to this day (i.e. Barkley Sound).

Female voices are far and few in maritime historical scholarship. As such, Converse and Barkley's joint stories put words to a world (and a subfield) that has largely barred women from the record. Be that as it may, as British colonists by nature, Converse acknowledges Frances' account of her and Captain Barkley's voyages as one "filtered through the lens of British merchant seamen" (115) who held colonial prejudices and benefited from colonial activities, although they were not directly involved in colonizing the land (5). Therefore, while Converse reports that Barkley did not voice her opinion in her original notes (5), her memoir's inclusions and omissions implicitly demonstrate her innate motive, subjectivity, and bias from the perspective of an educated Briton, exposed to the luxuries and etiquette of the elite while abroad. This does not nullify the value of Barkley's record, but this subjectivity serves to clarify Converse and Barkley's stylization, grammar, descriptions, anecdotes, and other literary choices and allows the reader to think critically about their story's depictions.

In sum, Converse's work breathes new life into Barkley's understudied two-hundred-year-old tale. As the first European woman to circumnavigate the world with her husband, Frances' life is certainly remarkable, and her first-hand testimony aboard the Imperial Eagle and the Halcyon contributes critically to women's experiences at sea during the early modern period. It also includes valuable information pertaining to the Indigenous peoples of the Pacific, such as their adornment, customs, trading practices, and relationships with Europeans. If readers are curious about histories of capitalism, women, shipping, Indigeneity, geopolitics, and imperialism's pervasive effect on the early modern world, Converse's reconstruction of Frances Barkley's life encapsulates all these facets and much more.

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Terry Crowdy. *Formidable. Arthur Flint's War Against Tirpitz and the Kamikazes*. Barnsley, S. Yorks: Pen and Sword Maritime, www.pen-and-sword.co.uk, 2023. xv+236 pp., illustrations, notes, bibliography, index. UK £25.00, US $49.95, cloth; ISBN 978-1-39908-766-7.

Arthur Flint was a steward on board HMS *Formidable* from 1944-1945. *Formidable* was an Illustrious-class aircraft carrier in service with the Royal Navy (RN) in the Second World War. Author Terry Crowdy, Flint's grandson, tells the story of an aircraft carrier that saw so much action in the Second World War with his grandfather's wartime career interspersed in the narrative.

Flint was born in 1924 and joined the RN in 1943. Unfortunately, he did not write a memoir of his wartime service and almost all of his wartime photos have vanished. But, during their time together in the year before Flint died, he told his grandson about his service in *Formidable*. Crowdy had hoped to conduct a more structured interview with his grandfather, which might have led to an "As told to" memoir," but Flint unfortunately passed away before such an interview could occur.

In 2003, Crowdy providentially browsed through the Imperial War Museum's photographic archive and came across photos of Formidable having been attacked by Japanese kamikazes. That sparked his motivation for writing this book. During the next few years, Crowdy found additional photographs of Formidable. Coupled with extensive research into primary and secondary sources regarding Formidable and the British Pacific Fleet, Crowdy was able to produce this work – and it is a valuable one.

To recount Flint's RN career briefly: at his enlistment physical, his eyesight was so bad that the medical examiner said, "Nice try, son," xi) thinking that Flint was deliberately failing the eye exam. Ultimately, Flint was posted to the RN's Accounting Branch, which included various RN trades, including officers' stewards. From there, he was assigned to a base where Fleet Air Arm (FAA – the RN's air force) squadrons would be trained in North America. When he arrived in New York City, he was amazed at the vibrancy and affluence of the USA. Flint was assigned to *Formidable* in June 1944, and served as a steward on that ship until the end of the war. Demobilized in 1946, he led a quiet but successful life until his death in 1999.

The real meat of this book is Crowdy's history of *Formidable*. Its keel was laid down in 1936 and commissioned into RN service just prior to the start of the Second World War, 19 August 1939. Not only did Formidable and crew participate in many actions, including air support for the invasion of Italy at Salerno in 1943, its squadrons attacked the German battleship Tirpitz in Norway in August 1944, along with various shore targets.

From there, *Formidable* was assigned to duty with the British Pacific Fleet (BFP) in the Far East. Flint recounts the voyage through the Mediterranean, through the Suez Canal, and across the Indian Ocean to join the rest of the RN forces challenging the Japanese. Crowdy completes the retelling of Formidable's Pacific career. During the period April through August, 1945, *Formidable* was involved in major BFP actions and was attacked by Japanese

kamikazes several times. One thing that made *Formidable* formidable: like other RN aircraft carriers, Formidable had armoured flight decks, while US Navy (USN) carriers had flight deck made of teak wood. While the RN's armoured decks could be very hot in the tropics, or when a bomb with ensuing explosion struck the flight deck, any damage to the flight deck could be repaired in hours using quick-drying cement. By contrast, the wooden flight decks on USN carriers were cooler in the tropics but would suffer severe damage when struck by a bomb or kamikaze.

Crowdy does not limit his narrative to combat; one chapter, "Life Onboard," tells the life of sailors on Formidable – standing watches, how sailors slept, the Royal Marine detachment, how the ship's cooks prepared meals, cleaning the toilets ("heads,"), Captain's Rounds on Saturdays and church services on Sundays. Before leaving Great Britain for the Far East, a USN pilot, who had seen duty on the Pacific, came to Formidable and determined that the ship's complement of British-built Fairey Barracuda torpedo bombers needed replacement. The Barracudas were too slow to compete against Japanese aircraft. Accordingly, American-built Grumman TBF Avenger torpedo bombers replaced the Barracudas and performed magnificently in the Pacific. The fighter squadrons were similarly equipped with American-built aircraft – the Chance Vought F4U Corsair – a high-performance fighter aircraft suited to naval operations.

Formidable is noteworthy for Canadians as it was the ship upon which Robert Hampton Gray, Royal Canadian Navy Volunteer Reserve (RCNVR) and an FAA pilot, attacked a Japanese ship. In doing so, he lost his life and was a posthumous recipient of the Victoria Cross – the only FAA pilot to receive the VC in the Second World War. *Formidable* returned to Britain in 1946. Too badly damaged to economically repair, it did one trip to Australia in 1946, and then sat rusting away in a dock until it was scrapped in 1953.

Crowdy's work is a comprehensive narrative of this ship's service and Flint's naval career. The book is heavily illustrated, with relevant photographs of the ship and its crew on nearly every page. The text is based on intensive research in the British National Archives, the Imperial War Museum's sound recordings, the BBC People's War Archive, British government printed sources, and many secondary sources dealing with Formidable, the BPF, and the FAA. It is a worthy tribute to a fighting ship and crew that played a critical part in the Second World War.

Robert L. Shoop
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Thomas Blake Earle. *The Liberty to Take Fish. Atlantic Fisheries and Federal Power in Nineteenth-Century America*. Ithaca, NY: Cornell University Press. www.cornellpress.cornell.edu, 2023. 294 pp., illustrations, maps, charts, notes, bibliography, index. US $54.95, cloth; ISBN 978-1-50176-892-7. (E-book available.)

For many years I have had, surely like all my colleagues in fisheries history, to answering that nagging question, "why fish?" It is perpetual. No one ever seems to understand what we understand; the fisheries were central to American foreign policy, economic development, and the emerging nationalism in the decades between the Revolution and the Civil War. In this book, Thomas Blake Earle has presented one of the most articulate answers to that question.

Throughout his book, Earle chronicles the role the fisheries and fishermen played in shaping American foreign policy, as well as their place within the nation's immature sense of itself, its emerging nationalism. During the Early Republic, especially between the American Revolution and the War of 1812, American statesmen used the fisheries as a principal pillar of American independence; the security of fishermen's access to fishing grounds outside of the United States was synonymous with independence. It was also a subject that bridged the traditional divide in American politics during the Jefferson-Hamilton debates. Fishermen also proved to be good icons of American identity and were exceptional tools for statesmen in a variety of economic policy debates, from bounties to tariffs to a defense of the power of the federal government itself.

Earle boldly states that, "the economy, commerce, war, sectionalism, nationalism, and domestic politics all met at the fisheries. But it was not the unique position of the fisheries in relation to all these forces that gave the fisheries issue its importance. Instead, it is how the federal government sought to solve the fisheries issue that revealed the limits of state power in a world of competing actors" (4). So much can be told of the young nation's history by exploring its fisheries. As a student of fisheries history, and one who has written on the intersection between fisheries policy and nationalism in the US and the role the average fishermen played in shaping US foreign policy, I find all of this rather convincing. Yet, I wonder how one not so already committed to these arguments would find Earle's book.

No doubt, he regularly must answer the question "why fish?" as if to justify his entire scholarship. To answer this, Earle mounts an impressive defense that weaves together a wide variety of subdisciplines, from traditional political history of statecraft and foreign policy to more nuanced discussions of identity and nationalism, while also tackling the environmental history so obviously entwined with any study of a natural resource. This latter subject, that of

environmental history, may be the weakest element of the book, although it is not that weak. Earle does address the idea that as a mobile marine resource, historians today must deal with the environment of the fisheries as much as fishermen and policymakers had to in the nineteenth century. He makes several references to the environmental history of the fisheries and environmental diplomacy (that is how statecraft over access to natural resources had to [yet often failed to] account for the vagrancies of nature), but he never really fleshes out the details of the environmental reality or delves deeply into the environmental ethics of either fishermen or statesmen. *The Liberty to take Fish* is more diplomatic history than environmental history, but it carries enough of both to qualify as an important read for practitioners of either. Perhaps I am being too critical here, or at least I do not have much ground to stand on, as I must admit Earle did a far better job at balancing diplomatic, social (labour), and environmental history than I did in my own book.

In the second half of the book, Earle tracks the declining influence of the fisheries and fishermen in American history. The central role that fishermen once played in both the diplomatic contest over the Northwest Atlantic and their place within America's sense of national identity. Both declined rapidly during the latter half of the nineteenth century. This was the result of two important influential factors; first the fisheries industry became less important to the overall economic health of the nation, and second, the rising influence of natural scientists as the source of expertise on fisheries questions pushed out the testimonial role fishermen once played in policy and diplomacy. Before the Civil War, American, Canadian, and British statesmen all relied on the testimony of fishermen in their diplomatic dealings. Furthermore, it was often the action of fishermen that forced the diplomats' hands. Earle not only places the fisheries at the center of American foreign policy in the Early Republic, but he also places the fishermen at the center of that fisheries diplomacy. Earle writes in his introduction that, "At times, perhaps at most times, the federal policy establishment reacted to the decisions fishermen made on the water," (10) and he carries that argument, on the centrality of fishermen, throughout the whole book. To get at this, Earle relies heavily on the diplomatic documents, which are extensive. Every diplomatic dealing related to the fisheries, of which there were many, produced volumes upon volumes of documents. I have had the pleasure of combing these myself and can attest that Earle does a wonderful job at fleshing out the fishermen's perspectives, presented as they are through diplomatic and legal exchanges. This is the best way to get at the fishermen's voice, and again, based on my own research and writing, I heartily agree with Earle's arguments, but I still wonder how those invested in the history of US foreign policy, and not fisheries historians, would react to such a bold argument.

There are so many good things about this book it is hard to wrap it up. Earle weaves together a history of numerous and complex moving parts that include diplomats and statesmen alongside naval officers and fishermen while also bringing in natural scientist and industry leaders, all while bridging the Atlantic borderlands with Americans, Canadians, and British actors. It's not an economic history of the fisheries (thankfully) nor a labour history. It has fair foundations in environmental history, but its greatest contribution is to diplomatic history and the history of American national identity in the Early Republic. It would be an excellent addition to any reading list for courses on US foreign policy before the American Civil War. It is, I think, the best answer we've seen to why historians need to pay more attention to fisheries history.

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Alan Easton (Michael Whitby, ed.). *50 North: An Atlantic Battleground. Lewin of Greenwich, 2021*. (Originally published 1963). Illustrations, endnotes, index, appendices. CDN $114.89, paper; ISBN 978-0-77010-132-9. (E-book available.)

A long out-of-print memoir of a Canadian naval officer has been recently republished in electronic format, with a rather substantial twist. The author, Alan Easton, commanded several ships throughout the Battle of the Atlantic and his memoirs, first published in 1963, reflect an honest and forthright account of command at sea over the course of the longest single conflict of the Second World War. A true classic in its original form, however, because the author decided to not refer to ships and individuals by their real names, nor specific dates, the editor, Michael Whitby, has painstakingly researched the facts associated with the narrative that make a huge difference to the original.

A Master Mariner in the merchant navy before the war, as well as a naval reservist, Easton offered the tiny, but burgeoning, Royal Canadian Navy a rarity in an experienced mariner who could quickly be trusted with command at sea. A scarcity the navy quickly exploited, seeing him serve over four years of continuous service at sea, which underscores the reason his narrative is compelling. The stories are not just a true reflection of the events he witnessed but are vividly underpinned by the arduous demands of wartime seagoing command in the North Atlantic, north of 50 degrees latitude—hence the title.

The author tells his story through the lens of the four ships he commanded between May 1941 and August 1944, using a simple playing card analogy. The first ship, HMCS *Baddeck*, was a mechanically troublesome corvette (the Knave), followed by HMCS *Sackville*, a trustworthy corvette (the Queen),

followed by HMCS *Matane*, a new frigate (the King) and finally, HMCS *Saskatchewan* (ex-HMS *Fortune*) a River-class destroyer (the Ace).

A gripping narrative, not only because of his first-rate recounting of life in Canadian warships, in dare-I-say very challenging times, rather it is his leadership experiences that are the most captivating to the reader. His style of writing comes across very well in his recollection of events to different situations and he is brutally honest about his perceived shortcomings as strain and lack of sleep take their toll over the course of the war. He is constantly questioning himself as to whether he can physically make another trip, yet he perseveres with a medical condition that would have surely caused him a shore appointment had he wished. His narrative also vividly illustrates the growing pains of a navy that was rapidly expanding whilst coping with a profound lack of equipment, training and at sea experience of the predominantly Volunteer Reserve crews. That said, he was very proud of the ships' companies he led and was conscious they were making Canada's naval traditions that would eventually overtake those inherited from the British Royal Navy.

This alone would make the re-issue of *50 North* welcome to those interested the Battle of the Atlantic, where most international accounts concentrate on the Royal Navy and the United States Navy but inevitably fail to mention Canada's enormous contribution. Enter Michael Whitby, Canada's official naval historian at the Department of National Defence's Directorate of History and Heritage. In the printed version (eBook) he has painstakingly cross-referenced facts and anecdotes, including names of individuals, of the events described by the author and uses a detailed set of endnotes, at the end of each section, to greatly enhance this history. He has also included a heretofore unpublished chapter.

Moreover, unlike the original, this edition is liberally interspaced with historically correct photographs that are appropriately placed with the narrative, instead of the usual grouping at the centre of the book. In addition to photographs, there are appendices that include Easton's actual wartime reports of proceedings while in command. Finally, the reprint is further enhanced with a new foreword by Marc Milner, an accomplished Canadian naval historian, and the moving eulogy by retired Canadian Vice-Admiral Hugh MacNeil at Eaton's funeral in 2001. My only criticism of the printed eBook (it is also available in electronic format) is with the typesetting that, at times, can be most annoying as sentences are split and incomplete paragraphs are formed.

This book is a fascinating account of a Canadian naval officer who commanded several front-line escorts during the Battle of the Atlantic. But it is much more than just a great memoir of an individual naval officer; it is also a superb reference as to the challenges of command at sea. This latter point is important, because as the Commanding Officer he has a unique ability

to look back at events to see how they developed, a perspective that is vitally important. I would recommend this book, without hesitation, to anyone with an interest in the Battle of the Atlantic, because first and foremost it was written by a Canadian, commanding Canadians, who was continuously at sea throughout the conflict – this makes it refreshingly different from almost all other accounts.

Norman Jolin
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Mary K. Bercaw Edwards. *Sailor Talk. Labor, Utterance, and Meaning in the Works of Melville, Conrad, and London*. Liverpool University Press, Studies in Port and Maritime History, www.liverpooluniversitypress.co.uk, 2021. xii+283 pp., illustrations, notes, bibliography, index. UK £90.00, hardback; ISBN 978-1-80085-965-4.

Sailor Talk: Labor, Utterance, and Meaning in the Works of Melville, Conrad, and London (hereafter Sailor Talk) by Mary K. Bercaw Edwards is an academic literary analysis written for others within that field and makes use of its theory, much of which may be unfamiliar to most maritime historians and archaeologists.

Bercaw Edwards prefaces her work with an introduction of the character of the sailor as storyteller in history and literature. She specifically focuses on the language of sailors as a medium of cultural exchange, including examples of words that have entered the general lexicon and have persisted to the present, often divorced in memory from their origin.

The fundamental goal of the book is stated in Chapter 1: to determine the identity of nineteenth-century British and American sailors and what defined them, to examine the origins, nature, and peculiar functions of the language they spoke. There are few archival records of sailor talk, so literary sources may provide some of the best contemporary analogs to analyze. Bercaw Edwards chose to focus on the language of sailors in the works of Melville, Conrad, and London because all three were sailors before they were storytellers.

The author also dives into the "Are sailors serving aboard ships exceptional?" debate. As sailor is both a type of labour and a social identity in the nineteenth century, I believe the author is on the NO side [as am I]. Chapter 1 also discusses the juxtaposition between the ephemeral nature of sailor talk with the necessary precision of nautical language and terminology; slang, swearing, and cursing; and work songs.

Chapter 2 is a discussion of the concept of orality as independent of literacy (something I would say can lead to fluidity in language, thus supporting the author's argument of the ephemerality of sailor talk). Bercaw Edwards cites Walter J. Ong: "Written words are residue. Oral tradition has no such residue or

deposit." The chapter then goes into a long discussion of orality and cultural violence, and it is here where the use of literary theory becomes rather opaque for me. If, however, it is premised on the idea that oral traditions have no material "deposit," then as an anthropologist/archaeologist, I would say that is a false premise. All non-literate cultures, including ones in the present, record history, stories, maps, etc. within landscapes, material culture, etc., including within liminal spaces, say, on a ship during a voyage, using sailor talk to demarcate space, tasks, to talk about officers in shared space without their understanding, etc.

The remainder of *Sailor Talk* is a discussion of the language of sailors via dialogue in representative passages in the works of Melville, Conrad, and London. A chapter is given to each author. Bercaw Edwards presents the maritime experience of each author and briefly the historical context in which it took place for the purpose of ascribing authority to the production of sailor talk within their works. Each chapter contains an overarching argument. For Melville, Bercaw Edwards argues that the performative quality of sailor talk defines Melville's work. For Conrad, because he learned English from sailors while at sea, his "grounding in the language of seafaring shaped his use of language." The argument associated with London, however, is more generalized; that language of maritime labour is tied to experience and technical competency. [I would argue it is because by the turn of the twentieth century, the combined labour/social identity of sailor is disentangling as the age of sail ends]. Each chapter discusses several passages of dialogue from the works of each author; however, as someone who has read few of these works, I found it difficult to fully understand the discussion, without the greater context of the novels.

Unfortunately, there is no concluding discussion that returns to the overall goal of the book – to define nineteenth-century British and American sailors in the context of their language, sailor talk, and the function of this language as a medium of technical and cultural exchange as expressed in the work of Melville, Conrad, and London. Did it accomplish this? From the perspective of an archaeologist/historian, I'm not sure. Bercaw Edwards does pose a very interesting question in the afterward, whether a novel with highly technical and/or ephemeral and/or culture-specific language can be enjoyed by a lay readership. She doesn't explore this, but from a historical perspective, one would assume that as time passes, the language continues to become ever more obscure, yet these novels are still read today.

Alicia Caporaso
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Bernard Edwards. *Running the Gauntlet: Cargo Liners Under Fire 1939–1945*. Yorkshire, UK: Pen & Sword Maritime, www.pen-and-sword.co.uk, 2022. 220 pp., illustrations, bibliography, index. US $39.95, cloth: ISBN 978-1-39909-786-4. (E-book available.)

Prior to the Second World War, the British Merchant Navy dominated global commercial shipping. Comprised of more than 4000 merchant ships, these ships accounted for almost two- thirds of global commercial shipping. Most prominent, and at the top of the fleet were the fast cargo liners that maintained regular, advertised service between ports. They were capable of twelve knots, were sturdily built, and well-maintained. They were officered by career-minded sailors who frequently had many years of dedicated service under one company flag. These ships became crucial to Britain's economic survival and their speed enabled them to sail alone, taking risks that other ships could not and would not assume.

Bernard Edwards writes a fast-moving and engaging narrative of the story of these remarkable ships during the war years. The author of many books on the sea, Edwards is well-suited to write on this topic. Having spent more than forty years at sea and commanded ships in global trade, he understands well the challenge faced by the ships that were willing to "run the gauntlet" and take their chances against the threat of Nazi raiders, warships, and U-boats. Edwards presents his story in fifteen chapters filled with first-person accounts and eight pages of black and white photos.

Rather than presenting an overall history of the British cargo liners during the war years, the author presents vignettes from that history, offering stories of success and failure in evading destruction. In so doing, he illustrates the breadth and variety of wartime experiences of these ships and crews.

The story begins with the 30 September 1939 sinking of the SS *Clement* by the German pocket battleship *Admiral Graf Spee* very close to Recife, Brazil, and far from the growing war in the Western Approaches. Eight months later, *Clan Macalister* was sunk after delivering ALCs to Dunkirk and while attempting take British troops off the beaches. While not technically one of the "little ships," *Clan Macalister* had responded quickly to the call for assistance to the Royal Navy in Operation Dynamo.

Three months after the Dunkirk evacuation, Blue Star Line's *Auckland Star* was completing a voyage from Sydney, Australia, with 11,000 tons of frozen meat, grain, steel, and lead for Britain's war effort. Eighty miles off Valentia Island, Co. Kerry, it was zig-zagging at 16 ½ knots when it was torpedoed by the famous U-99, commanded by Kapitänleutnant Otto Kretschmer, who would later become Germany's top U-boat ace.

From the North Atlantic to South Atlantic, to South Pacific, and Indian

Ocean, from the Mediterranean to the Tasman Sea, cargo liners continued their voyages throughout the war, carrying vital resources for the British and Allied war effort, often sailing alone. Each chapter tells the story of a ship at war, some victorious and some sunk. While the tales of some of the ships may be familiar, others are less so, making their recounting helpful in understanding the many facets of the merchant marine war at sea.

Chapter Four, "Under the Southern Cross," is a good example of the long war at sea, recounting the sinking of the New Zealand Shipping Company's freighter *Turakina* in the Tasman Sea by the commerce raider Orion. *Turakina* was only one of the raider's many targets during a 16-month voyage of over 125,000 miles, accounting for 73,000 tons of sunk Allied merchant shipping. Though not a high amount of tonnage by U-boat standards, it disrupted commerce in areas of the globe where the war was not visible daily. Chapter Seven, "The Merchant Gunner," recounts the successful efforts of the German auxiliary cruiser *Kormoran* against merchant shipping until its 19 November 1941 challenge by HMAS *Sydney* which resulted in the controversial engagement and sinking of both ships.

Edwards transitions his chapters well, giving a flowing narrative that connects the stories in each chapter with the larger account of the ships. Whether writing of running the blockade to resupply Malta (Chapters Nine, Ten, Twelve), or the challenges of the 6,000-mile journey from Southampton to Cape Town (Chapter Eleven, "Union Castle at War"), the author presents an interesting narrative.

Chapter Thirteen, "Dangerous Waters, Dangerous Times," recounts the sinking of the SS *City of Cairo*, owned by the Ellerman Lines of London. A veteran of the UK-South Africa-India trade, *City of Cairo* was torpedoed on 6 November 1942. Out of 302 people aboard the ship, 6 crewmen died in the sinking, and almost a hundred died in lifeboats over the next few weeks. Seven died after being rescued. Each of the lifeboats had heroic and harrowing tales of survival. One lifeboat was at sea 51 days before its two remaining survivors, a female passenger and the third officer were rescued. He would die several months later when *City of Pretoria*, on which he was being repatriated, was sunk by U-172.

Being a merchant marine officer or crewman aboard more than one ship that was sunk was not an uncommon experience during the war. Thus, in several chapters, we read of the experiences and courage of merchant mariners whose wartime experiences not infrequently found them in conflict in many parts of the world, making their war a reflection of the larger world war.

The book is good recounting of the experiences of these ships, especially during the early part of the war before convoys became prevalent. Edwards' book adds to the growing literature of the merchant navy at war and provides

ample illustrations of courage and determination by mariners who spent their lives at sea and were dedicated to their mission, their company, and their country. Through his narrative and the presentation of first-hand accounts, Edwards succeeds in his goal of an accurate and engaging history.

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Andrew R. English. *The Laird Rams: Britain's Ironclads Built for the Confederacy, 1862-1923*. Jefferson, NC: McFarland & Co., www.mcfarlandbooks.com, 2021. v+207 pp., illustrations, notes, bibliography, index. US $45.00, cloth; ISBN 978-1-4766-8276. (E-book available.)

During the American Civil War, the Confederate states hastily constructed and bought a navy to challenge superior Union naval forces that enforced a blockade and descended on coasts to seize territory and strategic locations such as ports. The first naval clash between opposing ironclads incorporating improved armour and gun arrangements into designs occurred at Hampton Roads in March 1862. Due to limitations in industrial manufacturing and shipbuilding, Southern authorities could not build new ships quickly enough and to sufficient quality in performance, and instead, looked to friendly shipyards in neutral foreign countries in Europe to augment the Confederate fleet. The cruiser CSS Alabama, launched from the John Laird and Sons shipyard on the River Mersey at Birkenhead, undertook a series of raids in European waters, inflicting privations on Union shipping until it was finally hunted down and sunk off Cherbourg by the USS Kearsarge in June 1864. Two ironclad turret ships, clandestinely built at the same Laird shipyard, have generally garnered far less attention and suffered a disparaging reputation amongst contemporaries and historians. British seizure and purchase prevented the ships from entering into Confederate service, and equally important, kept them out of French or Russian hands, as European navies raced to add ironclads to their respective fleets. The ships, suited for operations close to coasts and lifting the Union blockade, were incorporated into the Royal Navy and spent their remaining decades of service in progressively unremarkable duties close to home and at far distant stations of the British Empire. Andrew English, an American intelligence professional and graduate of the Air Command and Staff College as a former air force officer, counters the view that the Laird ironclads can be judged failures by looking at the entirety of their chequered careers in light of innovation and technological advances. The book is derived from English's 2016 doctoral dissertation finished at the University of Exeter. As an historical reenactor, English helped to build and pilot a replica nineteenth-century

keelboat down the Arkansas River at Little Rock in 2005.

The book is divided into four chapters following a chronological framework, each further subdivided into sections with headings. The first chapter details the South's interest and need for building ironclads suitable for coastal attack and defence, in order to change its fortunes in a losing war. John Laird and his sons proved willing to take on the task for a good price and to demonstrate the talents of the shipyard in building warships of the most advanced design and armament for the day. They were not too picky, having entertained feelers from Union representatives earlier in the war and regularly exporting to other foreign countries, because the Royal Navy was a fussy customer. The principal Confederate agent in Great Britain overseeing the contracts and building was Commander James Bulloch, an efficient and astute officer, able to navigate the tricky financial, diplomatic, and technical obstacles thrown in the way of the enterprise.

Great Britain was officially neutral in the American conflict, but that did not explicitly prevent individual shipbuilders from building and transferring ships, so long as they were unarmed and not expressly built for a warlike purpose. The two ironclad turret ships nearing completion stretched the interpretation of that stance to the utmost. The second chapter tells the machinations and decisions behind eventual acquisition of the Laird ironclads by the British government. Under the guise of fake Egyptian names allotted to the two ships, Bulloch arranged financing and a backdoor sale to private interests in France. Meanwhile, Union representatives in Great Britain employed an intelligence network of detectives, spies, and informants to document the true ownership and purpose of the ironclads, to various degrees. A change of heart in enforcement of neutrality laws and growing fears about where the powerful ships might end up compelled the government to finally take action. After seizure, the two ironclads sat anchored in the River Mersey until the Lairds received £195,000 as settlement and a further £25,000 to complete them. The third chapter describes the commissioning of the Laird ironclads into the Royal Navy and their service as the Scorpion and Wivern up to 1880. Early impressions of the innovative armoured turret ships were mostly mixed. Due to basic design issues and haste in construction, neither ship was particularly good keeping at sea in all weathers, nor able to find a truly useful place in the squadrons operating around the British Isles. That relegated them to being guardships at certain spots and placement into reserve. The fourth chapter recounts the final phase for the two ironclads, refitted for duty in overseas possessions to bolster harbour and coastal defences. Scorpion was sent to Bermuda, a strategic island off North America and the West Indies, to protect a floating dry dock and dockyard, and Wivern went to Hong Kong, one of Great Britain's key colonial commercial ports in Asian waters, to be part of the China squadron. French

rivalries, war scares with Russia, and occasional armed demonstrations in local affairs gave the aging ironclads continuing relevance. By 1900, the now 35-year-old armoured iron ships and their guns were clearly obsolete, even for limited coastal defence roles, and they were struck from strength.

Besides the basic story of initial intrigue and later normal routine of the Laird ironclads, the book also provides considerable technical explanation in the context of changes to naval warfare and ship design, and rich descriptions of primary and secondary weapons carried on board the ships. The two ironclads, as originally conceived, were intended to operate near coastal waters and break, once and for all, the strangling Union blockade, which gave the ram a certain prominence, and reflected contemporary opinion about the importance of that weapon. The main guns housed in manually rotating turrets midships represented another notable innovation. The piercing effects of shell against armour attracted considerable attention, in which the Laird ironclads were at the start of a seesaw contest between guns versus armour based upon key industrial and ordnance improvements. Additional rapid firing guns and machine guns, such as the Nordenfelt, furnished increased firepower in close-quarter combat and an ability to ward off attacking torpedo boats. The armour-clads possessed the ability to fire their own Whitehead torpedoes, and as reconfigured, could carry their own torpedo boats for independent action. English points out, however, that any firing of the main guns was likely to damage or smash the torpedo boats kept on deck, and hoisting them out would have been very difficult in anything less than ideal sea conditions. Numerous illustrations picked by English from his own collections and the National Maritime Museum accompany the text, and are an important feature of the book and its account.

The Laird Rams is a serious book with academic and popular appeal. It can be read in conjunction with Howard Fuller's Clad in Iron (2008), from which it references. The book is recommended for readers interested in the American Civil War, the Confederate Navy, afloat coastal defences, and the technical and armament aspects of naval warfare in the second half of the nineteenth century.

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Eugenio Luis Facchin. *The Untold Story of a Fighting Ship: One Ship, Two Flags, A Thousand Battles*. Buenos Aires, Argentina: Springer Nature, www.link.springer.com, 2023. xiii+193 pp., illustrations, maps, appendices, notes, bibliography. US $37.99, paper ; ISBN 978-3-030-92624-3. (E-book available.)

Eugenio Luis Facchin's The Untold Story of a Fighting Ship tells the story of the Argentine naval vessel ARA Bouchard, formerly the USS Borie (DD-704) of the United States Navy from its commissioning until its final disposal. He covers the ship's entire service history, emphasizing the role the ship played during the Falklands War while in the service of the Argentine Navy. He reveals the changes that warships undergo during long service lives, and in the service of multiple nations, illustrating how ships are adapted to suit changes in environment and role depending on the state of technology and the needs of the navy in question.

The author begins with a brief but comprehensive description of the technical details of the ship. He thoroughly documents the major systems and equipment aboard the ARA Bouchard, using tables to lay out the technical specifications of each of the ship's major systems. While useful for readers who may not have access to primary sources from the builder or comprehensive reference sources, the degree of detail may be too much for the casual reader. Nevertheless, those who are looking for baseline knowledge concerning the initial construction and alteration of a warship across time and nations will find it fascinating. After his technical breakdown of the ship, he explores the ship's service while it was the USS Borie, briefly discussing its role in the Second World War, the Korean War, and the Vietnam War. Following this the author provides background on the ship's namesake, Hippolyte Bouchard (1780-1837), and his role as a sailor and corsair in Argentine history.

The last two-thirds of the book recounts the history of the Bouchard in the Argentine Navy, including the Falklands War. He opens with a summary of the diplomatic, political, and social factors that led to the conflict with Britain, predominantly from the Argentine perspective, although he includes British sources and viewpoints. On the Argentine side, Facchin depicts a country that was militarily unprepared for conflict. For example, ARA Bouchard was beset by technical problems, along with both strengths and weaknesses in the Argentine Navy that emerged during the war. Finally, he discusses the post-war role of the Bouchard and its subsequent decommissioning and disposal.

Facchin's work provides something for all students of maritime and naval history. While perhaps too technical for the casual reader at times, there is something for the readers interested in the construction and outfitting of late Second World War warships, and the changes they underwent as technology evolved after the war. On the other hand, the book will offer valuable insight to readers unfamiliar with the 10-week undeclared war between Britain and Argentina over the Falkland Islands in 1982, but with more emphasis on the Argentinian background and battles than the British. The Argentine perspective is valuable, however, as are the Spanish language sources that might not be easily accessible in a translated format. While not footnoted, the author

documents his sources by chapter and his bibliography provides references and resources for exploring the narrative further.

As with all accounts written by participants in a conflict, the work should be viewed in a larger context. The author uses war diaries and ship histories rather than individual memoirs and recollections, which helps with a balanced narrative. Even though Facchin does not delve into his own role in the conflict, the story occasionally becomes personal and less objective. On the other hand, it offers English-language speakers an introduction to the Falklands War through one of its ships, and provides a useful contribution to current and future historical study of a conflict that remains unresolved.

Michael Razer
Ward, Arkansas

Stan Fisher. *Sustaining the Carrier War: The Deployment of US Naval Air Power to the Pacific*. Annapolis, MD: Naval Institute Press, www.usni.org, 2023. xv+288 pp., illustrations, tables, notes, bibliography, index. US $32.95, hardback; ISBN 9781682478479. (E-book available)

Anyone visiting an academic library can find plenty of shelves bowing under the weight of books about the naval air battles in the Pacific during the Second World War. In the decades since that war, a veritable mountain of memoirs, popular histories, and scholarly monographs have been published recounting the campaigns waged in the Pacific theatre, most of which feature the role played by naval air power within it. Given the sheer weight of these accumulated works, it is difficult to imagine that there is anything new to add about the subject. Yet in writing a book about how the United States Navy addressed the challenges of aircraft maintenance in the Pacific during the war, not only has Stan Fisher identified an important aspect of it that has long gone unaddressed, he has written a book that goes a long way towards filling this regrettable gap in our knowledge of the conflict.

The core problem, of course, is a longstanding one when it comes to military history, namely the traditional focus on the "teeth" at the expense of any proportionate coverage of the "tail." Yet numbers alone demonstrate the folly of such neglect. To support the eighty-two planes which comprised the original aircraft complement on the Essex-class aircraft carriers, for example, it was estimated that a crew of over 200 officers and 2,171 enlisted personnel would be needed, with approximately half of them assigned to air group operations. Such numbers reflected the effort required to equip and maintain the planes, an effort that as Fisher explains only grew with the increasing complexity of the aircraft. How the Navy addressed the challenge of training these men for their

roles as maintenance personnel, and the ways in which aircraft maintenance operations changed over the course of the war, is the focus of his work. In the process, he demonstrates how the USN adapted to the demands of a new type of naval warfare, one that was key to victory in the Pacific in 1945.

Fisher begins by describing the development of aircraft maintenance training in the interwar era. This was a problem that became increasingly important given the size of both the carrier fleet during this period and the carriers themselves, as the navy went from operating only a dozen planes aboard the USS Langley in 1924 to over six times as many aboard each carrier of the Yorktown class by the late 1930s. These numbers, along with the growing capability of such aircraft, created an increasing need for technical personnel, which was filled throughout the period by an ad hoc collection of trade schools, supplemented by apprenticing at assembly and repair facilities. While this proved adequate for interwar needs, by 1940 the Navy estimated that this would meet at most just 15 percent of the demand for aircraft technicians anticipated to support its planned force expansion. It was clear to everyone that the aviation training program needed to be not just expanded, but reorganized completely.

In response, new schools for aviation technical training were established in both Florida and Illinois, while existing facilities were expanded or consolidated. Here Fisher details the challenges faced during this period, particularly with the tension between efforts to standardize the curriculum at these schools and the rapid advance of naval aviation technology. Addressing this required a reorganization of the administration of such programs, with the awkward, shared responsibility between the bureaus of Aeronautics and Personnel. Eventually, a new Naval Air Technical Training Command (NATTC) was created in September 1942. Reorganization proved especially beneficial in terms of financing such programs, and removed training from the whims of district commandants, allowing a more efficient allocation of resources. This, along with changes in ratings classifications, reflected the growing appreciation of the value of aircraft technicians. Yet even with the expansion of training to include women and Blacks (both of whom were restricted to shore assignments), keeping up with the demand remained a formidable challenge throughout the war.

Once trained and deployed, the aircraft technicians faced challenges unknown to their counterparts in the Army Air Forces. Not only were they required to maintain an enormous number of high-performance aircraft, they typically did so in cramped working spaces, often while coping with the pitch and roll of vessels and the corrosion caused by the environment in which they operated. Over the course of the war, the Navy modified their aircraft maintenance practices to address these problems, most notably through

increased specialization and the commissioning of dedicated assembly and repair vessels. Yet Fisher notes that, over time, the heavy tempo of air group operations fueled the emergence of a "throwaway culture" in maintenance, as the enormous output of American factories made it simpler to replace damaged planes rather than to undertake major repairs. Formalized by the 1944 Radford Board, their conclusion had the added benefit of reducing the need to have large amounts of spare parts at hand, which freed up space in hangars for more airplanes and, in turn, increased the combat capability of the carriers.

While such a label may seem pejorative, Fisher argues that this throwaway culture made sense within the context of the war in which the United States Navy was engaged. It also underscores his larger argument about the role played by naval aircraft technicians in defining the scale and the pace of the carrier war. In giving these men the recognition that they have long been denied, he provides a valuable study of how the USN met the need for skilled labour and adds significantly to our understanding of the broader subject of naval logistics in the Pacific theatre during the conflict. His book should become necessary reading for anyone interested in naval logistics or the larger challenges of developing a technical workforce in an industrial war.

Mark Klobas
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Ian Friel. *Breaking Seas, Broken Ships. People, Shipwrecks and Britain, 1854–2007*. Barnsley, S. Yorks: Pen & Sword History, www-pen-and-sword.co.uk, 2021. 176 pp., illustrations, maps, notes, bibliography, index. UK £25.00, US $49.95, cloth; ISBN 978-1-52677-150-6.

Ian Friel's latest book tells seven stories of sunken vessels, hardship, death, and destruction covering 153 years of British seafaring. In this era, Britain moved from ruling the waves in the centre of an empire to an island nation with a large network of trading partners. Although the stories themselves do not connect, the theme of their swansong is the same. The author shows that it sometimes takes more than bad luck or foul weather to create a catastrophe at sea. Sheer incompetence, criminal negligence, greed or mistakes in a ship's design, or slow development in laws and regulation are, by themselves, or in combination, often the cause of disaster. And yet, as we stand on the shoulders of giants, we learn from mistakes, don't we? As vessels become larger, the cargo per ship has a higher value than a decade ago. Once the exclusive riches of the East, the 'high end' products were the aim of western trade. Nowadays, the factories in the East produce western-designed products in high volumes. Asia has become the factory of the world. The volume of goods transported

around the world is at its zenith. If something goes wrong, it goes seriously wrong. Remember the container ship that became lodged in the middle of the Suez Canal in March 2021, its bow stuck in the banks of the world's transport artery? Although the ship was not substantially damaged, the interruption of delivery schedules exposed the vulnerability of world trade. When container vessels get stranded, grounded or lose a large part of their cargo at sea, the result is always messy. The response of governments to these incidents is not always remembered in the halls of fame and ingenuity.

After the tanker, *Torrey Canyon*, struck on Cornish rocks in 1967, the Royal Air Force targeted it with bombs, rockets, and napalm, to try to get rid of the oil. The operation failed dismally, the shores of Cornwall, the island Guernsey, and Brittany in France, endured a black tide of thick oil. It was an unprecedented environmental disaster. Sometimes the public volunteers to help with the clean-up such as the case of the MSC *Napoli* damaged off the southern coast of England in 2007. From the containers that the ship had lost, the cargo—like food, engine parts, needles, and airbags—was 'saved' by local people, in the tradition of their ancestors, true "wreckers", who had done this for generations. I remember the image of someone pushing a BMW motorcycle up a cliff path. I envied that man. Breaking Seas, Broken Ships is not just about severe weather and lost ships, it is also about personal tragedy and courage, on occasion sprinkled with downright hilarious detail. A joy to read.

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Brian Lane Herder. *US Navy Armored Cruisers 1890-1933*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2022. 48 pp., illustrations, tables, bibliography, index. UK £11.99, US $19.00, CDN $25.00, paper; ISBN 978-1-4728-5100-0.

This work is the 311th title released as part of Osprey Publishing's New Vanguard Series and Brian Herder's tenth. Building on his previous entries, Herder examines yet another turn-of-the-century collection of American warships, this time the US Navy's (USN) twelve armoured cruisers. Controversial for their comparatively limited armour and expensive cost, Herder argues that these ships were "among the finest of their type in the world" (47). This he illustrates through two analyses; the first detailing the cruisers' design and development, and the second covering the vessels' operational histories. The latter portion is naturally focused on the Spanish-American War (1898) and the First World War (1914-1918), given that these were the primary combat experiences for American armoured cruisers. Period photographs, period and contemporary

artworks, profile illustrations, and one sectional view illustrate both discussed vessels and actions, with a select bibliography and index present to round out the text.-

The brief introduction, consisting of three short paragraphs, offers some basic information on the purpose of armoured cruisers, the classes produced by the United States, and the changing of their names as new warship designs evolved. From here, Herder dives into design and development, briefly covering the impetus for the creation of armoured cruisers, their perceived effectiveness over time, their classification, construction commonalities, and materials used in the designs. The remaining section examines the various classes in three groups, consisting of the early designs constructed between 1893 and 1896, the "Big Ten" of 1905 to 1908, and the semi-armoured St. Louis class of 1905 to 1906. There is good usage of comparative charts and tables in this section, with specification breakdowns for each class, basic construction and service information for each vessel, and a comparison of the USS *Tennessee* to other contemporary warships. The additional inclusion of the Navy's three semi-armoured cruisers in this section offers interesting comparative data when set against their fully armoured cousins.

The operational history component of the work drops right into the narrative of the Spanish-American War with the deployment of the *New York* and *Brooklyn*. Given that Santiago de Cuba was the primary combat experience of the armoured cruisers, it receives detailed coverage, with period photographs and modern illustrations used to further highlight the narrative. General operations in the Atlantic and Pacific between 1899 and 1917 each receive roughly a page of text, with the peacetime losses of the *Memphis* and *Milwaukee* to a rogue wave and accidental grounding respectively receiving separate in-depth coverage. The armoured cruiser's role in the birth of naval aviation is also explored, with references to Ely's 1911 landing on the *Pennsylvania*, early use of balloons, and various catapult experiments. The First World War merits slightly more than a page of text, with a similar amount of analysis specifically on the loss of the *San Diego* to a German mine off the coast of New York in 1918. This is followed by a rather a brief coverage of post-war service before Herder offers his conclusions, largely that American armoured cruisers were key ships during the Spanish American War, vital testbeds for naval aviation, and the progenitors of the idealized "fast battleships" that would be developed and utilized during the Second World War (47).

A few possible improvements come to mind. While the work's title claims to extend from 1890 to 1933, its primary focus is on events prior to the end of the First World War. As such, an expansion of the post-1918 service lives of the ships beyond the current single image and lone page of text would be appreciated, especially concerning the Asiatic Fleet service of several vessels.

Some of the images such as those showing combat scenes from the Spanish-American War are too small, making it hard to discern details. Increasing their size would increase their effectiveness. Removing the rather noticeable "Getty Images" banners across two images would also improve their usefulness. (4, 35) The profile illustrations, while detailed, lack an indication as to the size of the vessels in comparison to each other. This could be accomplished via the addition of a scale or a side-by-side comparison of line profiles for the different classes. Finally, there is mention early in the design section of armour types accompanied by a table on equivalency without a statement as to what the information is equivalent to. Given the importance of armour to the design of these cruisers, a more in-depth explanation of the different types and the reasons for their varied effectiveness would be appreciated.

US Navy Armored Cruisers serves as a decent primer for those interested in American armoured cruisers at the turn of the century and the First World War. Herder offers insight into each of the vessel designs and covers their major actions in terms of combat, accidents, and their role at the dawn of naval aviation. The coverage of cruiser participation in the Battle of Santiago de Cuba is solid for those studying the Spanish-American War, and the inclusion of information on all three cruisers lost in the 1910s offers insight to readers interested in German operations off the Atlantic Coast, salvage operations, and the effects of rough weather on capital ships. While the text could be expanded to add more detail on the nuances of design and the post-war service of surviving vessels, *US Navy Armored Cruisers* offers an introductory exposure to an often overlooked ensemble of warships.

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James D. Hornfischer. *Who Can Hold the Sea: the US Navy in the Cold War, 1945-1960*. New York, Bantam, 2022. xviii+459 pp., illustrations, maps, bibliography, index. US $36.00, cloth; ISBN 978-0-39917-864-1.

This book is a history of the United States Navy (USN) during the first third of the Cold War, which was that period of intense rivalry, verging on warfare, between countries of the Communist Bloc and the West following the Second World War. The period covered is a turbulent phase of American history with the "Red Scare" playing out in the press and in society after a long period of western co-operation with the Soviet Union and China. The aim of the book is unequivocal: "to develop the story of this global institution as a protector of the national interest" (4). The title is based on a quote from Themistocles, a Greek naval strategist, which appears at the beginning of the

book: "Whosoever can hold the sea has command of everything". The author promises an interweaving of politics and naval activities, wide-ranging and intimate: "This is a book about the Navy, but it's also about foreign affairs. It's about presidencies, war and peace, and America in the world. Politics and policy, morals, and war" (xvii). The author then tells us that the scope of naval history "can encompass the full variety of technical programs in naval aviation, submarine and amphibious warfare, surface ship tactics, intelligence, administration, shipbuilding, basing, and operational stories."

The action unfolds, being divided between political and strategic decision-making and the level of action of individual ships and people. Hornfischer's style is very active and language aggressive, as in the Contents listing for Chapter 16, "Strike From the Sea": " 'A Great Deal of Sport': American Aviators versus the North Korean Army" (xiii) and, Chapter 21 entitled "Heavy Metal", "Navy pilot Royce Williams kills four MiG-15 over the Sea of Japan" (xiv). At times, the author is jocose, prone to making anecdotes or flippant remarks that are unusual in a standard history. His description of the aftermath of Operation Crossroads, in which ships, equipment, and "biological test material" (pigs and goats), were assembled at Bikini Atoll for atomic bomb test explosions in 1946, records that a Navy cook pronounces a surviving dog to appear to be healthy, although it is a "hot dog radiologically speaking" (103).

Thirty chapters cover the leading actors, major themes and events in USN history. Actors include important politicians, members of the diplomatic corps and senior officers of the Navy and its Marine Corps (USMC). Themes include the quest to develop new technology across the entire spectrum of warfare, especially nuclear weapons and propulsion systems. Missile development begins with the adaptation of German liquid propellant rockets for use in strategic bombardment from the sea. Later developments including the Polaris ICBM and the highly successful air-to-air Sidewinder missile. Treatment of these highly technical subjects is at a superficial level. Developments related to USS *Nautilus* require a whole chapter, while the voyage to the North Pole requires another. A major theme that runs throughout the book is the replacement of Pax Britannica by the USN, most dramatically in the Mediterranean Sea in the years immediately following the Second World War. Including the chapter on the Suez crisis, this process requires three chapters. The "special relationship" between Britain and America is evident in the deference shown individual vessels of the British navy throughout the text. US and British commanders who are mentioned in the text also receive an entry in the index. No Soviet ranking naval officer and only a single vessel makes an appearance. Political themes include the unification of the armed services; Navy rivalry with the US Army Air Force and later the US Air Force, for a role in strategic (nuclear) bombardment. Another theme is the struggle of the US

Marine Corps to become an independent armed service.

Chapter One, "Fleet at a Crossroads", covers post-war demobilization and alludes to the USN's embrace of an uncertain nuclear future with Admiral Halsey barnstorming New York for a share of the glory and a post-war future. Major players in the Navy and State Departments are introduced: James Forrestal as a prodigy of defence planning with George Kennan of the State Department in Moscow. The atomic bomb is described as having "transformative power" in that it "ended one war and started another. In the offices of Congress and in the angular corridors of the Pentagon, the longest running civil war in American life flared anew: the quest of the generals and admirals to bring the other service to heel" (11) and a "ferocious existential struggle with the Air Force over roles and missions" (118). The National Security Act of 1947 was a major event with the formation of the Central Intelligence Agency (CIA) and the United States Air Force (USAF).

The most detailed account of an event is of the Korean War which requires six chapters. Although it was supposedly a United Nations (UN)-run operation, there is little or no mention of the UN, its functionaries or important allies, like Canada. The account covers the land campaign as well as the naval war from the perspective of the USMC and USN, because the USMC was integral with US Army in the land campaign and both were transported and supported by the USN. The anomalous position of the USMC among the US armed services becomes clear during the Korean conflict. It appears as a unit of the USN and also is treated as though it were independent. In addition to functioning on the ground with the Army, the USMC had its own air force. The USN air war also has a chapter devoted to it. On many occasions, the performance of the USMC air units is compared favourably in ground co-operation functions with the USAF. In this history of the Korean War, the Canadian naval effort is reduced to "a number of light combatants." The second failure to acknowledge contributions from Canada in a major UN operation is in the account of the Suez Crisis. While there is no mention of them, Canadians under the auspices of the UN, notably Lester B. Pearson, succeeded in separating the warring parties by sending the aircraft carrier HMCS *Magnificent*, loaded with a fleet of trucks and a contingent of fully-trained regular Canadian Army service personnel. They would be the first relay of Canadian forces who would enforce a peace over the next decades in Sinai and Gaza. Lester Pearson would win world acclaim for his efforts with a Nobel Peace Prize in 1957.

The other services usually fare badly in terms of treatment: during a retreat in Korea, units of the US Army, despite strong support from the Navy "disintegrated into a leaderless mass whose survivors—fewer than half its complement…" By contrast USMC units are described in the same retreat as being in good order with their wounded and equipment. Photographs of people

are almost all official portraits of senior officers posed formally, showing lots of braid and medals. Most prominent photos of US Army generals from the Korean conflict are among those captured and killed.

Chapter 28, "SIOP", an acronym for "Single Integrated Operational Plan," seems to reprise Eberstadt and Forrestal's dream of a system that integrates thought and action in warfare throughout the economy and life itself, which is a concept worthy of Dr. Strangelove. The last Chapter, "From the Deep to the Target," details the successful struggle to launch the solid-propellant ICBM Polaris from underwater, which leaves the ballistic missile submarine firmly in the ascendent.

If ever a work needed a list of abbreviations and acronyms, this is it, containing sprawling historical USN contractions such as CINCPAC, CINCNELM, COMNAVFORCONAD, or BuAer's taxonomy of airplanes, such as, F9F and PBY. Sentences like "When the proposal was shown to SACEUR, it was delivered on a NONFORN basis—no foreign recipients" illustrate the need. The index can only be described as idiosyncratic, being an attempt at pre-coordination of subjects and, relies on placement to indicate hierarchy, making it difficult to use. Coverage is more complete early in the period, based on the documentary sources listed in the bibliography. Most are from the period 1946 to 1949.

We are told in the preface that there was "thoroughgoing, comprehensive, and hopelessly incomplete" research. Sources listed in the bibliography include interviews and testimony of the highest-ranking politicians and naval officers, like Secretary of the USN and high-ranking officers, in the form of "oral histories." The are also "official documents" of bodies like the US National Security Council and the Foreign Relations Committee. There is extensive use of quotations throughout, which, while being attributed to various players, are without the notes that would link them with the original source. Thus, normal academic practice, which would allow verification and further study, is largely missing. The handling of two famous quotes is curious. Harry Truman reacting to an attempt by a US Senator to have a member of the USMC on the Joint Chiefs of Staff is quoted as retorting: "The Marines is the Navy's police force and, as long as I am president that is what it will remain. They have a propaganda machine that is almost equal to Stalin's" (247). This quote, which throws into relief the attempt of the USMC to become a separate armed service, was widely published in the press and debated. The second is Dwight Eisenhower's warning to the American people to beware the "Military-Industrial Complex" (314). The quote is not recorded, the author merely alludes to it in order to make an obscure point about democracy. The author fails to report that Ike's main message was an impassioned warning, made in his televised farewell speech to the American nation, on the basis of

50 years of service in the army, to beware the warfare business.

The book fulfils its aim of promoting the USN and USMC although it is problematic. It is a polemic, although it is intended to look like an academic treatise. It does, however, describe and give the background to the immense political and financial reach of today's USN.

As a reviewer I had numerous issues with the propogandist style of the book basically promoting the US Navy and the US Marine Corps. The publisher should have required the elementary link between quote and source, usually in a note, despite the fact that the author had died previous to publication. I also question the dismissal of Canada's role throughout the Cold War, not just the efforts of Lester B. Pearson. Desmond Morton cites negotiation between Pearson and the Egyptian government that sent RCASC and support troops to replace combat troops. Similarly, the author ignores the Canadian navy's role in the Korean War. Meanwhile, all references to British navy vessels receive the designation HMS. Hmmm.

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Kerry Jang. *ShipCraft: Bounty—HM Armed Vessel 1787*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2023. 64 pp., illustrations, bibliography. UK £16.99, US $28.95, paper; ISBN 978-1-3990-2289-7.

Though maritime archaeologists and scholarly historians may not all participate in the craft of modelmaking, they would concede that ship models and those who build them have had a major impact on our understanding of maritime history. Ship models, in fact, constitute some of the earliest evidence we have of ship construction, design, technology and culture. Found mainly in ancient tombs, the oldest models offer vital clues to solving these questions in the absence of other forms of evidence. The modern era of ship modeling, by contrast, is often supported with ample material to corroborate our conclusions about a given vessel's structure and features. Models of famous eighteenth-, nineteenth- and twentieth-century naval vessels tend to be very exact in their details as a result. That said, our knowledge of those ships, even ones as famous as HMS *Bounty*, are not always buoyed with such strong documentation. This is where Kerry Jang's excellent model shipbuilding guide makes its mark.

Bounty was, of course, the setting for the best-known naval mutiny in history. Originally built in 1784 as the collier *Bethia*, it was purchased by the Royal Navy in 1787, essentially to serve as a "floating greenhouse." Under the supervision of botanist Sir Joseph Banks, the ship was converted for use

in transporting breadfruit trees from Otaheite (Tahiti) to the West Indies, in an attempt by members of the London Society of West India Planters and Merchants to secure an inexpensive source of food for plantation slaves. Under the command of Lieutenant William Bligh, *Bounty* set sail from Spithead in December 1787, arriving at Tahiti in late October of the following year. By April 1789, mounting discord among several of the crew spawned mutiny, with master's mate Fletcher Christian and half of the crew taking over Bounty and casting Bligh and some 18 loyalists adrift in the ship's launch. From May to September, Christian and his fellow mutineers searched for refuge in the South Seas, eventually finding Pitcairn Island in January of 1790, where they settled and stripped and burned Bounty.

Despite being a topic of popular and scholarly fascination for well over two centuries, and the basis for nearly three dozen model kits since the 1950s, there are no contemporary illustrations or models of this legendary ship. One of the main reasons for this absence certainly is due to its very short life as a Royal Navy vessel, just twenty-eight months between its launch and its burning. Jang masterfully draws on archival sources from the Navy Board, the collections of the National Maritime Museum in Greenwich, and the best available scholarly research into the ship itself, as well as Royal Navy shipbuilding, fitting, rigging and painting, to present a convincing visual and descriptive reference guide to *Bounty* for ship modelers and maritime historians.

Jang's recent contribution to this series builds off his previous guide devoted to another famous sailing ship, Nelson's flagship Victory. With Bounty, Seaforth Publishing's SeaCraft Series continues its reputation among ship modelmakers and enthusiasts for producing top quality reference guides. These are designed to provide modellers with detailed information regarding a ship's construction and features, the broader historical background in which the ship was built, its service history, and a survey and critical review of available model kits and accessories. The key to this guide's value among its chief audience lies in the author's meticulous description of the model products, the ship's appearance, and the impressive collection of illustrations.

Jang reviews eleven kits, produced in various scales, both in plastic and in wood. He provides useful information about the skill level required, the quality of building instructions for the modelmaker, and the nature and quality of the kit's accessories. He also offers his very well-informed advice on meeting some of the challenges involved and modifying the kits to improve the ship's appearance and historical accuracy. A separate section focusing on "Appearance" reconstructs how Bounty most likely appeared in terms of profile, decoration, masts and yards, and the ship's colours, the latter being one of the biggest mysteries surrounding the ship. As mentioned, a signature feature of these guides is their illustrations. High quality copies of historical

prints, portraits and paintings, draughts, diagrams, and numerous well-chosen colour photographs of model products by John McKay, all contribute to this beautifully illustrated publication.

It is in the above-described sections on model products and appearance where one really begins to appreciate the craft of ship modelmaking, from laying the keel to the framing, fitting and rigging. There is enormous value in these models in helping maritime historians understand how sailing ships were actually built and outfitted. It is hoped that this series will build on the success of the Jang guides by introducing further such works on period sailing ships.

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Philip Kaplan. *Naval Air: Celebrating a Century of Naval Flying*. Barnsley, S. Yorks: Pen and Sword Maritime, www.pen-and-sword,co.uk, 2022. 208 pp., illustrations, bibliography, index. UK £11.99, US $29.95, paper; ISBN 978-1-39907-505-5.

Soon after the Wright Brothers' first airplane flight on 17 December 1903, military men began to consider the airplane as a potential weapon of war, particularly for navies. In Naval Air: Celebrating a Century of Naval Flying, Philp Kaplan has written an overview of the applications and many of the personalities that mark naval aviation over time.

By the First World War, most of the combatants had a naval air arm in addition to their air force; Great Britain, the United States, France, Imperial Russia, Greece, Imperial Germany, Austria-Hungary, and the Ottoman Empire had naval aircraft. They were, however, either land-based or amphibious, such as floatplanes or flying boats. While Great Britain experimented with aircraft carriers as early as 1912, it was not until late in the First World War that the first practicable aircraft carrier, HMS *Furious*, was developed. Trial and error, and the death of at least one naval pilot, led to the basic operating procedure—takeoffs from the forward end of the carrier and landings at the aft end.

In the 1920s, the US Navy (USN) and the Imperial Japanese Navy (IJN) developed aircraft carriers in addition to the British Royal Navy. Shortly thereafter, the Washington Naval Treaty of 1922 limited the development of aircraft carriers to the same three nations and imposed tonnage limits for aircraft carriers. Further restrictions on naval air development came during the Depression of the 1930s, but technology still advanced, albeit at a reduced level.

The onset of war and consequent rearmament meant that the three carrier-possessing nations accelerated naval air and aircraft carrier development. The

Second World War was naval aviation's "big war" – with the British Fleet Air Arm (FAA), the USN's Naval Aviation, and the IJN's air arm playing major roles in that conflict. Since 1945, naval aviation has been involved in many conflicts—the Korean War, the Indochina and Vietnam Wars, the Falkland Islands War, and the more recent conflicts in the Mideast.

Kaplan's book is a brief history of this most important military service. His book has seventeen sections: an introduction; The First Carriers; Washington (describing the 1922 Washington Naval Conference and Treaty;) the FAA's raid on the Italian Navy base at Taranto in 1940; the IJN aerial attack on Pearl Harbor; the famous Doolittle Raid on Imperial Japan in 1942; a review of movies on aircraft carriers and naval aviation; the carrier-fought battles of the Coral Sea and Midway; a brief review of naval aces, beginning with First World War naval aces and continuing into aces from the Second World War; sections on naval aviation in the Korean War, the Vietnam War, and the Falklands; a review of carrier aircraft beginning in 1935 up to the present; a description of what goes on in an aircraft carrier strike group; the advent of women pilots on board carriers; helicopter operations; and a final section on flight training and operations. The bibliography has a short list of very basic and traditional sources on naval aviation. A good selection of relevant photographs is included in the centre of the book.

One of the review comments on the back cover of the book states that it is a "comprehensive and detailed account" of naval aircraft operations. Kaplan's accounts of the Washington Naval Conference and Treaty are accurate and provide sufficient detail to satisfy most readers. Likewise, his account of the FAA's attack on Taranto, the IJN's attack on Pearl Harbor, and the Doolittle Raid (all of which had to be included, despite the many works available on those attacks) are also satisfactorily detailed. His narrations of naval air in Korea, Vietnam, and the Falklands are detailed enough to spark a reader's curiosity for further investigation.

It must be noted that Kaplan's sections on aces and carrier planes are necessarily selective. For example, the aces section starts with a review of the career of Raymond Collishaw of Nanaimo, British Columbia, the leading First World War naval ace, and ending with Joseph Foss of the US Marine Corps, all of whose aerial victories came in USMC service in the Second World War. Similarly, Kaplan starts the section on carrier planes with the Second World War Fairey Swordfish, a description of the principal naval fighters and bombers of that great conflict, and more brief descriptions of the many jet aircraft and early warning aircraft so necessary to carrier protection in any day and age. These segments may cause the novice to the topic to do more research into naval aces and carrier aircraft.

Kaplan's section on women carrier pilots is informative and helpful. He

does go into detail on the death of USN Lieutenant Kara Hultgreen, one of the first women combat pilots in the USN. She was piloting an F-14 fighter in October 1994, when one engine on the aircraft malfunctioned during landing approach. The result was an investigation into the cause of the accident and a renewed controversy as to whether women should be allowed in combat roles.

In short, this is a useful book; not always one for an expert demanding in-depth narrative of some topics therein, but helpful to a novice in the field and a good read.

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Angus Konstam. *Barents Sea 1942: The Battle for Russia's Arctic Lifeline*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2022. 96 pp., illustrations, maps, bibliography, index. UK £15.99, US $24.00, CDN$32.00, paper; ISBN 978-1-4728-4845-1.

The Allied Arctic convoys supplying the Soviet Union via its northern ports with all kinds of military equipment were not only critical for the defeat of Nazi Germany during the Second World War, but they operated in a gruesome theatre of war, in one of the most challenging parts of the world's oceans, especially during winter. It is no wonder, therefore, that there is a rich historiography on the subject, addressed from a wide variety of historical perspectives including naval, maritime and many other historical (sub-)disciplines.

Barents Sea 1942: The Battle for Russia's Arctic Lifelines focuses on Allied Convoy JW51B, and the so-called Battle of the Barents Sea, fought in the darkness of the Arctic night. As part of Osprey's Campaign Series, Konstam's goal was not a new historical or analytical take on the subject, but rather, a purely descriptive approach, designed for readers who are interested in (or even fascinated by) the details of this battle.

This approach works well, thanks to the easy-to-read text that explains the full details of a complex campaign, establishes the historical facts of operations on both sides of the conflict, discusses the motives behind individual actions, and is supported by a good number of historical photographs, charts and diagrams, that help the reader understand ship movements throughout the battle. There is also some powerful modern artwork that illustrates the historic event. A key aspect of the book's success is its organization by topics and its evenhanded presentation of the battles from both sides of the conflict.

A professional historian, however, might find confining the book to just ninety-six pages of 'facts' a somewhat dangerous approach? After all, how can a complex, catastrophic conflict like the Second World War be understood

without analysis? A "facts-only" history runs the risk of neglecting such key questions as why and how the war happened in the first place. It may focus on a select few 'heroic' sailors and officers and overlook the contributions of ordinary mariners forced into a war with no other objective but to survive.

Reviewing such a book for a journal like *The Northern Mariner* obliges the reviewer to acknowledge that Barents Sea 1942 is not a scholarly book. Rather, it is a general history designed for a non-academic market interested in, or fascinated by, tales of military action. While this is perfectly acceptable, it cannot be evaluated for its contribution to the body of existing historical knowledge nor can one engage with a historical argument or thesis proposed by the respective author. On a positive note, however, compiling the existing knowledge on JW51B and the Battle of the Barents Sea in a single book makes the information more readily available. Similarly, even if the facts cannot be argued, they are, at least, correct and complete. Like all books in the Osprey series, it is well supported by photographs and illustrations that help explain the course of events.

Given the above limitations, to whom should this book be recommended? Naval historians working on Arctic convoys and the battles in the Arctic theatre would find it a handy summary of the Battle of the Barents Sea. A general audience interested in Arctic operations during the Second World War might appreciate the description of warfare in Arctic waters during wintertime. Would I recommend the book to my students to help them understand the Second World War? Probably not, since the campaign is not put in the context of the wider war. Nevertheless, the book can be recommended to readers interested in learning the facts about this particular campaign.

Ingo Heidbrink
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Angus Konstam. *The Convoy: HG-76: Taking the Fight to Hitler's U-boats*. Oxford, UK: Bloomsbury Publishing, www.bloomsbury.com, 2023. 320 pp., illustrations, appendices, notes, bibliography, index. UK £25.00, cloth; ISBN 978-1-47285-768-2. (E-book available.)

The Second World War Battle of the Atlantic is a story of continuous struggle for command of the sea. An interesting term "command of the sea." Naval theorists have loaded the term with a great deal of meaning. It has justified the build-up of massive battle fleets at huge expense, yet always seems elusive. In truth, command of the sea means being able to utilize the world's oceans for your desired purposes, meanwhile denying your enemies the same opportunity to control the oceans for their own ends. Very rarely, however, is

the control complete. Despite A.T. Mahan's argument that a decisive battle gave one command of the sea, the truth is the opposite. Yes, a decisive battle might eliminate the enemy fleet and allow free range on the oceans, but such moments are rare and often overstated. Day-to-day command of the sea is fought for continuously and is constantly shifting. After all, command can only be exerted within the effective range of your warships. If the enemy contests it, the struggle for that specific piece of the world's oceans is decisive in the sense that the winner controls what happens there. Regarding the anti-submarine war of 1939-1945, Allied victory meant their shipping could sail either unhindered or with minimal losses. If Germany won, convoys would suffer catastrophic losses. The war for command of the sea was waged in a practical sense not by battleships in massive fleets, but by the "little guys"—destroyers, frigates, sloops, and the like. They were what some would call the 'real' navy because theirs was the dirtiest and hardest struggle, waged every hour and every day regardless of the weather in a constantly shifting location across the Atlantic.

The story of this small ship war is, ironically enough, huge. Hundreds of convoys plied the Atlantic carrying everything from ambulances and food to munitions, medical supplies, and of course, armies. These were the sinews of war and essential to British survival; not to mention the target of German efforts. It is the story of successes and failures, technological developments and achievements, and hard work. In many ways, the escorting forces are the unsung heroes of the Second World War. One of the key convoys in this struggle was HG-76. Sailing from Gibraltar to England from 19-23 December 1941, it was no different from the hundreds of other convoys plowing through the Atlantic. Certainly, the cargo was not more significant than the others. But, as Konstam rightly points out, this convoy was critical in the evolution of the Battle of the Atlantic for two reasons. One was the introduction of HMS Audacity, the first, small, escort carrier and the forerunner of the jeep carriers which played a critical role in the defeat of the German U-boats. The second was Commander Johnny Walker, the escort commander. An expert in anti-submarine warfare, Commander Walker helped revolutionize convoy defense. His aggressive tactics and creative thinking had a major impact on the success of the convoys and led, in the long run, to a dramatic increase in U-boat losses and the eventual defeat of Hitler's submarine threat. Combined, the Audacity and Walker pointed the way to a more sophisticated attack on the U-boat threat. The Convoy: HG-76 sheds a bright light on a critical moment in the Second World War, and one that is rarely mentioned.

Konstam's book, subdivided into 19 chapters supported by appendices, notes and illustrations, provides a history of HG-76. He traces the development of anti-submarine warfare between the wars, Walker's training and background, the evolution of the U-boat threat from the First World War through the first

two years of the Second World War, and details the experience of the convoy. In the process, he introduces the reader to not just individuals but technological developments and the struggle to adapt to the ever-changing conflict at sea. While fascinating, thanks to his blending of both German and British narratives, Konstam also offers a significant insight into HG-76 and more importantly, its long-term significance. Chapter seven, for example, examines the Audacity, its design and importance. It helps the reader understand why escort carriers were so critical to the Battle of the Atlantic. Arguably, Audacity fixed the greatest problem of the Atlantic War.

Earlier in the war, German U-boats had many advantages over the escorts. Quiet and with a low silhouette, the U-boat excelled in night surface attacks where its speed and maneuverability rewarded aggressive captains. The first escorts lacked effective nighttime surface- search capabilities. Radar was not widely available and was always in short supply. Night optics were never good enough to compensate for the lack of radar and the main method of detecting submarines rested in ASDIC, or what the Americans called sonar. Even in daylight, U-boats preferred to operate on the surface where fresh air and their speed worked in their favour. Shadowing and reporting on the convoy's course and speed, U-boats were able to keep naval authorities abreast of a convoy's location and speed while directing other submarines to the area where they created a wolfpack to swarm the convoy and overwhelm its defenses. The areas outside of air cover, the worst being called the Black Pit in the middle of the Atlantic, were where U-boats were most effective and held most of the advantages. The Audacity, or more specifically her aircraft, helped to limit this threat. Scouting further out from the convoy, they provided advance warning of a U-boat presence and they were able to attack them as needed. While certainly not guaranteeing a sinking, the attack forced the submarine underwater where it was much slower and more easily detected by the escorts. The Audacity's planes were also able to drive off or destroy Luftwaffe Condors, the long-range surveillance aircraft that helped locate and track convoys. By providing portable air cover, escort carriers significantly enhanced the offensive punch of the convoy escort and increased the chances of getting the convoy home safely by eliminating the holes in the aircover that were so essential to U-boat success.

An innovative commander, Walker developed a carefully thought out set of tactics to help protect the convoy. As detailed in chapter 14, his plans adapted to the inclusion of the Audacity, calling for aggressive sweeps to catch an attacking U-boat on or near the surface, effectively turning the convoy itself into an offensive weapon, designed to turn the tables on the German submarine threat. In the end, it worked rather well. Over the course of the HG-76's run to Britain, five German U-boats were sunk. That was an unheard-

of number at the time and a significant reversal of fortunes for the Germans. Sadly, the convoy also suffered losses including the Audacity. But the legacy of HMS Audacity endured as more escort carriers were produced. They helped to provide air cover for future convoys during their entire crossing. This put greater pressure on the U-boats and that, reinforced with Walker's aggressive thinking and technology like radar and larger escort forces, finally led to the breaking of the German U-boat arm.

Konstam is certainly correct about the lack of material available on HG-76. Just one convoy, although a very successful one, out of hundreds, it certainly warrants more discussion. While there is more written about Audacity than the convoy, the author misses the fact that this was Audacity's fourth convoy, not her first. It was the combination of Audacity and Walker that made HG-76 so successful. Konstam's review of prewar thinking and technological developments by both the British and the Germans provides a lot of context and is valuable to those readers who are not well versed in such matters. It does, however, make the story of HG-76 feel abbreviated, which is unfortunate. More depth, better fleshing out of the subject and, of course, a fuller post-mortem would be very valuable to the reader. A key element of the story is Commander Walker himself, whose critical role, I felt, needed more clarification. Perhaps pairing this text with a good history of Commander Walker would help the reader more.

Overall, I recommend the text. Konstam has done an incredible job providing a lively and interesting work, not just for the historical hobbyist, but for those more interested in the Battle of the Atlantic. Certainly, this book should be on the reading list of anyone interested in the subject.

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Witold Koszela. *Cruisers of the III Reich: Volume 2*. Petersfield, Hants: Military Miniature Press, www.mmp.com, 2022. 200 pp., illustrations, tables, notes. US $52.00, hardback; ISBN 978-8-36595-885-3.

This second volume of author Witold Koszela's study of German cruisers of the Second World War is a continuation of his examination of the Kriegsmarine's capital ships beginning with his 2018 work on German battleships. While the first volume concentrated on the light cruises *Emden*, *Königsberg*, *Karlsruhe*, *Köln*, and *Leipzig*, this one covers both the light cruiser *Nürnberg* and the five Admiral Hipper class heavy cruisers, along with a final section touching on two Deutschland class heavy cruisers, Kriegsmarine auxiliary cruisers, and the abandoned M class cruiser project. Period photographs are used throughout

the work alongside modern line illustrations for visual reference, with several colour profiles and top-down views at the end to show examples of the various camouflage patterns used during the war.

The work begins somewhat abruptly with an examination of the *Nürnberg*, referred to by Koszela as the "Last Cruiser of the Third Reich" due to her post-war service in the Soviet Navy. The ship's chronology is discussed from planning and construction through final disposition with the Soviet Union. Period photographs and line drawings complement the text, while some anecdotes and postulating on the mindset of the captain and/or crew are given when discussing events such as the turnover to the Soviets to add a more human aspect to the ship's story. There is also an insert with information regarding the namesake of the ship, and the end of the chapter has a tabulation of data referred to as "Characteristics," though this same material is inexplicably referred to as "Tactical and technical data" in the chapter on the *Blücher* (70). The other ship chapters follow a similar layout, though with some notable variances. Later discussions often feature a bullet point list of ship commanders within the body of the text, and the aforementioned insert is changed to one focusing on the discussed ship's patron. Chapter length varies, from thirty-six pages for the story of *Admiral Hipper* down to just thirteen pages for both the *Blücher* and the shared *Seydlitz*/*Lützow* chapters. The final chapter on auxiliaries and proposed designs follows a similar style, containing information on the Deutschland class and converted merchantmen as well as a proper table of technical data on the former and a table of names and designations for the latter.

Among my criticisms, is the way the book opens, without an introduction, as though this is a fragment of a single book. The text would benefit from an editorial sweep: for example, Koszela refers to "the previous chapter" in the second paragraph (3). I found many extremely long, comma laden run-on sentences, several incorrect image captions, instances of bad grammar or misspellings, a surprising amount of sometimes parenthesized exclamation points used within an analytical text, and even a photograph of the *Köln* that was probably meant for the previous volume (7). The omission of the third Deutschland class cruiser *Admiral Graf Spee* along with the D and P class heavy cruiser designs seems odd. Given that the other two Deutschland cruisers and the M class light cruiser plans were addressed, it would make sense to include these other vessels to ensure a complete summary of German cruisers. The inclusion of colour profiles for the Seydlitz, Lutzow, and Deutschland class, possibly along with illustrations of auxiliary and M class examples, would be appreciated as there are examples provided for the other ships mentioned. Some views of the *Nürnberg* and *Prinz Eugen* in post-war service would be appreciated too, as their duty with the Soviet and American Navy are mentioned in the text, though without addressing the modifications carried out to the

vessels, particularly by the Soviets. Koszela also has a habit of ending some sentences with exclamation marks or including them in parenthesis, which does not quite fit the architecture of a scholarly work. Furthermore, there is no index, bibliography, or further reading list for quick reference, citation, or continued examination. Removal of the former and inclusion of the latter would greatly improve the work's scholarly effectiveness.

Cruisers of the III Reich: Volume 2 is an interesting chronology of several of the Kriegsmarine's cruiser's wartime service. While it would probably be best for both volumes to be combined into a single book given the text's length and layout, this work does offer a decent collection of images, profiles, and data for those interested in the Nürnberg, Seydlitz, Lutzow, and Admiral Hipper class. Koszela's study makes for a quick, useful reference guide, but could be expanded into a solid resource with improved future editions.-

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Mark Lardas. *US Destroyers vs German U-Boats: The Atlantic 1941–45*. Oxford, UK: Osprey Publishing, www.bloomsbury.org, 2023. 96 pp., illustrations, bibliography. UK £15.99, US $23.00, CDN $31.00, paper; ISBN 978-1-4728-5410-0.

In his work *US Destroyers vs German U-Boats: The Atlantic 1941-1945*, Mark Lardas skillfully enlightens and captivates readers with the strategies and battles that defined this specific aspect of the Battle of the Atlantic in the Second World War. Lardas intricately dissects the strategic complexities, tactical manoeuvres, and evolving technologies that defined this pivotal maritime conflict. With a steadfast commitment to historical precision, he navigates the challenges confronted by both sides as well as the technologies they employed to surmount obstacles.

The book opens with an introduction and timeline highlighting how U-Boats were almost invincible in 1942, but were on the run in 1944. It then delves into the development of the design of destroyers, destroyer escorts, and U-boats, as well as the tactics, strategies, and weapons used by both. Lardas honours the combatants on both sides by going into detail about the hierarchy of officers, and how they were appointed, as well as other important individuals. The book features detailed accounts of the individual encounters between U-boats and American destroyers, painting a vivid picture of the relentless pursuit of U-boats on the seas and beneath them.

This book informs the reader with specific and intricate details of the Battle of the Atlantic, based on the author's experience as a naval architect

who has authored dozens of similar war books. With at least one image on almost every page, he is ably supported by Ian Palmer, a gifted illustrator, who depicts the battle accurately and vividly. Together, they tell the story of how the US destroyers struggled, but in the end succeeded, in combating U-Boats, as well as supplying additional historical context and details.

Although the designs and weaponry of the ships are intriguing, the stories of the individual battles are equally compelling. U-853, disobeying or ignoring German orders to cease combat operations, sank a U.S collier named *Black Point* off the coast of Block Island. One outstanding instance was when the USS Roper, having newly installed radar, was able to detect U-85, and prepared to ram it. Orberleutnant zur See Eberhard Greger, the commander of U-85, ordered his crew to abandon the submarine before it was rammed, but they were soon either chopped up by propellers as the destroyer moved through them, or were killed by the exploding depth charges from USS *Roper*. This story, while gripping on its own, is further enhanced with a detailed map of the encounter with timestamps. The design and layout of the overall encounter was readable to the point where a layperson could easily dissect it.

As part of the 117-book "Duel" series, this one may appear to be too narrowly focused, as Lardas only addresses the limited engagements between German U-Boats and US destroyers. Only 5 percent of all U-boats lost were accounted for by US destroyers and destroyer escorts, and only nine destroyers and escorts were sunk by U-Boats. It would be unfair, however, to dismiss this book, simply because the task given to the US Navy was beyond monumental and essential. After all, attempting to combat U-Boats that could submerge made them almost undetectable by radar, allowing for the U-Boats to navigate the waters freely and become a threat for the USN. Despite being only one aspect of the war at sea, it was essential for the United States and its allies to find a way to combat the deadly U-Boats, or risk prolonging the war.

Overall, this is an informative guide to how the US Navy utilized destroyers against German U-Boats – one of many duels that the Allies won against the Axis powers. Despite the book's slight bias towards the US and the Allies, Lardas made sure to also address the German efforts and tell their story as well. Though perhaps difficult for a layperson to follow all the threads, the information presented is thorough and well-illustrated.

For experts on Second World War naval warfare, this text is a definitive resource for this niche. While the topic of United States destroyers vs German U-boats may appear slim and peripheral to the overall Battle of the Atlantic, it was gravely important. If the US Navy had not overcome the U-boat threat, the Allies would have struggled to win the war. This book is not only educational; it truly makes for a fascinating read on a specific sector of the Battle of the Atlantic, before the hunter-killer groups took a more central role in this theatre.

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Mark Lardas. *The Capture of U-505: The US Navy's controversial Enigma raid, Atlantic Ocean 1944*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2022. 80 pp., illustrations, maps, bibliography, index. UK £25.00, US $22.00, CDN $29.00, paper; ISBN 978-1-47284-936-6.

With this book, Osprey has released number 58 in its Raid Series and author Mark Lardas' 36th title. It recounts the events leading up to the successful capture of an intact German submarine in June of 1944, carried out under the initiative of Captain Daniel Gallery (USN), and the threat this action posed to Allied code breaking efforts. Lardas' analysis involves a summation of the combat, tactics, and vessels both leading to and involved in the fateful engagement, the commanders of both forces, and a step-by-step account of U-505's ensnarement, abandonment, capture, and salvage. Period photographs and digital renderings are used to illustrate various aspects and key moments of the operation, with maps of patrol routes and search patterns further illustrating the dangerous hunt for Gallery's elusive prize. Lardas analyzes the results of U-505's capture and its rewards versus the unintentional risks involved before concluding the text with recommended Further Reading and a quick reference index.

The introduction actually mirrors later sections of the text, diving right into Task Group 22.3 on the hunt for a U-boat off the coast of Africa and U-505's discovery that they were under attack. Lardas then segues into his argument that the results of this encounter are worthy of study due to the event's simultaneous illustration of "how doing the unexpected can yield surprising success" and "the perils of secrecy" (7). A simplified chronological timeline of events from 1935 to 1977 follows, covering the key dates involved in the formation of the Kriegsmarine's U-boat arm, the entry of the United States into the Second World War, the service history of the involved units, and the final fates of major participants, both commanders and ships. The final background section of the work is appropriately titled Origins, and covers the Battle of the Atlantic from 1939 through January 1944, largely through the lens of the U-boat threat and the resulting evolution of allied antisubmarine warfare efforts. The German 'Happy Times' are covered, as is the rise of hunter-killer groups, convoys, and the all-important cracking of the Enigma code that helped pinpoint submarines through their communiques, all of which led to the deadly danger faced by U-505 and her fellow submariners in the waters of the Atlantic in 1944.

The core of the text consists of the three chapters that fully introduce the opponents, detail Gallery's plan, and a breakdown of the successful capture of U-505 by the first American boarding party in over a century. The first piece, entitled Initial Strategy, largely covers the backgrounds of the involved units, along with tactics utilized in mid-1944. The design of Type IX U-boats, their standard equipment, and the situation faced by such crews in the late war period are detailed alongside U-505's service history, to give the reader a more in-depth understanding of the subject. Task Group 22.3 receives similar coverage, offering a short biography of Captain Gallery, a description of the escort carrier USS Guadalcanal, the basics of her air wing, and the other Task Group vessels. The sinking of U-515 on 9 April 1944 is also included in this section, as this was the incident that helped Gallery solidify his plan to capture an intact U-boat. The chronology of the text does jump backward for a few pages to discuss earlier incarnations of the concept and the initial, somewhat clandestine, training exercises Gallery devised for his men while transiting the Panama Canal to reach the Atlantic from the Guadalcanal's construction yard on the West Coast. These activities, combined with the observations made during U-515's sinking, led to the solidification of a plan to cause chaos and panic in an effort to force the crew to evacuate without properly scuttling their ship. The nearest vessel would then launch a pre-selected boarding party to seize the ship, retrieve intelligence, and ensure the submarine remained afloat.

The account of the hunt and capture of U-505 reflects both German and American perspectives. Quotes appear from key personnel, and the effect of tactics mixed with luck are clearly evident. Examples of the latter include the destroyer escorts initially shelling U-505 with their main guns yet miraculously avoiding any fatal hits and how the panicked German crew failed to properly set any scuttling plans in motion. Details like the U-505 crew hearing what sounded like "a chain being dragged across the deck" as projectiles from a circling Wildcat marked their position and the "disgusted tone" used by acknowledging pilots told to break off the attack for the attempted capture help to further add human elements to the tale (53, 59). The effort to keep the submarine afloat amidst her jammed rudder and partial flooding are also well covered, as is the panic felt by the upper levels of command when they realized the Allied codebreaking efforts might be revealed if it was discovered that a U-boat had been taken intact. Lardas offers a good analysis of the risks and rewards at the end of the book, pointing out that the intelligence gained from the recovered papers saved thousands of hours of computer time, resulted in the acquisition of valuable German naval charts, and gave the Allies access to both the newest German acoustic torpedoes and information on new radio equipment as well. The conclusion details U-505's unveiling to the public following Germany's surrender and her eventual preservation in Chicago as a museum ship, where she can be viewed to this day.

In terms of possible improvements, there does seem to be some repetition between the introduction and later sections of the work, mostly due to Lardas using the initial encounter between U-505 and Task Group 22.3 as a lead-in to the story. Two of the full-page computer-rendered images also appear odd. The cover image appears to show the Guadalcanal with a red and white striped flag and the towed U-505 with what seems like an upside down and backwards American flag, despite the fact that both should be flying standard American flags, with the Kriegsmarine ensign below the United States flag on U-505. The two-page rendering for the sinking of U-515 depicts the attacking American vessels with guns and torpedo tubes facing fore and aft rather than engaging the submarine, although Lardas describes how ferociously the two ships were shooting at each other. Given the size and prominence of these images, correcting them for future printings would improve their accuracy. Finally, there is mention at the end of the preservation of U-505 as a museum ship. An expansion of this would be appreciated, especially given the massive restoration and rehousing of the submarine that took place in 2004. The inclusion of photographs showing her current condition or the reconstructed depiction of the Guadalcanal's bridge at the museum would be a nice addition to the period photographs used throughout the rest of the work.

The Capture of U-505 provides a solid entry into the tale of one of the most unusual and daring actions by personnel of the United States Navy during the Battle of the Atlantic. Lardas offers a concise summary of both the background to the 4 June 1944 encounter between Task Force 22.3 and U-505 and a rather detailed recounting of the seizure of the submarine itself. He covers the potential ramifications of the action, weighing the dangers to Allied code-breaking secrets alongside the treasure trove of technical and intelligence information gained. For those interested in the tactics of late war U-boats, the actions of escort carriers in the Atlantic, U-505, and the narrative of Allied codebreaking in the Second World War, this work is a fine introductory text.

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Rod MacDonald. ***Pearl Harbor's Revenge. How the Devastated US Battleships Returned to War***. **Havertown, PA: Frontline Books, www.casematepublishers.com, 2023. xvii+342 pp., illustrations, maps, notes, bibliography, index. UK £25.00, US $37.95, cloth; ISBN 978-1-39901-329-1.**

On the morning of 7 December 1941, aircraft launched from the Kidō Butai, Japan's fleet of six aircraft carriers located 200 miles offshore north of the island of Oahu, delivered what MacDonald calls "one of the most famous raids in all

of history" (11). Taking their targets completely off-guard, 183 bombers and fighters attacked the United States Naval Fleet in the US Territory of Hawaii. Eight US Navy battleships moored at Pearl Harbor – half of the nation's entire fleet – were hit or sunk in the strike, along with seven other naval ships and hundreds of aircraft on Ford Island. That morning, 2,403 Americans were killed. Imperial Japan's attack on Pearl Harbor was the catalyst that brought the United States into the war alongside the Allied Forces.

The well-chosen title, *Pearl Harbor's Revenge*, and subtitle, *How The Devastated US Battleships Returned to War*, accurately reflect the subject and scope of Rod MacDonald's book. Much has been written about the Pacific campaigns that followed the attack on Pearl Harbor, but little about the naval vessels and the roles they played. MacDonald's history is essentially a biography of a fleet—a fleet of six damaged warships that were quickly salvaged, repaired, and improved before being put back into service, eventually taking part in operations that helped the Allied cause. The men who were attached to these ships, those who lived, worked, and died in the service of their country, are acknowledged and accounted for as essential parts of the ships, but MacDonald's focus is the ships themselves.

Drawing on official war damage reports and naval records, congressional reports, first-person accounts and Japanese sources, the author begins by concisely describing what happened that morning, followed by the immediate salvage efforts. Maps and vivid archival photographs, including photographs taken by Japanese participants, are highly effective.

All eight ships present at Pearl Harbor that December morning were Standard-Type Battleships—older, First-World-War-era warships. Not quite obsolete, these vessels were slower and not as well fortified as newer ships being built. The author devotes a chapter to comparing the US Standard-Type Battleship to the new North Carolina-class battleships and to aircraft carriers. As the damaged ships were salvaged and repaired, they were fortified and improved, also described in a manner understood by the general reader.

Subsequent chapters follow the history and fate of each of the battleships that were casualties at Pearl Harbor: USS *California*, USS *Maryland*, USS *Nevada*, USS *Pennsylvania*, USS *Tennessee*, and USS *West Virginia*. Salvage operations, reconstruction, return to service, subsequent roles in naval operations are described, and are remarkable, each a unique contribution. For example, USS *Nevada* joined the Atlantic Fleet on convoy duty in 1943 and stood off UTAH Beach as part of the Western Task Force bombardment on 6 June 1944. This ship that had participated in two world wars, fought in both the Pacific and the Atlantic theatre, and eventually served as a target ship for an atomic bomb test at Bikini Atoll in July 1946—which she survived (233-241).

Each chapter about an individual vessel is prefaced with a list of the

ship's specifications before the narration of its story, illustrated with pertinent historical photographs. The result is a biography of a fleet of battleships—nearly half of the nation's battleships at the time—that were casualties of Pearl Harbor and came back to serve again. Well organized and presented, the book can be used as a reference for individual ships and battles, but is most meaningful when read as a narrative from beginning to end. MacDonald gives the reader a greater appreciation for the tremendous work that went into returning gravely damaged old battleships to war worthiness.

The author presents the necessary details of naval architecture and engineering in a clear manner, educating the general reader without weighing down the narrative. He includes a handy list of naval acronyms and abbreviations for reference. Chapter notes, a bibliography, additional resources, and an index are also appreciated.

Over a million people from all over the world visit the USS Arizona Memorial at Pearl Harbor each year; nearly as many tour the Battleship Missouri, the site of Japan's unconditional surrender to the Allied Forces on 2 September 1945, ending the Second World War. There is great general interest in these ships as historical military artifacts. Pearl Harbor's Revenge; How The Devastated US Battleships Returned to War is an important addition to naval history and more broadly, the history of the Second World War.

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Leo Marriott. *Naval Battles of the Second World War. The Atlantic and the Mediterranean.* Barnsley, S. Yorks: Pen and Sword Maritime, www.pen-and-sword.co.uk. 2022. vii+151 pp., glossary, abbreviations, illustrations, maps, tables, appendix, bibliography, index. UK £20.00, US $34.95, cloth; ISBN 978-1-39909-893-9. (E-book available.)

This is a useful, modest book as a handy reference in the shelves of those who do not have access to either large reference libraries, or are less than comfortable with search media on home computers. It is, apparently, the first of an intended series to cover other naval battle sites. Useful because in the 19 battles described, each a mere seven- to nine-pages long, the author presents the location and strategic conditions, the participants, and the outcome of the battle. 'Modest' because that page count (7 to 11 each) includes usually two large ship photos per page and a map of the locale. The photos are mostly traditional – *Graf Spee* (2), *Exeter*, *Ajax*, *Resolution*, *Illustrious*, *RM Conte di Cavour*, etc. – plus sometimes a few action photos taken at the time. The maps are excellent and clear, although all a half-page in size. It serves to answer the

questions one is asked as a supposed naval historian: "Which was the carrier involved in the Taranto raid?"; "Which destroyers accompanied Warspite on the 2nd Narvik battle?" and such.

A sour comment made on naval preparation for "the next war" is that their ships are largely designed and acquired in preparation for a war like the last one, rather than the new one. Also many historians have noted that the RN and others presumed, and built up their navies, to counter future major battles of the Jutland and Falklands type for what developed as the Second World War. Only the Americans, in their huge Pacific anti-Japanese battles, fought such battleship-to-battleship conflicts, and even they – and the Japanese – had to hurriedly adapt to aircraft carrier battles as their new format. This was much more a convoy war.

Marriott's *Naval Battles of the Second World War* includes several that were hardly "naval battles" in the normal sense: the loss of HMS *Glorious*, the convoy battles for Malta, and the destruction of the 1941 Duisberg, a Malta-bound convoy. Each selected battle sets the strategic tone under "Background," denoting the participants on both sides with their ships or Air Groups in a paragraph or so, without anything significant in the way of assessment in the wider context. This is followed by a page or two of "The Action," followed by ship and the occasional action photograph. Only "The Battle of the Atlantic" chapter includes seven sections, such as "The Opening Rounds" and "The Importance of Ultra," each of these one- or two-paragraph descriptions the subject of multiple books by various authors!

These pages will be handy as refreshers, reminding any who need a memory-jogging for who was involved, what actual ships were lost on either side, the moment-to-moment action and the local outcome of an interesting selection of mostly British-based Second War at-sea events, such as "The Channel Dash," the two Narvik Battles, PQ-17, the December 1942 Barents Sea battle, Taranto, Oran, Matapan, Operations Harpoon, Vigorous and Pedestal for Malta, and Operation Torch. It is a reference, not an assessment of history or naval competence, and as such, a tool, not an education.

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Christian McBurney. *Dark Voyage: An American Privateer's War on Britain's African Trade*. Yardley, PA: Westholme Publishing, www.westholmepublishing.com, 2022. xiv+360 pp., maps, illustrations, tables, notes, bibliography, index. US $35.00, cloth; ISBN 978-1-59416-382-1.

This book focuses upon a unique use of privateering employed during the American Revolution, specifically the role of the American privateer

Marlborough that attacked British slave trade interests from August 1776 to August 1778. The ship's remarkable voyage from Rhode Island to Africa involves the entrepreneur John Brown, of Providence, Rhode Island, and the captain of Brown's ship, George White Babcock of Exeter, RI. Expressly built for its privateer mission, the two-deck brig Marlborough was crewed by Rhode Island and Massachusetts men who had not been involved in the slave trade in West Africa. Much of the book is a detailed account of that operation which demonstrated audacity and patriotism, along with troubling moral inconsistencies. This important work covers a largely undocumented chapter in the maritime history of the American Revolution.

The first two chapters introduce the reader to John Brown, a cast of Rhode Island "characters," a description of the international business of the slave trade and the lucrative privateering operations at that time. These are followed by John Brown's unique Revolutionary War privateering quest, his 250-ton brig *Marlborough* that mounted 20 carriage guns manned by a crew of 125, and its breakout to sea through a British naval blockade of Narragansett Bay to sail to the west coast of Africa. The author then graphically describes the horrors of the traffic from the capture of slaves in the jungles of Africa, their transportation to trading compounds and ultimately vessels, the many "middlemen", and sundry health dangers involved in the despicable enterprise. The centrepiece of the book is a detailed description of the privateer battles and apprehensions of the *Marlborough* and the disturbing fact that with its captures it entered the slave trade by default, but likely not the New Englander's intent. When British slave ships filled with enslaved Africans were captured, the privateers in effect became slave traders. Compassion for the hundreds of captives that were packed onboard the British slave ships or sympathy for the trauma these captives had already suffered was a minor concern. Instead, the Americans treated the captives like any non-human cargo seized on board an enemy ship, anticipating the sale of their 'prizes' in a slave market. At the time, such behaviour was not seen as offensive by many Americans. The author then describes the harrowing voyage of the return to the United States in detail.

Captain George Babcock and his crew undertook a then-unique American privateer attack on Britain's slave trade by capturing British slavers off the African coast rather than the usual privateer interceptions in the Caribbean. It was reminiscent of the bold, demoralizing Continental Navy raids of John Paul Jones, Gustavus Conyngham and Lambert Wickes along the British and Irish coasts; both were remarkable considering that the rebellious United Colonies were facing the most powerful navy in the world. These privateer attacks led British slave merchants in Liverpool, Bristol, and London to question whether to continue investing in the slave trade business. The Revolutionary War also had an impact on the British slave trade to the Caribbean because American privateers not only attacked and captured British slave ships, but also their

merchant ships returning home from British Caribbean islands carrying sugar (the third leg of the so-called triangular trade). As well, they seized British vessels filled with provisions intended to feed both the white and slave Caribbean Island populations.

Because of substantial financial losses, British merchants deemed it prudent to hold off on making very large investments in long voyages until the risk of loss was reduced until the Royal Navy could assert its superiority on the high seas after the war ended. While never completely stopping the African slave trade into the nineteenth century, the significant captures of slave ships by American privateers reinforced the risk and the decision to reduce the trade, thus temporarily reducing the number of underwritten African slave ship voyages.

The result of John Brown's venture was summarized in an article in the Providence Gazette dated 13 June 1780. "The privateer ship Marlborough, Capt. Babcock [of Providence] arrived in port from a successful cruise having taken 28 prizes. She brought in with her ship laden with dry goods, wine, port, etc. and a brig with provisions. A large Guineaman, having on board 300 slaves was ordered to South Carolina the Marlborough has large quantities of effects on board taken from the enemy." (173) McBurney argues the newspaper article was not exactly accurate in detail, but it does convey the general success of the venture. Babcock had hoped to return a total of six prize vessels seized off the West African coast—the *Fancy*, *Pearl*, *Kitty*, and *Betsey*, plus two later ships—for prize money. He captured the ship *John* and the brig *Bridget* during his return voyage. Unfortunately, only the *John*, *Bridget* and *Betsey* were accounted for and sold as bounty to the privateer's syndicate.

McBurney's work includes 6 appendices. Appendix C, titled "British Slave Ships Captured by American Privateers with Enslaved Africans On Board," focuses on the period of the *Marlborough*'s voyages detailing various vessels involved in the slave trade and specifics concerning their engagements. Of particular interest, Appendix D lists African captives carried by British and US slave ships to the Caribbean from 1752 through 1792. Just prior to the outbreak of the American Revolution, the number of slaves transported to North America reached 44,606. During the height of the Revolutionary War, that number was reduced to the high six thousands. Ironically, after the war ended, the total numbers of slaves imported to North America particularly the Caribbean increased to exceed 45,000 by 1792.

This is an unusual book in both its subject matter and the extraordinary depth of meticulous scholarship that the author has brought to his readers. The notes and bibliography plus the many appendices make this an extraordinary contribution to the maritime history literature. I highly recommend the well written *Dark Voyage* by Christian McBurney to maritime historians who are interested in privateering during the American Revolutionary War era, the

slave trade during these years, and its final demise at the beginning of the nineteenth century.

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Michael McCarthy. *Ship's Fastenings: From Sewn Boat to Steamship*. College Station, TX: Texas A&M University Press, www.tamu.press, 2023. (Second Edition). xii+239 pp., illustrations, appendix, notes, bibliography, index. US $75.00, hardback; ISBN 978-1-64843-104-3.

Except for the dugout, every watercraft throughout history required some type of fastenings to join its constructive elements. These fastenings might seem like a minor technical detail when looking at a ship at large, but they are of critical importance to the construction and determine and/or limit many parameters of the ultimately built ship, for example, size and seaworthiness. Imagine a major ocean liner with its steel plates sewn together like the hull of a birch bark canoe or Greenlandic kayak. Michael McCarthy needs to be lauded for bringing the history of this critical element of shipbuilding history into the limelight and providing a highly detailed and nuanced history of ship's fastenings.

The first edition of *Ship's Fastenings* was published in 2005 and fortunately, this edition (2022) is a real second edition and not just a reprint. With Michael McCarthy being a member of the Department of Maritime Archaeology at the Western Australian Maritime Museum who has led several excavation projects, it is no surprise that there is a certain emphasis on the early periods of maritime history, but the book covers the full timespan up into the first half of the 20th century and the Second World War.

Focusing on a single technological detail of maritime design and construction instead of the whole ship allows the author to achieve a very high analytical depth and to illustrate how improvements within the technology of a single construction element shaped the whole industry as well as how the limitations of a certain technology for this single construction element prohibited other developments. Unfortunately, this analytical depth is not fully maintained for later historical periods and the chapters on fastening methods for iron and steel ships lack the level of detail to be found in the chapters on fastenings for wooden ships. This is not surprising, given Michael McCarthy's expertise, and maybe not so much a critique on the book but an encouragement for another author to continue McCarthy's work with a study of steel ship fastenings that will focus on the various riveting and welding techniques.

In addition to discussing the fastenings themselves, the author also discusses how the types of fasteners affected topics like insurance, etc. and

thus, puts his main argument into a larger context. When he discusses the topic of Muntz Metal as a copper alloy used for sheathing of hulls, however, McCarthy diffuses his research focus, although it is an interesting story that has rarely been touched by other maritime historians and deserves attention.

The suggested retail price of US $75.00 feels expensive, even for a hardback with more than 300 pages and 111 illustrations, but when thinking about the potential market for such a book, a comparably high price seems acceptable or at least, unavoidable. The presence of an index as well as a most useful bibliography, makes this a reference book on the subject and thus, a research tool. If there is one criticism that needs to be mentioned, it is the somewhat inconsistent quality of the illustrations. They range from crystal clear schematic drawings of certain types of fasteners to reprints of historic illustrations with limited detail to greyish photographs where it is sometimes hard to figure out why the specific illustration has been selected. The question for the publisher is, why not a comprehensive set of schematic drawings of all types of ship's fastenings discussed in the book. This would have made the content of the book somewhat more accessible. Perhaps a suggestion for a third edition?

Ship's Fastenings can be easily commended to any maritime historian and/or archaeologist with an interest in the development of shipbuilding up to the advent of steel ships. Understanding the genesis of fastenings allows readers to understand the development of ships at large. The book also needs to be commended to ship model builders and everybody involved with the preservation and restoration of historical watercraft. Finally, I would even suggest using the book as a textbook or at least as a recommended read in classes dealing with history of technology, as it provides a fine example, why and how the development of certain small technologies were a prerequisite for the development of large technologies or why the lack of certain small technologies could become a prohibitive factor for large technologies.

As opposed to many other books within the wider field of maritime history, the author is definitely not aiming for a general readership as a secondary audience. His is a purely academic book that covers a highly specialized topic in great depth—written by a specialist for an audience of specialists. Both author and publisher should be applauded for deciding to make the information available to new readers in a second revised edition. Rarely are such highly specialized analyses republished after the first edition and, while they might become available via digital repositories, being able to buy a copy of the book is different from having to read it on the screen.

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Kevin D. McCranie. *Naval Strategic Thought*. Annapolis, MD: US Naval Institute Press, www.usni.org, 2021. 344 pp., illustrations, notes, bibliography, index. US $44.95, cloth; ISBN 978-1-68247-574-4.

Kevin McCranie, currently a professor of Comparative Strategy at the US Naval War College in Newport, Rhode Island, has written a fine account of the two predominant naval strategists that, in effect, created the field that before them was largely unwritten, if not unconsidered. The two individuals, one American and one British, are Alfred Mahan and Julian Corbett. Both articulated an approach to naval strategy that had much in common, yet involved important differences that reflected the motivations of the two thinkers in undertaking the work that they did, as well as the differences in the place of the navies in each country at the time. The importance of the pair is that no one has risen to take their place in the forefront of maritime strategic affairs, signifying the originality of their work and its seminal nature. McCrainie has provided real service in bringing the two thinkers together in a convenient package and has well assessed their work, noting their similarities and differences, as well as their ongoing importance.

Mahan started with the publication of his well known work *The Influence of Sea Power upon History 1660-1783*, first published in 1890 and never out of print since. At the date of publication, Mahan's naval career was winding down and, it must be said, he was not overly successful in the business of going to sea and exercising command. He was, however, a fine lecturer at the newly opened US Naval War College, a post he earned as a result of this book. From there he set about writing prolifically on naval affairs, some historical, such as his first, and others more polemical in seeking to push US naval policy in a more aggressive direction. Indeed, at the time of writing the US Navy was relatively small and not much regarded in terms of national or international affairs. This Mahan sought to change and push the US in developing naval power reflective of its economic might and increasingly global interests. Mahan was a naval propagandist, with an agenda.

Corbett had an entirely different background. He was well educated, with private fortune, and thereby able to indulge his interests in history without the support of an academic institution or formal position in any entity that might underwrite his work. He started life as a barrister, but was not an enthusiastic practitioner in that field. He joined the Naval Records Society in the early 1890s, that led to his preparing a volume on the Spanish War of 1585-87. He then wrote a book on the Tudor navy based on archival research that matched anything done in academia at the time. This book, *Drake and the Tudor Navy*, was published in 1898, with a follow-on effort, *The Successors of Drake*, in

1900. Like Mahan, this background led to his appointment as a lecturer at the Royal Navy War Course in 1902, that was being set up at the time to mirror the US Naval War College. This appointment was of the nature of piece work with pay based on providing lectures as needed rather than a salary, which suited Corbett's preferences. He was able to continue his research into British maritime history, writing a series of accounts up to the time of the Napoleonic Wars, as well as articles on contemporary military and naval controversies. Many of his books, notably England and the Seven Years War, became classics. He was employed sporadically by the Admiralty throughout the first decade of the twentieth century and assisted in the development of war plans and analyses based on his historical knowledge. His key work was his summary on naval policy, *Principles of Maritime Strategy*, published in 1911. Eventually his position was regularised, and he ended up appointed to the Cabinet Historical Office and wrote the first three volumes of the *Official History of the Great War at Sea: Naval Operations*, Vol I, II and III, dying before he finished the task.

McCranie has divided his account into three parts – not so identified, but easily discerned. The first two chapters cover the intellectual development of both Mahan and Corbett's theories, as well as their motivations and influences. The second section is comprised of some nine chapters that explore separate ideas that were explored by both, underlining their differences and similarities. The final section of two chapters sums up the 'way of war' as articulated by both, which is followed by a brief concluding chapter. This organisation makes it straightforward for anyone seeking clarity as to the thinking of both strategists on specific areas, as well as the helpful introductory and summary chapters for an overview of the genesis of their works and their significance.

It is evident that the quite different motivations for the two affected how they went about their analysis. Mahan was very much a polemicist with the objective of promoting the idea of the US developing a navy commensurate with its economic power, and thereby assuming its rightful place in the world. He developed a model and then selectively used historical examples to back it up. He was also motivated financially as a writer who, after the enormous success of *The Influence of Sea Power*, was much sought after as commentator on naval affairs from the 1890s up to his death in 1914. He also continued to write financially successful, but uneven, historical accounts for the period after his initial volume.

Corbett's approach was quite different in that he developed his theories from deep historical research rather than the other way round. His audience was intended to be mid-ranking and senior officers in the Royal Navy that he reached via the War Course lectures as well as through articles in journals. Corbett's views were controversial in comparison with Mahan's. His

conclusions as to the proper application of sea power were in some respects uncongenial to his RN audience. He eschewed the blind adherence to any 'received truth', notably the primacy of the offensive and noted that aggressive defensive operations were often the appropriate route to success. The RN senior leadership, prior to the Great War, had entirely bought into offensive action at all costs with many a stumble throughout the war as a result (shared, it must be said, by the leadership of most armies at the time with equally unhappy outcomes). Mahan's model of the decisive battle, somewhat misread, was far more congenial to the prejudices of the RN and hence, he had a highly positive reception in Great Britain as well as, notably, Germany. Corbett was also much in favour of Britain's traditional way of war via periphery operations in support of Continental allies. Britain's creation of a continental-scaled army was viewed with dismay by Corbett as the Great War unfolded. Corbett's far more subtle analysis did not always appeal to his audience and was often not understood. In defence of his students, it is conceded that strategic analysis is a difficult topic to grasp, the more so by individuals whose entire career had been focused on ship management and command, and deference to the wisdom of superiors.

It must be said that neither Mahan nor Corbett produced any concise definitive articulation of their strategic doctrine. Both referred to military theorists, such as von Clausewitz and Baron Jomini, for certain aspects of their thinking as to the maritime dimension of national grand strategy. Both relied on historical analysis for support in their accounts. Both can be accused of occasional dense and difficult expositions of aspects of their thought, which complicated the transmission of their ideas. Both agreed as to the primacy of political objectives in driving maritime strategy (Clausewitz's doctrine on this point was emphasized by both). Both noted the complexities inherent in any given context, making pat answers to strategic challenges impossible. Both were perceived as in the front rank of naval thinkers in their own day to the present. Interestingly, notwithstanding the more than a century that has passed since their various works were published, they have not been superseded by a new consensus as to maritime strategy by a more recent thinker any more than Clausewitz and Jomini have been in the military sphere.

McCranie has produced a useful account on Mahan and Corbett's thinking. His summary as to the genesis of their works and what they articulated as a 'way of war' is very well done. The chapters that explore specific topics are excellent and will assist any researcher interested in aspects of their maritime strategies. I have no hesitation in recommending this important book.

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Keith McLaren. *A Race for Real Sailors: The Bluenose and the International Fishermen's Cup, 1920-1938*. Madeira Park, BC: Douglas and McIntyre, www.douglas-macintyre.com, 2021. 256 pp., illustrations, maps, notes, glossary, bibliography, index. CDN $32.95, cloth; ISBN 978-1-71672 267-7. (E-book available.)

Historically, fishing was considered the most dangerous and challenging way to make a living. The vocation came to the general public's attention largely thanks to two literary works, Herman Melville's 1851 novel *Moby Dick (or The Whale)* and Rudyard Kipling's 1897 book *Captains Contentious*. These adventure stories focused upon rugged seamen engaged in perilous but romanticized seaborne occupations. By contrast, yacht racing was an international, nineteenth century sport for wealthy gentlemen sailors typified by the America's Cup challenges. The contestants had to strictly abide by hull design, waterline dimension, and suits of sails rules. Ordinary folks could better relate to races for rugged yet beautiful working fishing schooners sailed by Canadian and American rivals. The International Fisherman's Cup became the blue-collar equivalent to other more celebrated seaborn sailing races. The home ports were the fishing towns of Lunenburg, Nova Scotia, and Gloucester, Massachusetts. Ironically, most of the contest participants on both sides traced their ancestry to one or more of the Canadian maritime provinces.

Several books and articles have been published focused on fishermen's cup races and events leading to the contestant's qualifications, but most seem biased from the American point of view. Canadian author Keith McLaren covers the same group of stories in a more balanced and thoughtful way. The first part of the book introduces the reader to the relatively shallow fishing banks stretching from the Gulf of Maine to just southeast of Newfoundland. The next section illuminates many of the dangers of fishing under sail. There were two distinct ways of fishing from the late nineteenth century up until the very earliest twentieth century; either by handlining directly from the mothership or else from dories, by handlining or more likely drift lining. In the next fascinating chapter, "A Skipping Stone," the author discusses how more than 200 years of evolution culminated in the second decade of the nineteenth century into the schooner, arguably the peak in fishing-boat design. Sadly, at that point, mechanization quickly took over and this means of catching fish led to the extinction of these grand old vessels.

In1920, the America's Cup was contended by specially built racing yachts *Shamrock IV* and *Resolute* who usually faced off in light winds near Sandy Hook, New York. Schooner fishermen disparaged these races as timid, being only good in light breezes. Alternately, some decided that the annual competition among Grand Banks fisherman to be the first to bring their catch

to market in rough water and near gale conditions constituted a test for "real sailors." (Think sleek Formula One car races on prepared tracks as opposed to contests with heavy duty pick-up trucks on rough terrain.) Perhaps monitored and controlled races between the best of schooners and actual fishermen might offer a more realistic contest.

McLaren then introduces two sets of characters: first vessels, designed and originating in neighbouring countries; second people, captains and sponsors of these vessels who were competitive, colourful, occasionally flawed, but sympathetic. They contended against each other, off and on, from 1922 through 1938.

The first formal vessel race pitted the *Delawana* of Lunenburg against Gloucester's *Esperanto* and was won by the Americans. This mortifying loss set the stage for the design and building of what became the celebrated *Bluenose*. The Americans countered with several challengers, *Mayflower* and *Elsie* in 1921, *Henry Ford* in 1922, and *Columbia* in 1923. Finally, came the 1930 *Gertrude L. Thebauld*, that raced until 1938. Although technically still a working "fisherman," it was the most yacht-like of all the schooners. In presenting the ships' details, the author describes them as personalities possessing strengths, vulnerabilities, and quirks. Each of these races were hotly contested where weather, ocean racecourses, and interpretations about enigmatic rules significantly affected the results; but ultimately, the Canadian vessels prevailed, and the image of *Bluenose* is still embossed on the northern nation's dime coins.

Next came colourful Canadian captains such as Albert Himmelman, argumentative, stubborn Angus Walters, and ship-builder William James Roué. Their American counterparts were highly regarded Marty Walsh, taciturn and physically tough Clayton Morrissey, tenacious tactician Ben Pine and ship designer Thomas McManus. Each captain's tough, combative character played central roles both during and between the cup matches spilling over into nationalistic pride of their fellow citizens. (Although more than 80 years have passed since the last official race, the citizens of Gloucester hold quasi "schooner races" on Labor Day and, for a time, held international fishing dory races for less prestigious trophies.)

The author superbly furnishes background information about each vessel, their preliminary races, their strengths and weakness, the details of the ocean course and weather they were forced to navigate. McLaren's exceptional talent is evident as both a storyteller and skilled sports announcer. Schooner races are lengthy affairs with strategic tacking, luffing battles, and split-second timing of raising or lowering sails. More dramatic are scenes of the crews dealing with rails awash under dramatic heels with crews leaning to windward with their lee scuppers buried into the sea from the tremendous press of wind as they cope

with high seas and gales. As a spectator, one observes this from afar, but in this work, the reader becomes an onboard spectator struggling along with the seamen, sharing the exhilaration of a race well-run or the disappointment of a hard-fought loss. "These sailors were amateurs in the root sense of the word, men who competed for the sheer love of the thing itself, testing their mastery against that of their peers. That's what echoes down through the years—the beauty and danger of a working life under sail, and the pride of the men who did it." (9)

Canadian McLaren presents a thoughtful neutral narrative of the hard-fought cup race series and their qualifying rounds replete with some stately images along with wonderful action-packed photographs of the ships and their captains. His work, while quite an exciting read in places, is scholarly and includes a wide range of source material gleaned from the local archives of the two maritime cities and other places. Many books and articles have been published about these colourful contests over the years, but this scholarly and non-partisan work is among the best.

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Venner F. Milewski, Jr. *Fighting Ships of the US Navy 1883-2019: Volume 3-Cruisers and Command Ships*. Sandomierz, Poland: MMP Books, mmpbooks.com, 2022. 431 pp., illustrations, glossary, bibliography, index of ship names. UK £35.00, US $52.99, hardback; ISBN 978-83-66549-02-9.

While every historian and lover of history is unique regarding the books they acquire, one thing is probably universal – we add to our collections for different reasons. Some books in my collection support ongoing research goals, others are by authors I have read over the years and find investing in their work to be extremely valuable and enjoyable. Some are there simply to support my own interests and fill in gaps in my knowledge and understanding. Finally, there are the books everyone owns, those containing the technical knowledge and details that are essential in the modern industrial age to understanding history. Sometimes not the most exciting texts, since they really don't pull the reader into a compelling history of events, they are still extremely valuable for their technical content. This makes them handy references to support other works.

Milewski's *Fighting Ships of the US Navy 1883-2019: Volume 3* fits perfectly into the last category. He provides the reader with a massive text delving into the details of cruiser design in the United States Navy and its evolution over the last 130-plus years. Divided into eleven categories of

cruiser, there are 84 chapters, each dealing with a specific class of ship. The text follows a straightforward process. Every class is described with details regarding the construction of each ship in the series, the key dates in the construction, and of course, an historical extract regarding the ships and their service. Technical details such as armament, armor, propulsion, etc. within the ship class are provided at the end of each chapter. The text is supported by lavish illustrations of the many ships discussed, including images of the ships under construction and in refit, serving as an excellent reference for the appearance of various ships. For example, the USS *Chicago* (CA-136) (139-141). Laid down on 28 July 1943 in Philadelphia, PA, the ship was eventually commissioned on 10 January 1945 and was sponsored by Mr. Edward J. Kelly. Decommissioned after the war on 6 June 1947, *Chicago* was refitted as a guided missile cruiser (CG-11) on 1 November 1958. With details of the Second World War-build provided, the ship is referenced again in the guided missile cruiser section after the refit.

The information regarding the details of ship construction is immensely valuable. The thumbnail sketches of the ship's history are useful for filling in gaps regarding procurement and production as well as providing background for the ship in question. Sadly, details regarding the operational history of the ships are not generally provided unless the ship was lost in combat. As such the text only provides a limited window into the production and specifications of the ships in question. This is unfortunate as the cruiser forces carried a huge amount of the weight of the war, especially in the Pacific, providing bigger gun support for carriers as well as supporting the battleship gun line when needed. Given the size of the text and the volume of material already covered, it is understandable why this was not included. The result would have been a multi-volume work just on cruisers. Nevertheless, it is a good starting point for fleshing out the history of the ships which the reader can then expand on as needed. Particularly interesting is the inclusion of illustrations regarding the camouflage patterns used by the fleet. This is not something that is often discussed and contributes a rather unique aspect of the history of the US Navy. The inclusion of command ships and unnamed ships that were originally called for but cancelled provides a sense of the scale of production planning for the wartime fleet.

My biggest criticism of the text is that it is basically a listing of ships. The technical information is useful certainly, and there is value to the illustrations and information provided. Unfortunately, it is lacking context and without an understanding of the ships' wartime service (whether in the Second World War or during the Cold War), the information is only of limited value to a naval historian. Viewed as a reference text rather than a history in the classic sense, however, it will directly serve authors writing in the field and as such would

be extremely useful. While interesting for the technical details Milewski provides, it lacks the history surrounding the ships or the decision-making on ship design that would appeal to the general reader. This is not a text that I would recommend to anyone solely interested in naval history.

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Lawrence Paterson. *Schnellboote: A Complete Operational History*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2022. (Originally published 2015.) xiv+338 pp., illustrations, maps, appendices, notes, bibliography, index. US $26.95, UK £14.99, paper; ISBN 978-1-39908-228-0. (E-book available.)

This paperback reprint revives author Lawrence Paterson's 2015 examination of the wartime operations carried out by the Schnellboote, or S-Boats, of the German Kriegsmarine during the Second World War. Paterson examines the service of S-Boats in the various theatres to which they were deployed chronologically, from their earliest inception through to the May 1945 surrender. Illustrated by Paterson's impressive personal collection of period images, the book covers both the administrative aspects of deployment and organization along with the "ground level" engagements between individual ship crews and their opponents. Two appendices offer the final dispositions of remaining S-Boats at the end of the war and a breakdown of units from 1935 to 1945, with a bibliography, endnotes, and an index to round out the work.

The text begins with a collection of maps showcasing the various operational theatres and key sites, as well as a foreword, glossary of common terms/abbreviations, and a guide to German naval ranks. Serving as a general introduction, the foreword explains the nature of S-Boats, compares their organization with other German naval units, and his formatting choices for the work as a whole. The actual introduction dives right into the origins of the S-Boats, from their First World War progenitors to the construction of S-1 through S-9. The next chapter shifts focus to the vessels' service in the Spanish Civil War and the period leading up to the invasion of Poland before truly hitting its stride with the 1940 invasion of Norway.

The main text consists of 15 chapters providing a detailed examination of S-Boat actions within a specified theatre and chronological time frame, followed by a final chapter covering the end phases of the war. The pre-1943 years receive the most coverage, since, like so many aspects of the German war effort, S-Boats had their heyday in the early war period. Their widespread use as the war progressed does make the overall timeline diverge between

some chapters with jumps back to earlier months. This is helpful, however, since it allows Paterson to thoroughly examine the operational histories within each area without having to change focus for the sake of parallel chronologies. Throughout the text, Paterson incorporates first-hand accounts from not only S-Boat sailors and those issuing their directives, but some of the opposing forces and shipwreck survivors as well. This helps in bringing a human element to the operational history and is very much appreciated.

The text clearly conveys the minutiae of ship operations. The tonnage war and its propaganda value are illustrated through Paterson's recounting of ship losses and the often-inflated claims of S-Boat skippers. In fact, the effectiveness of the often-maligned minelaying assignments emerges through the allied casualty counts. The evolution and eventual decline of the vessels and their effectiveness are addressed throughout, with improvements to weapon systems, difficulties with supplies, and paper versus real strength of units interwoven within the narrative. The detrimental effect of Hitler's meddling is highlighted in the Norway chronology; his insistence on sending S-Boats into waters for which they were wholly unsuited stands in sharp contrast to their early successes in the Channel. The sections on the Mediterranean offer their own fascinating insight into both the North African, Greek, and Italian S-Boat operations. Faced with the need to deploy boats without encountering the threat posed by Gibraltar, Germany undertook to move S-Boats up rivers and haul them across land via heavy vehicles into the Mediterranean. The capture of Venice by a bluffing S-Boat officer following Italy's capitulation also serves as a fascinating anecdote in its own right and helps highlight the ingenuity and bravado displayed by some of the S-Boat crews (210). Most chapters, save for the one on the Adriatic, Ionian, and Aegean Seas, conclude with the theatre's status prior to 1945. The appropriately named chapter "The End" covers the final months of S-Boat service in the north, west, and east, concluding with the final gathering of vessels in Geltinger Bay.

Some possible improvements include adding scales to the maps at the beginning of the work to better illustrate distance. They would also benefit from captions indicating the units stationed in the depicted areas and their time frames of service. The fate of post-war Schnellbootes is left unexplained. While this is admittedly a Second World War operational history, the fact that the Norwegians, Danes, and British maintained several functioning examples after the war should be noted. For example, the British Operation Jungle saw former Kriegsmarine personnel operating two Schnellbootes to deploy agents behind the Iron Curtain. Since the last surviving vessel, S-130, was one of these Jungle ships and saw service as a West German training vessel in the Cold War, it would be a worthwhile addition in the form of an appendix to cover some of these post-1945 activities. Finally, it would be nice to see an

appendix of technical data and profile comparisons for the main classes of Schnellboote to serve as a quick reference guide to the evolution of the vessels' design and a representation of standard appearances at various points in their operational history. There is also the occasional spelling mistake and at least one out of sequence photograph, which could be corrected with an editorial sweep. Such additions would only improve Paterson's detailed chronology, and their absence is in no way a detraction.

Schnellboote is a solid English-language examination of an often overlooked component of Germany's Second World War fleet. Paterson does an excellent job of covering the wide range of theatres that saw the deployment of S-Boats to their waters, highlighting successes, failures, accidents, and upper level interferences equally to present a complete picture of their service from the men on the boats to their command authorities. As such, it provides insight into aspects of almost everywhere the Kriegsmarine was deployed, making this a useful resource for those studying S-boats in particular, the German war effort at sea generally, or those seeking a source to contrast the German fast attack torpedo boat experience against their American PT Boat and British MTB/MGB adversaries.

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William Rawlings. *Lighthouses of the Georgia Coast*. Macon, GA: Mercer University Press, www.mupress.org, 2021. 190 pp., illustrations, index. US $29.00, cloth; ISBN 978-0-88146-775-8.

Lighthouses mean various things to different people. To mariners, they are landmarks and guides to safety. To tourists, they are objects of beauty and the stuff of tales of romance. To the keepers who manned them of yore, they were a job and a way of life, and often a demanding and lonely one at that. *Lighthouses of the Georgia Coast* attempts to consider all their meanings.

Beacons of Hope, the first part which constitutes about half of the book, is a primer on lighthouse history. Part Two is descriptions of five lighthouses of the Georgia Coast. Part One begins with the mystique of lighthouses. The Great Storm of 1839-40 created havoc on land and led to the loss of 192 seafaring vessels and "about 300 lives" at sea. Though tragic, the loss was neither unusual nor unexpected, but merely an extreme example of life and property lost on the seas. Lighthouses were constructed in proportion to seaborne trade, originally by private interests seeking protection for their vessels. Over time, they became symbols of hope and beacons of guidance to individuals and in literary works. In our own age, advances in science, technology and navigation

have relegated lighthouses to beautiful anachronisms beloved by tourists and photographers.

The book then dives into a history of lighthouses across the globe from 6000 B.C. Edifices of the ancients, such as the Pharos of Alexandria, one of the Seven Wonders of the Ancient World, entice us to marvel at the accomplishments of civilizations almost beyond our imagination. Completed in 280 B.C., it guided mariners into the Port of Alexandria, Egypt, until disabled by earthquakes over the centuries. Author Rawlings then guides readers through technological details dealing with construction, illumination, and lenses used to focus beams. Diagrams of the Bishop Rock lighthouse, located on the westernmost landfall of Britain's Isles of Scilly, provide a crosscut view in pictures and words.

A genius of lighthouse technology was Augustin Fresnel, a French physicist and engineer. He was recruited to advise the French Commission des Phares on improving lighthouse visibility. By 1821, Fresnel's research led to a mockup design of his lens that was ready to be demonstrated. I am sure I am not the only Northern Mariner reader who has seen Fresnel's name in museums and peered into lantern rooms and wondered, "How can that small light beam out across miles of water?" Now I have a better idea. By taking advantage of the reflection and refraction produced by a convex lens and prisms of glass, light is intensified and focused in a single direction. The practical invention of this type of lens represented a revolution in optics. Calibrated into six orders, the Fresnel lenses became the standard and are still seen in lighthouses in Georgia and world-wide. The narrative continues with history of American lighthouses, with a whole chapter devoted the role of lighthouses in the American Civil War, when they suffered as their lights served as guides and threats to the belligerents.

The ruggedness of a lighthouse keeper's life is hinted at during lighthouse tours, but described in greater detail on these pages. Trimming of wicks, winding of the mechanism that turned the rotating beam, lighting the light each night, carrying buckets of fuel up the stairs tourists ascend and descend so gingerly, to say nothing of rescuing mariners in peril and maintenance of records are only some of the jobs of the keeper. Add to that life at remote locations on the edge of the sea or lakes for a modest keep, and one wonders how critics claimed that lighthouse keeper was a plum political patronage job.

Part two earns the book its title with chapters on the five Georgia lighthouses—Tybee, Cockspur, Sapelo, St. Simons and Little Cumberland. Each chapter narrates the history of the lighthouse and concludes with information for visitors. This section will be of particular interest to tourists. St. Simon's, Tybee and Cockspur welcome visitors from land, Sapelo can only be reached by ferry and Little Cumberland remains in a rustic state with difficult access.

Many pictures, drawings and diagrams supplement the text. The brief glossary of lighthouse-related terms is an immense help both in understanding the book and as an independent resource. The bibliography is a guide to further reading and the index helps you find that elusive fact you remember but cannot locate again.

As a recent visitor to St. Simons Lighthouse, I enjoyed reading its story. The history of the development of lighthouses and particularly the struggles between Confederate and Union forces to control, disable and put back into service I find fascinating. Lighthouses of the Georgia Coast is a treasure for Northern Mariner readers planning to visit the area or those interested in the history and charm of lighthouses in Georgia, America or the world.

Jim Gallen
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Anthony Rogers. *Battle of Malta: June 1940-November 1942*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2022. 80 pp., illustrations, index. US $24.00, paper; ISBN 978-1-47284-890-1. (E-book available.)

The island nation of Malta occupies an important strategic location in the Mediterranean Sea. Situated between the island of Sicily and the North African coast, the possessor of Malta has the ability to choke off trade and naval missions. During the Second World War, Malta's location made it a prime target for enemy bombing, and perhaps an invasion by German and Italian forces. In Osprey Campaign 381: Battle of Malta. June 1940-November 1942, Anthony Rogers relates the nearly two-and-a-half-year struggle, primarily waged in the air, to prevent the Axis forces from taking over Malta.

Malta consists of two major islands, Malta and Gozo, plus a few smaller islands, some then uninhabited. In 1814, Malta became part of the British Empire and was a prime base for the British Royal Navy (RN), the British Army, and later the British Royal Air Force (RAF). For many years, Malta was a plum assignment for members of the British military. All that changed on 10 June 1940, when Mussolini's Fascist Italy joined Hitler's Nazi Germany in declaring war against Great Britain and France. The very next day, units of Italy's Regia Aeronautica (Italy's Royal Air Force) bombed Malta. That launched a combined aerial and sea campaign that would last over two years, at times bringing Malta to the brink of starvation. During that period, Malta earned the dubious distinction of being the most heavily bombed place on Earth.

Even prior to the outbreak of the Second World War, on 1 September 1939, the British government knew that Malta could, and most likely would, be a

prime target for Hitler and Mussolini. Unfortunately, at that time, the British military was still woefully under-equipped due to post-First World War military reductions and the prime focus of British military efforts was across the English Channel in northern Europe. For example, by the time Italy declared war, only four Gloster Sea Gladiator fighter biplanes were available to the RAF on Malta for air defence (three of them were famously nicknamed, "Faith," "Hope," and "Charity"). The British Admiralty wanted Malta's defences strengthened; the RAF, knowing Malta's proximity to Italian fighters and bombers, was less enthusiastic about defending Malta.

Over the next several months, Italian aircraft regularly attacked Malta. The British resupplied Malta by sea and managed to keep Malta in the war. In early 1941, Hitler supplied air units to the siege of Malta. Complicating efforts at resupply was the Nazi invasion of Yugoslavia in spring, 1941, and the subsequent German/Italian invasion of Greece and the German invasion of Crete in the following month. The British effort to defend Greece and Crete diverted resources to those conflicts that could have been used to resupply and defend Malta. Ultimately, Hawker Hurricane fighter aircraft, and much later Supermarine Spitfire fighters (as well as an assortment of other aircraft types), bore the air defence of Malta. While there were some German minelaying operations off the coast of Malta, the action was in the air or by anti-aircraft units on Malta. Many pilots earned "ace" status or added to their scores in the aerial combats over Malta.

In spring 1942, Hitler and Mussolini apparently authorized plans for an airborne and amphibious invasion of Malta. The attack was cancelled two months later, but why remains a mystery; the Italian Army's paratroop units were some of the best trained and equipped of Mussolini's army. Together with German paratroop units and German/Italian infantry units, the invading force would have been successful. It appears that Hitler thought that the success of the German/Italian Afrika Korps in North Africa would moot the need to invade Malta. A successful invasion of Malta would have effectively prevented the British from using the Suez Canal. Supply ships intermittently resupplied Malta; the siege of that island nation basically ended in November, 1942.

Rogers' book is a useful overview of this long, critical struggle. The book comprises: an introduction; a chronology; descriptions of the opposing forces, commanders, and plans; a long section on the battle itself; a summary of the battle; a description of Malta today; a list of acronyms and abbreviations; and a bibliography. The text flows naturally and is easily read. Photographs, maps of Malta, including locations of anti-aircraft units, and several good colour plates supplement the narrative and clarify concepts for the reader. One colour picture shows the unique camouflage applied to helmets and vehicles on Malta.

This is not a maritime book; the action was in the air. But Battle of Malta

serves as a very useful work on a critical period of the Second World War.

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Ken W. Sayers. *U.S. Navy Minecraft. A History and Directory from World War I to Today.* Jefferson, NC: McFarland, www.mcfarlandbooks.com, 2023. 499 pp., illustrations, glossary, notes, tables, bibliography, index. US $55.00, paper; ISBN 978-1-4766-8202-0. (E-book available.)

While used in every major conflict in the twentieth century, naval mining operations and de-mining operations does not get a great deal of press. Sown as area denial weapons to restrict access to waters and to prevent hostile naval forces from being able to use critical stretches of oceans, the mine was a powerful tool utilized by many nations. It helped shape naval operations and as such played a critical role in understanding the development of the battle space. In the First World War naval mines were used to restrict access to the North Sea and to provide a major barrier to German U-boats and surface forces. During the Second World War naval mines were used by the Japanese in much the same fashion to protect key shipping lanes. Every amphibious assault, no matter where it happened, was always preceded by mine-clearing ships to sweep the approaches to the beaches so landing craft could come in with one less risk. The first shots fired on D-Day were related to those operations as minesweepers were the first ships to close the beach.

To say that mine laying and sweeping are clearly a serious issue in naval planning is an understatement. A significant investment in resources by all sides was put into the use of or removal of mines. Yet the very limited material on the subject is a serious gap in the literature.

Ken W. Sayers, a former American naval officer who served both in the Pacific Fleet destroyers and at the Pentagon, brings a lifetime naval knowledge and experience to bear on the subject. His book on *U.S. Navy Minecraft* represents a unique study of this little-discussed subject, and a promise to help our understanding. Nearly 500 pages of text are broken up into 28 chapters supported by a preface, introduction, and detailed glossary of terms and abbreviations. The introduction offers a brief summary of the evolution of mines and their use, providing the only contextual understanding in this book in this book of the history of minelaying. Explaining its evolution and how ships were initially adapted to the job, Sayers provides an interesting thumbnail description of the use of mines.

Each chapter is organized in the same way and describes a specific class of ship. A detailed directory examines every class of ship either adapted or

built for US Navy operations. A short description of the class, the number of vessels produced or brought into service, and where they were assigned to serve serves as a quick precis at the start of every chapter. There follows a detailed list of all the ships in that class, indicating their service and what happened to them. Sayer uses a series of codes to go with the ship names/numbers so that the reader can quickly identify them. For example, chapter one discusses the Second World War Auxiliary Minelayer (ACM). The first ship in the class, ACM 1, the USS *Chimo*, was transferred to the US War Shipping Administration after the war before being sold to a civilian agency and eventually sinking.(34) After this information are the specifications of the ships giving size, engine types and power, armament, and of course crew complement. The rest of the chapter provides summary histories of some of the individual ships, such as the watershed moments for the ship, date laid down, who built it, etc. With each chapter focusing on a different class of ship, the result is an incredible compilation of minelayers and sweepers that at times is almost dizzying due to the huge volume of material and speed with which the author goes through them.

Of particular interest is the inclusion of the Minelaying Submarine, chapter 25. The USS *Argonaut* was the only American submarine built from the keel up to lay mines. While a unique boat with important capabilities, it was not the only American submarine capable of laying mines, just the only one expressly built for the job. Sayers notes that other boats laid mines in the Pacific, mainly due to a shortage of torpedoes, but the focus is on the *Argonaut*. That is unfortunate as minelaying for submarines is a very difficult and dangerous mission and more information here would be greatly appreciated.

The huge directory of ships is both the greatest strength and weakness of the book. The staggering amount of minecraft research makes the book an outstanding reference when details and information are required, much like several other books focused on the American Navy and construction. So much material presented in such a dense configuration, however, can literally overwhelm the reader. It is easy to get lost in such a wealth of information.

What is most disappointing is the lack of a fuller explanation of minelaying and sweeping. Yes, the introduction talks about the history of minelaying, but it is a very small thumbnail discussion of a complex set of issues. As it is, before picking up the book, readers really need to understand minelaying and minesweeping, the types of mines used and of course the peculiar challenges that each presents for minesweeping. Without that knowledge, the text simply becomes a list of ships and technical specifications which is interesting but of limited value except to specialists. As a text it does not really advance our understanding of the use of mines or how they were countered.

This is really a niche book. Those with knowledge or experience in this

unique area of naval history will get a great deal from the text while general readers will likely struggle. If used in conjunction with books explaining minelaying/sweeping as a process and their tactical advantages, the text would really come to life. Anyone working in this particular area of naval history will find *Minecraft* enormously valuable. Laymen, general readers, or even a student of naval history will find it less so. I enjoyed the book but would not recommend it to armchair historians unless they are able to fill in the blanks.

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Alessio Sgarlato and Nico Sgarlato. *Secret Projects of the Kriegsmarine: Unseen Designs of Nazi Germany's Navy*. Barnsley, S. Yorks: Greenhill Books, www.greenhillbooks.com, 2022. 216 pp., illustrations, tables, bibliography. UK £20.00, hardback; ISBN 978-1-78438-687-0. (E-book available.)

Without any doubt there is a certain fascination in the development of experimental and advanced weapons developed by Nazi-Germany during the Second World War and a market for nearly every book dealing with this subject. Nevertheless, the topic is a highly problematic one as any serious historical analysis of the subject also requires an in-depth analysis of how the development of these weapons was connected to the Nazi regime and to forced labour, the concentration camp system and many other subjects that tend to be avoided when focusing on the advanced weapons technology of Nazi-Germany.

Secret Projects of the Kriegsmarine, originally published in Italian and now available in English, unfortunately tries to isolate the development of advanced naval weapons and designs as a purely technological subject, without putting these developments into context and without providing the full background for how and why these weapons were developed. As such, it caters to an audience that still subscribes to the idea of technology being somewhat independent from the regime that provided the opportunity for such developments and fails to recognize the collaboration between technology and a system that was responsible for millions of deaths during the Second World War and the holocaust.

Divided into five parts (secret underwater weapons, piloted torpedoes and midget submarines, major surface vessels, smaller surface vessels, landing wonder weapons) the book claims to provide a comprehensive overview of advanced naval technology developed by the Kriegsmarine during the war

years. Each chapter describes several projects, some realized, and some only conceptualized, offering technical details for projects that never left the concept phase or only reached prototype level for various reasons.

For those projects that were completed, like the V-80 submarine, the VS-8 hydrofoil, various piloted torpedoes and midget submarines, or submersible tanks and amphibious tractors, the authors have managed to collect numerous black-and-white photographs to illustrate the text, which is otherwise a basic description of the respective technological concepts. For projects that remained conceptual, there are schematic drawings which help readers to understand the ideas behind the projects.

While it might be argued that describing the technology and providing rare photographs of the completed projects is enough for a book that claims to provide "comprehensive overview of advanced German naval building projects" and that "studies the innovative designs and technologies" his reviewer disagrees strongly with such an approach. Technological developments can only be understood based on their societal background, and all history of technology, particularly military technology, that does not analyze the conditions under which such technology became possible remains not only incomplete, but can be read in a way that contributes to highly problematic narratives. For example, the chapter on stealth treatments for submarines describes in detail the development of technologies to reduce the sonar signatures of U-boats under water or the radar signature of their snorkels while operating close to the surface under diesel-propulsion. It does not explain, however, that these developments were mainly driven by the ever-increasing losses of Nazi U-boats during the Battle of the Atlantic.

For a book dealing with a subject like this, the sources for the research behind the book are of utmost importance. Unfortunately, *Secret Projects of the Kriegsmarine* does not include a single footnote and only an extremely brief selected bibliography. Consequently, it is impossible to check the credibility of the information provided and the feeling remains that at least some of the information needs to be doubted. This problem becomes extreme when looking at the sections of the book dealing with projects only conceptualized, such as the catamaran hull midget-submarine project "Manta." The end of this section reads: "it could also enter the water autonomously thanks to wheels borrowed from aircraft trolleys." and then continues: "The design never even got as far as testing of its shape for hydrodynamic purposes." In other words, since the project was abandoned at such an early stage, nobody knows if it really would have been able to enter the water autonomously. Instead of using the word "could," a more appropriate term would have been "should." At the risk of criticizing a detail in a book that was originally written in a

different language, there is a difference between the two words. The use of "could" moves the Manta from a theoretical design goal to an historical fact without any evidence provided by the authors.

In their introduction to the book, the authors state: "the series of events that led to the outbreak of the Second World War in Europe could arguably have been stimulated by two fundamental aspects: the consequences of the Treaty of Versailles […] and, secondly, the natural German inclination for technological sophistication that was generally superior to the average "state of the art" within other industrialized countries." While it is a well-known and accepted fact that the Treaty of Versailles was one of the many reasons behind the outbreak of the Second World War, and that the strict regulations regarding German disarmament and prohibition of advanced weapons development triggered secret research and development during the interwar period, the reference to a "natural German inclination for technological sophistication" is not only highly problematic and not justified by any kind of research, but reads like wording used by certain groups the author of this review definitely would never consider associating with. There might have been certain, maybe even many, periods throughout history where people and companies in Germany were able to come up with technology that might have been sophisticated and superior to other nations at a certain moment in time, but by talking about a "natural" German superiority, the authors are suggesting something that basically discredits the whole book and recalls an earlier time that most people would hope is over.

Normally, I would close a book review with a recommendation for those who would find the book a good read or an addition to their bookshelves, but a book that deals with Nazi technological developments and completely ignores the atrocities of the regime, the nexus of naval construction and forced labour and the concentration camp system, I can and will not recommend to anybody. The book claims to provide a comprehensive overview of advanced naval designs during the Third Reich, and while this might be true in a mere technical understanding sense, such an overview remains incomplete without the political background behind these designs. Dealing with Nazi technology without dealing with the Nazi system at large is simply something that is not acceptable for any serious historian who knows that the history of technology involves more than nuts and bolts, and more importantly, the meaning of the term "never again."

Ingo Heidbrink
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Tony Shaw. *SAS South Georgia Boating Club—an SAS Trooper's Memoir and Falklands War Diary*. Barnsley, S. Yorks: Pen & Sword Military, www.pen-and-sword.com, 2022. 236 pp., illustrations, maps, glossary. UK £25.00, hard-back; ISBN 978-1-39908-776-6.

With the Falklands War/Guerra del Malvinas having its fortieth anniversary in 2022, it is no wonder that there are number of new publications on the subject. One of the many elements of this conflict that is regularly overlooked is the fact that it was not limited to the Falklands/Islas Malvinas, but also affected South Georgia Island/Islas Georgia del Sur. While the occupation of the Falklands lasted for nearly two-and-a-half months, British control over South Georgia was restored after a little more than three weeks. In addition, the number of troops involved on both sides there was marginal compared to the main conflict and, finally, the uninhabited island was of basically no economic importance at all at this time, as the whaling industry had already left, and Antarctic tourism was yet to come. Therefore, it is no real wonder that most of the existing historiography on the Falkland War treats the events on the subantarctic island either with a few brief remarks or neglects them. This reviewer had extremely high hopes for this book, both as a maritime historian with some interest in Southern Ocean history, but also as someone familiar with the island, having been involved in small-boat operations in the area for roughly a decade, even if in a very different context.

After reading the book, I was disappointed that events on South Georgia are covered in so few pages, actually only a dozen, while the majority of the book deals with how the author was trained as a member of the British elite SAS, was selected to become a member of Operation Paraquet, the British recapture of South Georgia, what followed during the remainder of the conflict, and his career in the SAS after the return from the South Atlantic. In other words, the book is much more the professional autobiography of a member of the British special forces than anything else.

A second read tempered my opinion once I realized my disappointment was based on my own expectations and a somewhat misleading title rather than the book itself. Shaw's memoir covers his whole career in the British special forces and provides a most unique insight into how these troops were operating throughout a wide number of international conflicts, ranging from Northern Ireland via Cyprus to the South Atlantic and ultimately to the Middle East where Shaw was working for a contractor after retiring from the service. Furthermore, his in-depth descriptions of training methods and selection processes for certain specializations within the British special forces provide a rare insight into the real world of a normally most secretive part of the military. For the period dealing with the action on South Georgia and

the Falkland Islands, his autobiography, written after the events described, is supplemented by his personal diaries from this time, allowing him to compare the retrospective view with his contemporary impressions. For the professional historian this parallel of an autobiography and contemporary diary entries is especially interesting, allowing the reader to observe how perspective and interpretation have changed over time.

A selection of black and white photographs, mainly from the author's private collection, accompanies the text. Anybody already familiar with the South Georgia/ Falklands conflict, will not likely find any new images, but for readers dealing with the topic for the first time, the pictures will illustrate what it means to carry out military special operations under the extreme conditions to be found at the various South Atlantic islands.

Given the book's brief coverage of actual naval or maritime topics, this book might not be particularly relevant to a professional maritime historian or even a general reader interested in the history of South Georgia or the Falkland Island conflict, but it can be recommended without any doubt to every historian with an interest in the British SAS and military special operations at large. If there is one question that needs to be asked at the end of this review, it is the question of the title of the book.

Whether chosen by the author or the publisher, the title covers such a small portion of the book that it is somewhat misleading but was probably the result of a marketing decision linked to the fortieth anniversary of the Falklands War. The book is without any doubt an important contribution to British military history of the post-Second World War period. It provides authentic insight into the operations of special forces, although its contribution to the historiography of military conflict in the South Atlantic remains somewhat limited. The reasonable retail price of UK £25.00 for a high-quality hard-cover book of more than 200 pages will counter any dissatisfaction with the title, and readers will find the book worth the money and the time. Would I recommend the book to a colleague as an addition to his/her private bookshelf holding a collection of maritime or (sub-)Antarctic books? Probably not, but I am sure all maritime/ Antarctic historians will know a military historian who would appreciate it.

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Norfolk, Virginia

Thomas Sheppard. *Commanding Petty Despots: The American Navy in the New Republic*. Annapolis, MD: US Naval Institute Press, www.usni.org, 2022. x+241 pp., illustrations, notes, bibliography, index. US $46.00, hardback; ISBN 978-1-68247-755-7. (E-book available.)

The title provides a more accurate sense of this book's contents than its subtitle. Thomas Sheppard's work is less an account of the first decades of the United States Navy's existence than it is an examination of two interrelated subjects: civil-military relations, and the professionalization of the navy's officer corps. As Sheppard demonstrates, these two were connected by one of the fundamental challenges facing America's civilian leadership during this period, that of finding naval commanders who were able to demonstrate equal parts zealousness in their pursuit of their duties and obedience to their civilian superiors.

Sheppard dates this challenge to the country's efforts to build a navy during the American Revolution. Though the Continental Congress authorized the creation of a navy in 1775, it provided little in the way of either direction or governance of the force. This ceded enormous autonomy to the officers of the new arm, who in the absence of "a [George] Washington to coordinate all its forces and operations in a coherent, unified fashion" (20) largely did whatever they wanted. As Sheppard notes, these were men who already were used to enjoying a great deal of autonomy in their activities. The Congress' inability to provide them with support, direction or even pay only increased their reluctance to follow the orders of a civilian leadership for which they held little respect. What determined their activities throughout the war was the need to maintain their authority with both their crews and their peers. This led to incessant disputes between officers, who proved extraordinarily sensitive to anything that might diminish their honour.

The importance of reputation in the early American navy is fundamental to Sheppard's analysis of the nascent officer corps. Though common to the militaries of the era, it was especially important to captains serving in a newly established navy that lacked traditions of its own. For the first generation of American naval officers, "the prevailing ideology of honor frequently trumped a commitment to civilian control." (7) Many of them made decisions that prioritized fame-winning heroics over the cause for which they were fighting. This resulted in a performance that, while punctuated by the famous escapades of captains such as John Paul Jones, did nothing to contribute to victory. Yet the officers' "thirst for glory" (as John Adams put it) paralleled that of the young nation, which gloried in those inconsequential victories over the British vessels for the same reason as the captains: they won a measure of respect for the country. As a result, America's civilian leaders decided not to stifle this thirst, but to harness it to the country's needs.

This was one of the foremost challenges they faced when they began forming a new navy in the 1790s in response to the depredations of the Barbary states. Though there were now plenty of experienced officers from

which to choose, many of them spent as much energy bickering over their rankings in terms of seniority as they did fighting at sea. Initially, the burden of refereeing these disputes fell upon Benjamin Stoddert, the first Secretary of the Navy, who fielded numerous letters from officers complaining about slights to their honour. With his main goal of developing a reputation for the US Navy for aggressive action, Stoddert expended considerable amounts of ink soothing the bruised egos of John Barry, Thomas Truxtun, and other captains who were successful in the conflicts against France and the Barbary corsairs. Beyond this, Stoddert interfered little in the decisions of his officers, in part because his tiny and overworked staff had no ability to micromanage the navy they were building. Accordingly, the officers shaped the values of the new navy largely unimpeded by the civilian leadership, fostering a culture that was "aggressive, courageous, sensitive to any insult to their own or their country's honor, and nearly impossible to control." (55)

It was Stoddert's successor, Robert Smith, who furthered the professionalization of the officer corps. Tasked by Thomas Jefferson with reducing the navy's costs, he disposed of dozens of ships and dismissed the surplus officers. Sheppard argues that Smith's reductions were beneficial for the service in the long run, as the officers who were retained constituted "a small corps who understood and embraced civilian control." (109) This subordination was demonstrated by their embrace of Jefferson's controversial gunboat program, as even officers who disagreed with the concept of a force comprised of small vessels went along with its development. Their compliance was also on display again when the United States went to war with Great Britain in 1812. The lack of a European-style battlefleet did little to discourage the sort of aggressive action the public wanted to see, even if, as in the Revolutionary War, the single-ship actions which brought so much pride mattered not at all in determining the war's outcome. Such was the trust earned by the officer corps by the war's end that, in its aftermath, a new Board of Navy Commissioners was formed consisting of serving officers who alleviated the secretary's administrative burden and enhanced civil-military relations by creating a clearer division of responsibilities.

Sheppard sees David Porter's conviction in his 1825 court-martial for his invasion of Fajardo, Puerto Rico, as demarcating the successful establishment of a culture within the navy that prioritized national interests over personal ones. It's a fitting endpoint that illustrates nicely the changes he describes so persuasively in his book. Though his arguments about the development of an institutional culture would have been even more effective had he looked beyond the navy's top leadership and examined further the attitudes of lower-ranking officers, it nonetheless is a work that adds to our understanding of

both civil-military relations in the early republic and the importance of honour in early American culture.

Mark Klobas
Phoenix, Arizona

Meredith F. Small. *Here Begins the Dark Sea: Venice, a Medieval Monk, and the Creation of the Most Accurate Map of the World.* New York, NY: Pegasus Books, www.pegasusbooks.com, 2023. 320 pp., illustrations, notes, bibliography. US $29.95, cloth; ISBN 978-1-63936-419-0.

Dark Sea is not Meredith Small's first work centering on Venice's critical role in "inventing the world," as we in the West look back on the hunt for new sailing routes and possibly overland trading routes that moved spices, fabrics, and more from east to west after the Ottomans captured Constantinople in 1453. This book is Small's tour de force suggesting how, most likely, Venetian cleric Fra Mauro, drew on knowledge from global sources to produce a "mappamundi," map of the world, that more accurately depicted the earth than the efforts of philosophers, artists, mathematicians, and seamen before him and many long after. As Small, an anthropologist by academic training, wrote in explaining why Mauro's work still matters: "According to NASA Landsat Science: 'The comparison is stunning when you consider that Fra Mauro compiled his data from the travel tales of myriad fifteenth century sailors.' Fra Mauro, who never saw anything beyond his native city, and certainly had no idea what the world looked like from above, got so much right." (233)

The map itself is seven feet in diameter, a "towering circle of blue and white covered with busy writing." What surprises her, and me, was that this large work was "hanging in a secluded space of wall outside the grand reading room of the Museo Corner in Venice." Small describes it as "the Rosetta Stone of world maps;" and having spent decades with maps and charts, this reviewer heartily agrees. So what does a visitor to the Museo see, if he or she stops? We absorb Mauro's geography in the map but also inscriptions in Venetian dialect that are often his reasons why certain decisions were made or serve as source notes. (xi)

Nothing proves NASA's point more than Mauro's decision to show that Africa could be rounded by sea. "The possibility of rounding Africa and finding open water on the other side is of prime importance because that was the Holy Grail for international trade" (147). The European shipbuilders' new designs for vessels capable of carrying greater cargo tonnage on longer routes made possible by better navigational charts was being translated into business when Mauro undertook the work.

Changes in shipbuilding and sharpened accuracy in charting allowed capitalism to blossom, and those historically active traders in Venice were ready to take every advantage to prosper – even more than they had when Constantinople was in Orthodox hands. The lay priest Mauro and the other Camaldolese religious (a monastic order of hermits) at the San Michele monastery on an island off Venice who worked for years on the map were cartographers for hire. Mappamundi weren't for the masses; they were commissioned. Mauro's original was for Venice and there were two copies. One of those went to the King of Portugal, eager to grow his trading options in Atlantic Africa.

"The Indian Ocean and its islands and coastlines as drawn by Fra Mauro were important because this is the area of the spice trade from which Venetian merchants had made their wealth." Outside of Marco Polo and Nicolo de Conte, to whom Small gives great credit, that ocean was "virtually unknown." (132-33) The map also places Japan off Asia for the first time.

Small's achievement in *Dark Sea* is remarkable since she was working from "vague and little documented" evidence on how the map was built and Mauro's life. With those two challenges as given, her narrative correctly carries a shroud of mystery through the work. Crucial to the telling of this story is Small's recognition from cover to cover of text is the human desire to define a sense of place in their lives. (92)

Dark Sea is directed to the cartographer in us all—academic, layman, sailor, landsman.

John Grady
Fairfax, Virginia

Myron J. Smith, Jr. *After Vicksburg: The Civil War on Western Waters, 1863-1865.* Jefferson, NC: McFarland, www.mcfarlandpub.com, 2021. viii+319 pp., illustrations, maps, notes, bibliography, index. US $49.95, paper; ISBN 978-1-4766-7220-5. (E-book available.)

American Civil War histories tell similar stories regarding well-known battles, such as Antietam, Gettysburg, and Vicksburg. Myron J. Smith, Jr.'s book, *After Vicksburg: The Civil War on Western Waters, 1863-1865*, mentions Gettysburg and Vicksburg, but challenges the known narrative by focusing on the battles of the Mississippi River and its tributaries, conflicts that have not regularly been researched and reported.

The author, an expert on naval battles, ships, and commanders of the Civil War, has written nearly one hundred books over his career. *After Vicksburg* is a worthy addition to his bibliography, building upon his books dating back to

Le Roy Fitch: The Civil War Career of a Union River Gunboat Commander published in 2007. He builds upon these publications by expanding from specific studies of ships, battles, and commanders to include all major river campaigns after the Union capture of Vicksburg on 4 July 1863.

First, Smith focuses on the Mississippi River and the importance of its tributaries prior to the Civil War. The vast majority of the Union ships were housed and docked at Cairo, Illinois, a city which abuts Missouri and Kentucky at the southernmost point of Illinois. Thoughtfully, he provides readers with the phonetic spelling for Cairo, *Kay'ro* or *Care'o,* to differentiate its pronunciation from that of the capital of Egypt.

Smith illuminates Cairo's immense strategic importance, enabling the Union Navy to defend the upper Mississippi River, while working southward to control the entire waterway, thereby, dividing the Confederacy. This Union advantage emphasized the Confederacy's Navy's disadvantage. As Smith makes clear, the South did not have a naval force on hand to challenge the Union. Even though the Confederacy may have been split, the South was not ready to give up. Instead, they used the Union's control of the Mississippi River as an opening for Confederate troops and guerrilla fighters to attack from the riverbanks. These troops on the Western front viewed themselves as a necessary force to cut the Union supply lines.

Smith correlates the often-overlooked river battles into the larger history of the Civil War. He follows General William Sherman's "March to the Sea" through Georgia and into South Carolina. Allowing the Union Army to cut off the deep South from the mid-Atlantic states, the Army of the Tennessee retreated from the Western front, thus ending the need for the iron-, tin-, and wood-clad ships on the Mississippi River system. The book ends with the dismantling and selling of the redundant Union ships.

This work is laid out chronologically, with each chapter focusing on a single campaign, a format that allows the reader to understand the flow of Western naval battles during the American Civil War. Smith is a masterful writer, offering readers details that allow for an understanding of how each battle and campaign was fought, plus how it contributed to the larger Civil War narrative. The addition of numerous maps, pictures, and paintings helps readers understand the geographical impact and scope of the battle, along with offering a visual of the individual or ship that Smith discusses.

One problem with Smith's comprehensive coverage of each campaign is the danger of getting lost in the details and lists, especially for readers less knowledgeable about the naval aspects of the Civil War, specifically of the Western theatre.

Do not let this possibility interfere with reading *After Vicksburg*. Instead, take a few minutes to do some background research before delving into the

book. This may include gathering some information on Union and Confederate commanders, and filling any knowledge gaps about the distinction between ships clad in iron, tin, and wood. Another option is reading some of Smith's other books to gain that background knowledge.

The sources, both primary and secondary, for *After Vicksburg* are extensive. The use of secondary sources written by other Civil War scholars provides a well-rounded history of the naval battles in the larger Civil War. There are also informative histories of contemporary maritime travel on rivers within the United States. Primary sources incorporate United States Naval reports, Congressional reports, papers of the Confederate States of America, papers and memoirs of Union commanders, and the papers of Andrew Johnson. Additionally, Smith refers to a multitude of newspapers spanning the warring nation.

Though some readers may get bogged down with the details, this should not deter them from reading *After Vicksburg*. It is well worth some advance research to appreciate the conflict of the Western waters. Smith gives these Civil War battles the treatment they deserve.

Tracie Grube-Gaurkee
Fort Worth, Texas

Harry Spiller, ed. *Navy Corpsmen in the Vietnam War: 17 Personal Accounts*. Jefferson, NC: McFarland Publishing, www.mcfarlandbooks.com, 2021. 215 pp., illustrations, appendices, index. US $22.00, paper; ISBN 978-1-4766-8569-4. (E-book available.)

This work is a compendium of 17 accounts, 16 firsthand and one posthumous, of United States Navy Corpsmen and their experiences serving with Marine and Mobile Riverine Force units during the Vietnam War. Harry Spiller, himself a Marine Corps veteran who served two tours in Vietnam, was motivated by his wartime experiences to document these crucial, but often overlooked, servicemen who risked their own lives to save as many of the injured as possible. Period photographs, modern images, and award citations are included to introduce the men and to help us understand some of their key experiences. The accounts largely stand by themselves, with appendices of casualties and the Corpsman's Prayer at the end, serving as a conclusion.

Following a brief introduction that covers the history of naval corpsmen, their participation in twentieth- century wars, and a synopsis of the men whose accounts are recorded, the work jumps right into the first story. All of the entries follow the same format, with each chapter titled with the corpsman's name and rank, followed by a bolded information block detailing the man's

unit, duty station in Vietnam, tour of duty time frame, and awards received for service. The accounts range from five to twenty-eight pages in length, with the majority being ten pages or less. Veterans often begin with background information on where they grew up, their family, and how they became a US Navy corpsman. Several of the men had met during their medical training, were stationed together in Vietnam, or in the case of Leon and Loren Brown, were actually brothers serving together, allowing for some intersectionality between accounts. The Brown brothers are especially interesting given their efforts to serve together overseas despite longstanding efforts to keep siblings separated, with each offering their own perspective on shared experiences. The longest entry, written by Dennis Kauffman, is almost jarring in the difference between his experiences aboard a mothership of the Mobile Riverine Force and those of corpsmen serving in the field with the Marines. Each man's memories reflect his service, sometimes humorous, sometimes somber. These include patrols, the Tet Offensive (1969), MEDCAP visits to civilian villages, and Vietnamization, all seen from the perspective of men who would instantly drop everything and rush headlong into a firefight when they heard the call "Corpsman up." Many address friends and comrades who were lost in the field, and how the long-term effects of both Agent Orange exposure and PTSD have affected their lives. The latter is starkly addressed with the final account of Theodore Schindeler, who lost his internal battle with PTSD in 1998.

The book would be improved by including either a general map of Vietnam, or more specific maps depicting where each of the seventeen corpsmen were stationed. This would help readers unfamiliar with Vietnam's geography and the more informal nicknames for some locations. Similarly, some explanatory footnotes or endnotes might be equally beneficial to provide context for bases such as The Rockpile in Quang Tri. The appendix listing the casualties incurred by Lima Company during the battle of Cam Vu could also use an explanatory statement relating it to the accounts of John Wurth and Daniel Milz, as this is the only engagement to receive any post-script information. Finally, it would be appreciated if the originally coloured images were used in the main text instead of the current greyscale. The presence of four coloured images on the cover and the use of several modern images indicates that coloured photographs are likely available and would enhance the book. For example, better image resolution would improve the pixelated image of a Facebook post showing HM3 Schindeler (178), and enhance the overall value of such a unique compilation.

Navy Corpsmen in the Vietnam War is an excellent collection of first-hand accounts, each offering its own perspective on the vital role of front-line medical personnel serving overseas during the war. Their unique narratives, often linked through friendships, basic training, and even familial bonds offer a

ground level view of how men became involved in the Navy's medical service, their personal experiences overseas, and how it affected their lives after the war. The inclusion of a fallen corpsman's story and a listing of all those corpsmen lost in the conflict reminds us that not everyone made it back, and many were willing to sacrifice themselves while saving others. For individuals interested in the Navy and Marines during the Vietnam War, researchers seeking primary source accounts, or those studying military medical personnel, this work is a solid resource.

Charles Ross Patterson II
Yorktown, Virginia

Mark Stille. *Super-Battleships of World War II: Montana-class, Lion-class, H-class, A-150 and Sovetsky Soyuz-class*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2022. 48 pp., illustrations, bibliography, index. UK £11.99, US $19.00, CDN $25.00, paper; ISBN 978-1-47284-672-3.

This work is number 314 in Osprey Publishing's New Vanguard Series and author Mark Stille's fifty-fifth contribution to the Osprey catalogue. Shifting slightly away from his usual analyses, Stille uses this text to examine the largely theoretical "super-battleship" designs of the major powers involved in the Second World War, covering the partially built Sovetsky Soyuz class of the Soviet Union, the schematics produced by the Americans, British, and Germans for their proposed ships, and the largely undocumented theoretical work of the Japanese. Period photographs are provided, often of models, blueprints, or of the active warships these designs were meant to replace. New contemporary illustrations are also present to show the theoretical configurations of completed vessels. When information is unavailable due to loss of records or the abandonment of a design at an early stage, Stille offers his best estimates of technical information using the production histories and materials available to the country of origin. A "what-if" combat scenario of super-battleships in the Pacific is part of the conclusion, followed by a short Further Reading list and index.

The first five pages introduce both the subject and the basics of early-to mid-twentieth century battleship design. The former consists of a short summation of each nation's proposed designs, while the latter addresses the three key elements of protection, firepower, and speed. The armor employed on vessels receives the most attention, due to the varied application styles and types used by the different countries. Armament receives a similar level of coverage, including a comparative table and some information on fire control

systems. Propulsion is by far the briefest section, mainly touching on the fact that America led the way with high efficiency systems, while Germany was at the forefront of large diesel-driven machinery (7).

The core of the work naturally consists of the five battleship designs, which are alphabetically arranged by their country of origin, assuming that "America" and "Britain" were used for the United States and United Kingdom, respectively. Each warship's section examines the origins of their design, construction, propulsion, protection, and eventual fate. The depth and detail of coverage varies, with roughly eight pages devoted to the Montana class, six for the Lion, nine for the H class variants, six-and-a-half for the A-150 project, and seven for the Sovetsky Soyuz. Each section contains three data tables of proposed armor, planned production, and basic design specifications. These tables are more straightforward for the Allied nations, while the German information presented is specifically for the *H-39,* with an additional section offering select data for the *H-42*, *H-43*, and *H-44* variants. The Japanese charts have several unknowns and conjectures based on the *Yamato* design, which is understandable due to the destruction of records in the last days of the war. Period photographs, usually of builder's models, blueprints, or the preceding designs these warships were meant to replace are present for visualization of the various countries' design aesthetics and start points for their super battleships, with some images also available showing the partially constructed hulls of the Soviet vessels. Stille offers a larger concluding analysis than is common in most Osprey works, spending almost two pages breaking down each of the designs and gauging their possible effectiveness, asserting that the *Montana* was the best overall potential warship. Amid this section is an insert where the author created a 'what-if' scenario of an engagement between a *Montana* and an *A-150* in 1946 to showcase a possible duel between two of the five proposed designs.

There are a few possible improvements that come to mind. All the various ship designs save for USS *Montana,* have speculative profile and top-down drawings. It would be helpful for consistency for the *Montana* to have the same depictions available, and a page featuring all the scale profiles side by side would greatly aid in direct visual comparisons. The section discussing the *Lion* class does include two images of HMS *Vanguard*, but the vessel is not directly addressed in the text beyond photo captions. A more in-depth statement on why the British chose to complete this design and not the *Lion* would be appreciated, given that she was the last battleship ever built. Finally, the 1946 "what-if" scenario on a grey, page-length insert in the conclusion seems a bit out of place and somewhat unnecessary. Rearranging the layout to have the American and Japanese designs discussed sequentially with the scenario following might be a better fit, possibly aided by the drawings of

both ships as they would look at sea (11, 37). Furthermore, the concept of including such a scenario would work better if ones were provided for the other addressed classes in a separate section. The addition of a British versus German and Soviet versus German would further highlight the differences in designs and bolster the effectiveness of the existing scenario in addressing strengths and deficiencies between the creations of the various adversaries.

All in all, *Super-Battleships of World War II* is a useful introduction into the abandoned, heavy capital ship designs of the Second World War's main combatant nations. Stille is able to provide comparable data or reasonable projections for the key aspects of each proposed vessel along with the reasoning behind their abandonment. The combination of period images and profile drawings allows one to visualize the changes meant to occur with each design in comparison to their predecessors, while information tables allow for a similar comparison between each type. Although there is room for improvement, or expansion, *Super-Battleships* does a good job of exposing those unfamiliar with the designs to their concept and offers useful depictions for those interested in modeling warships that never made it far beyond the drawing board.-

Charles Ross Patterson II
Yorktown, Virginia

Angela C. Sutton. *Pirates of the Slave Trade: The Battle of Cape Lopez and the Birth of an American Institution.* Essex, CT: Prometheus Books, www.prometheusbooks.com, 2023. xxiv+274 pp., illustrations, maps, notes, index. US $29.95, cloth. ISBN 978-1-63388-844-9.

In the annals of decisive sea fights, the Battle of Cape Lopez off what is now the country of Gabon in West Africa must certainly rank high. For it was there, on 10 February 1722, that Captain Chaloner Ogle of the British Royal Navy defeated Captain Bartholomew "Black Bart" Roberts, ending the golden age of piracy and ensuring the stabilization and British dominance of the slave trade.

Angela C. Sutton, an assistant research professor at Vanderbilt University, examines this battle, its complicated context, and how she believes it fundamentally transformed slavery, most specifically how, though it took place 54 years before the United States even existed, "it shaped the type of nation we would become." (xxiii) That is a lot of interpretive baggage to pack into a short book about one battle. Doubtless other scholars will debate Sutton's claims, but in this reviewer's opinion they are too sweeping.

Sutton focuses on three principal characters, and she could not have asked

for a more memorable group. They include Ogle, a determined and calloused navy man; Black Bart, infamous for his audacity and ostentatious dress, which included a red waistcoat, a diamond-encrusted gold cross, and feathered hat; and the African king, John Conny, who "feasted with pirates, drank from Dutchmen's skulls, and dressed his wives in solid gold." (3)

According to Sutton, prior to 1722 "competitive chaos characterized the Atlantic slave trade in Africa." (xix) The British, Dutch, and Prussians all vied for the lucrative commerce in human beings and established forts along the Guinea coast to help secure it. These tenuous footholds existed at the pleasure of local leaders like Conny. One observer described him as "a strong-made man, about fifty, of a sullen look, and commands the respect of being bare-headed, from all the negroes about him that are worth caps." (113) Conny controlled access to fresh water, supplies, and slaves from his headquarters at Fort Great Fredericksburg, more generally known as "Conny's Castle." (19) Besides the fort's stone walls and cannon plundered from European shipwrecks, Conny enjoyed a sophisticated network of European and African alliances as well as a personal army "trained in the battle tactics of both Prussian oblique formation with muskets and Asante pincer formation with swords." (121)

Among those who freely anchored at Conny's Castle was Black Bart, a Welshman and former slave-ship second mate gone pirate. He flourished at his new calling and colourfully dubbed it "A merry life but a short one." (130) During his brief tumultuous career, Black Bart cruised the Atlantic and Caribbean, captured over 400 ships, audaciously hung the French governor of Martinique, and assembled a small fleet led by the *Royal Fortune* of some 40 guns and 250 men. Through a careful examination of the primary source material, Sutton doubts the most notorious crime attributed to him, namely that he burned a captured vessel filled with shackled Africans. If not a mass murderer, he was nonetheless a bold robber who thoroughly disrupted maritime commerce.

British merchant captains, and more particularly slavers, complained loudly, and the Crown sent Capt. Ogle to West Africa with a pair of 50-gun fourth raters, HMS *Swallow* and *Weymouth,* to crush the pirates. The resulting clash had a predictable outcome. As the *Swallow*'s surgeon, John Atkins, later wrote, the buccaneers' "drunkenness, inadvertency, and disorder" made "them fall an easy prize to us." (135) Casualties were low on both sides, likely in part because Black Bart fell early, which disheartened his men. Ogle hauled the surviving pirates back to the African coast where they stood trial. British authorities hanged 52 of the worst cases; acquitted 74 so-called forced men; and sold the 48 Black buccaneers into slavery.

And what of John Conny? He soon lost his influence and fled into the interior, his fate unknown. Interestingly, Africans transported to the Bahamas

and other British-speaking Caribbean colonies preserved his memory in the wintertime Junkanoo (or John Canoe Festival). Back in Africa, with Conny gone, the warlike Dahomey tribe filled the power vacuum and aggressively expanded the slave trade, funneling ever larger numbers of Africans onto European, mostly British, slave ships.

Sutton argues that the Battle of Cape Lopez "becomes a way to see what the Atlantic world looked like before chattel slavery became inevitable and to investigate the legacies of this inevitability." (xxi) Among the latter, she contends, was the transition of slavery from a tolerant Roman model as theretofore practiced in French Louisiana and Spanish Florida, to a draconian chattel system. In the Latin South, bondage was "often a temporary state of being, not a permanent identity." (221) But the British developed a different philosophy in their colonies. There, slavery meant "total ownership and dominion over their involuntary workforce and any future descendants." (221) This practice carried over into the early United States. Sutton closes with a *cri de coeur* titled "Reverse-Engineering the Slave Society" on how everyday moderns can fight against the chattel model's racist legacies.

Sutton writes well, but her use of slang like "intel," (113, 119), "wishy-washy" (80), and "piddly" (82); non-nautical prose ("Ogle ordered the *Swallow's* mate to steer a hard right " 134); and judgmental language compromise its effectiveness. On the latter point, it avails nothing to castigate men 300 years in the grave for ghastly attitudes and behaviour. Slavery, flogging, child labour, animal abuse, and public hanging were all fixtures of the age. There were abolitionists and reformers to be sure, but they were thin on the ground in the very rough world of West Africa.

Taken in toto, Sutton attempts too much, and the result is a sprawling, top-heavy book. The Battle of Cape Lopez was an extraordinary event for which there is rich documentation. Better for the historian to let the story do its work and trust the reader's intelligence to absorb the implications and horrors.

John S. Sledge
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Barret Tillman. *When the Shooting Stopped: August 1945*. Oxford, UK: Osprey Publishing, www.ospreypublishing.co.uk, 2022. 304 pp., illustrations, notes, bibliography, index. US $29.00, CDN $47.00, hardback; ISBN 978-1-47284-898-7. (E-book available.)

When the Shooting Stopped August 1945 explores the final month of the Second World War, more specifically the events and reactions by individuals, at all levels, to what occurred between the dropping of the atomic bomb on

Nagasaki, and the signing of the surrender on the USS *Missouri*. The result is a historical account that is useful for students of military and maritime history, as well as something that is accessible to those who wish to explore the social reaction to the end of the war.

Tillman opens with an examination of the general situation following America's dropping of the atomic bomb on Nagasaki, focusing on the military and political situations on both sides in the conflict. What permeates the book is a sense of uncertainty and unease shared by senior political and military leaders, as well as the soldiers and sailors charged with waging war. Opening with the entry of the Soviet Union into the war in the Pacific, the author explores the motivations and ramifications of Russian military involvement in the war against Japan, and the political motivations on the part of the United States and other allies to limit the role of the Soviet Union in the Pacific as the war came to a close. He then observes how high-level individuals reacted to the news of the Japanese surrender as well as those fighting at sea, in the air, on the ground, and waiting at home for the conflict to end. Unease permeated American actions and thinking between the announcement of a cease fire and the signing of the instrument of surrender. Finally, he concludes with the signing of the peace treaty in Tokyo Bay, and a brief exploration of what happened to the principal parties involved after the war and the ramifications of the end of the conflict.

Tillman provides something useful for both casual readers and serous students of the Second World Wars. Those unfamiliar with the events surrounding the end of the war will find Tillman's book an excellent, comprehensive introduction. He provides enough technical detail to appeal to those who want to add to their knowledge about these events while making the information drawn from a wide variety of sources accessible to the rest. Websites, journals, newspapers, and government documents present different viewpoints while creating a satisfying whole. Tillman's impeccable footnotes enable readers to follow up on additional accounts referenced throughout his work. Students of military history will discover small engagements that occurred right up to the signing of the peace treaty, final dogfights between aircraft, boarding at sea by marines, the tense overflights of Japan after the cease fire was declared and the final deaths at sea, in the air, and on the ground in Japan. In exploring the reactions of civilians on both sides, he provides something for those interested in cultural history, and paints a picture of populations on both sides who wanted an end to the war and how they reacted to and approached its conclusion.

While comprehensive and useful, the book is equally notable for what the author chooses to leave out. Tillman stays away from discussing the justification for the use of the atomic bombs. Readers wanting to explore these

issues should look elsewhere. His account is a very American-centric version of events, and does not include how the Russian, British, or Japanese reacted to the same events. Fortunately, Tillman provides a wide variety of sources from outside the United States to help with this exploration.

When the Shooting Stopped: August 1945 is comprehensive, yet incomplete. Tillman sheds light on the uncertainty and suddenness at the end of Second World War that often escapes the discussion of battles and machines. He contributes to the historical narrative by exposing readers to end of the war, ultimately opening new doors to a wide variety of readers and, hopefully, providing a spring board for further exploration.

Michael Razer
Ward, Arkansas

Steven Ujifusa. *The Last Ships from Hamburg: Business, Rivalry, and the Race to Save Russia's Jews on the Eve of World War I.* New York, NY: Harper Collins, www.harpercollins.com, 2023. 384 pp., notes, photos, index, cloth, US $32.00; ISBN-9878-0-063-97187-6. (E-book available.)

Mass emigration by peoples seeking better opportunities has played a major role in geopolitics for a century and a half. A wave of Jewish immigrants who reached the US between 1881 and 1914 is the context for this new book. Author Steven Ujifusa estimates that 1.5 million Jews fled Russia for the US over these 42 years. Several hundred thousand more left the Austro-Hungarian Empire and Romania. He calculates that the Hamburg America Line – HAPAG – carried at least half of them, between 750,000 and a million people, most to New York City. This is the story of the role of the Hamburg America Line and of key Jewish businessmen – Albert Ballin, Jacob Schiff, and Max Warburg – in facilitating this significant mass exodus, and of J.P. Morgan, the gentile American financier, who created the International Mercantile to compete with HAPAG. Ujifusa also traces antisemitism, and how attitudes about immigration in the US changed and became restrictive after the First World War. *The Last Ships from Hamburg* thus covers several threads in the story of Jewish immigration in the years leading up to the Great War. In its extensive treatment of American Jewish banking dynasties, it invites comparison with *The Money Kings: The Epic Story of the Jewish Immigrants Who Transformed Wall Street and Shaped Modern America* by Daniel Schulman (Knopf, 2023). Mass immigration to the United States ended with the passage of restrictive laws after the First World War.

Ujifusa is a popular historian. His two earlier books centered on nautical themes which also engagingly describe the wider contexts for their subjects. *A*

Man and His Ship (2012) is about the long career of naval architect W.F. Gibbs and his crowning achievement, the liner *United States*. *The Barons of the Sea* (2018) concerns the entrepreneurs who built the New England clipper ships of the mid-nineteenth century American maritime trade in the Pacific. *The Last Ships from Hamburg* is based on published sources and archival material, including items held by Albert Ballin's descendants in Vienna.

Albert Ballin began his meteoric rise as a businessman in the years after 1871 when the new German Empire hit its stride. Jews were granted full citizenship, could vote, and serve in the military. Forced by poverty to drop out of school at 17, young Albert inherited his father's struggling business selling passages to England to prospective emigrants in a niche trade where they would board other ships for the New World. By 1881, now 24, Albert formed a partnership with a small shipping firm with British antecedents. He modified two small freighters to carry 800 immigrants to England for onward passage and successfully increased the numbers carried year by year. He made frequent business trips to England and learned English. By 1886 HAPAG bought out this small company and hired Ballin to manage its passenger division. He became HAPAG's general director in 1899. When Albert joined HAPAG it was already a worldwide shipping company founded in 1847 and Hamburg would become the continent's busiest port.

European economies were rapidly industrializing. Thanks to improved diets, birth rates were rising. Surplus peasants were being sent as emigrants to North America, Australasia, or Africa. Russia, however, was unique in allowing only Jews to emigrate. (The combination of population growth and squalid living conditions of non-Jewish peasants in its rapidly industrializing cities were among the conditions behind the tumultuous Russian Revolution in 1917.) Russian Jews faced antisemitism among many other barriers, such as being barred from areas other than the western provinces of the empire and were banned from Moscow in 1892, as well as being the victims of pogroms. Albert Ballin set out to corner the Jewish emigrant trade. He and a rival firm, North German Lloyd, negotiated with the government to control the entry at Germany's eastern borders of emigrants coming west. At border inspection stations operated by them the two companies examined the transients for diseases. Ballin created a network of agents in Russia and eastern Europe to sell passages to America. He also established an enormous complex outside Hamburg in 1893 to house and feed up to 5,000 emigrants in reasonable comfort while awaiting passage. The author is not rigorous about long-term trends but tells us that in 1908, 43 percent of this village were Jewish, 55 percent Roman Catholic, and 2 percent Protestant (211). Ujifusa writes that Ballin raised the quality of accommodation and food for emigrants in HAPAG liners. He instituted uniformed table stewards for the steerage class used by most

emigrants in 1900, and introduced a "third class" with private cabins instead of dormitory accommodation in 1905. Ballin insisted on what, for the time, were luxurious facilities for his first-class passengers and introduced features such as "Ritz Carlton" dining rooms staffed by chefs trained by Cesar Ritz at his hotel in London. The revenue from the third and steerage classes subsidized passages in first and second classes. Ballin was a consummate networker. He met Kaiser Wilhelm II in 1899, the same year that he became HAPAG's managing director. They were close in age, with Ballin the older of the pair by two years. Germany was an economic powerhouse and the Kaiser cultivated Jewish business leaders to keep himself abreast of developments. Ballin was known as the leading member of "the Kaiser's Jews" and regularly entertained the emperor socially. He was even offered the position of chancellor in 1909.

The narrative is kaleidoscopic, spanning a wide range of topics related to Jewish immigration: everything from how immigrants were processed at Ellis Island in New York harbour to working conditions in the New York city garment trade, to the American leaders of antisemitic and anti-immigration movements and their influence on politicians. Also covered in some detail is the nexus of leading Jewish business leaders on both sides of the Atlantic who promoted Jewish emigration from eastern Europe. Jacob Schiff, who had arrived in the US from Frankfurt in 1865, became one of America's leading bankers. He was heavily involved in Jewish organizations that promoted the welfare of Jewish immigrants and became acquainted with Albert Ballin. Schiff had become a partner at the banking firm of Kuhn, Loeb and had married co-founder Solomon Loeb's daughter. Max Warburg was a leading banker in Hamburg and became a close friend of Ballin. His sons, Paul and Felix, emigrated to New York where Paul "almost instantly" became a partner at Kuhn, Loeb. (135). At Schiff's instigation this firm would purchase shares in HAPAG in 1901, and in 1913 Paul and Felix Warburg offered the first American listing of HAPAG shares on the New York Stock Exchange. Later, when HAPAG was paralyzed during the Great War with several of its ships blockaded in US ports by the Royal Navy, efforts to float loans from Kuhn Loeb to pay the crews of the marooned ships and company staff in America were unsuccessful. The railway and banking magnate John Pierpont Morgan created the International Mercantile Marine which became a powerful rival to HAPAG. It is interesting to learn that Morgan, whose upbringing had been marked by heavy British influences and connections, had been sent as a university student to study in Göttingen in Germany.

Steven Ujifusa is a good storyteller and describes the experiences of individuals to convey what immigration voyages were like. One chapter tells the story of the Weinstein-Bacalls, a Jewish family from Romania, who crossed the Atlantic in steerage in a HAPAG liner in 1904. Their granddaughter, born

in New York City, became the move star Lauren Bacall. Another chapter is about the sinking of the *Titanic,* belonging to J.P. Morgan's White Star Line. This seems to be included because it recounts the fate of the prominent Jewish New York banker Isador Strauss and his wife, and various Jewish immigrants who were fellow passengers. The text is not as reliable on matters military. A discussion about how the Cunard liners *Lusitania* and *Mauretania* were built suggests potential conversion to heavy rather than auxiliary cruisers. On page 288 the German army is described as circumventing the Maginot Line (not built until the 1930s).

Steven Ujifusa writes in an easy journalistic style. His book is illustrated by a section of well-chosen photographs. Despite the title, *The Last Ships From Hamburg* is mainly not about ships and the Hamburg Amerika Line but Jewish mass migration from eastern Europe to the US between 1881 and 1914 and of how it was facilitated by capable Jewish businessmen on both sides of the Atlantic. Jews constituted 9.4 percent of all immigrants to the USA over these 43 years. This is an interesting popular history which explains why and how this significant population shift happened.

Jan Drent
Victoria, British Columbia

Brian E. Walter. *Blue Water War: Maritime Struggle in the Mediterranean and Middle East, 1940–1945.* Havertown, PA: Casemate Publishing, www.casematepublishing.com, 2022. 352 pp., illustrations, maps, appendices, notes, bibliography, index. US $35.95, cloth; ISBN 978-1-63624-108-1. (E-book available.)

In *Blue Water War,* Brian Walter explores the role and importance of the Mediterranean Sea and its impact on the Second World War and lays a solid foundation for readers who are familiar with this theatre as well as newcomers.

Walter begins with a breakdown of the strategic and tactical situation in the Mediterranean at the outbreak of the war. Listing the assets available to both sides, he points out the strengths and weaknesses of each nation involved. Additionally, he discusses the difficulties both sides experienced, such as the lack of available ships and the importance of logistics and supply lines. Ensuring the safety of supplies and strategic convoys—or destroying those of the enemy—resulted in several major battles in the Mediterranean campaign. Walter also explores the often complimentary interaction between naval and land campaigns that occurred simultaneously in the area, particularly in North Africa. In several cases, as he points out, it is difficult to separate the land and sea components of the fight since many of the land battles centered around

port cities, which were vital in providing supplies to the armies in the region. The invasion of North Africa, the defense of Malta, the invasion of Italy and the invasion of Southern France are discussed in chronological order. Here Walter's work comes into its own. Along with such well-known components of the Mediterranean war as the defense of Malta, Operation Torch, and the invasion of Italy, the author includes lesser known aspects of the conflict such as Operation Dragoon, and the conduct of the Italian Navy in the theatre. Finally, he describes how the war in the Mediterranean evolved, gradually becoming less critical when compared to other "hot spots" as the fighting moved into continental Europe, and eventually the Pacific.

Walter focuses on campaigns and events, rather than technical details of ships and weapons. He provides a broad overview of events, touching only briefly on the relative strengths and weaknesses of Royal Navy warships compared to their Italian counterparts. The role of land-based aircraft in the Mediterranean is conspicuously absent, despite their importance to the overall campaign. Nor does Walter devote much space to major actions in the Eastern Mediterranean whose ports and harbors were critical to the region.

Those looking for a general reference to the Second World War in the Mediterranean will find Walter's book extremely useful, whether they are familiar with the conflict or not. While he does not discuss any single operation or battle in extensive depth, he does mention most, if not all the major battles and operations that occurred there. His work is thoroughly referenced with a variety of both primary and secondary sources. Furthermore, he includes three separate indexes, for people, ships, and operations in the region, allowing readers to find information about any specific ships, events, or people discussed. The author puts all the major events and people into context and explains how various actions or inactions played out during the war.

Walter's book offers readers a general introduction to the Second World War in the Mediterranean and a solid basis for further examination of the war on a regional or international scale.

Michael Razer
Ward, Arkansas

Michael G. Welham. *Combat Divers: An Illustrated History of Special Forces Divers*. Oxford: Osprey Publishing, www.ospreypublishing.com, 2023. 304 pp., illustrations, bibliography, index, US $40.00, UK £35.00, CDN $53.00, hardback; ISBN 978-1-4728-5600-5. (E-book available.)

Military combat divers put the special in special forces. Subject to rigorous selection and training, the people choosing this vocation are among the most

highly specialized elites attached to navies and armed forces. In fact, their numbers appear to be growing, as many countries—powerful, big, medium, and small—see utility in maintaining these types of forces for specific roles in and from the sea. Combat divers arguably represent a fraternity within a larger international community of special operations forces. That, at least, is the main message that Michael Welham, a former Royal Marines Commando and diving specialist, conveys in this lavishly illustrated book describing the military trade, the people who become combat divers, and some of their organization, equipment, and techniques so far as operational security allows.

The book is divided into nineteen chapters. The first four chapters detail the history of "frogmen" from the early days of the Second World War to the Cold War. The Italians were the early innovators, demonstrated by daring attacks by swimmers and chariots on British warships in naval anchorages at Alexandria and Gibraltar. They even cut a hole in an interned ship in Spanish waters to use as a base from which to operate. The British, relative latecomers, caught up with special wetsuits, canoes, human torpedoes, X-craft midget submarines, and combined operations pilotage parties. Americans used specialized diving units for clearance, ordnance disposal, and beach reconnaissance in the Pacific during the Second World, the Korean War, and the Vietnam War. The much-revered SEAL (Sea Air Land) teams were first formed in 1962 at the direction of President John F. Kennedy for covert operations, nominally under the navy, and were used extensively in Vietnam riverine operations. The fifth chapter deals with Soviet/Russian covert incursions into Sweden, Norway, and Finland and the Scandinavian response in the growth of special forces to counter these attacks. The sixth chapter, among the meatiest in the book, gives detailed overviews of special forces diver units across many countries, starting with the United States and moving all the way to Palestinian diving units used against Israel. Welham canvassed individual countries and armed forces about their capabilities and organization in this field, and some were remarkably forthright in describing what they do and how they do it (Philippines especially), including providing the photographs. Australia and the United Kingdom units are well documented, as well as France's Commando Hubert, Denmark's Frømandskorpset (frogmen corps), Germany's Kommando Spezialkräfte Marine (KSM), and Russia's Spetsnaz, less closely associated with that country's naval infantry. The seventh chapter is devoted to profiles on female combat divers in several armed forces while the next chapter covers special forces diver selection and training in many of the countries mentioned in Chapter 6, only with a closer targeted focus.

The next eight chapters deal with the means of delivery, contemporary roles, and the specific equipment used by combat divers. Due to distances and equipment loads, specialized vehicles have been developed that carry divers

and can be launched from the decks of submarines, or put into airplanes and/or dropped from helicopters. Mini-submarines have also been tried with various degrees of success, though admittedly, they are expensive when manufactured in such small numbers and limited in capability. Several countries, including China, Russia, and the United States, have tracked vehicles that can crawl along the seabed and recovery vehicles for deep sea rescues from submarines. Chapter 16 looks at the use of mammals, such as dolphins, sea lions, and whales, known for their diving abilities, ability to locate objects underwater, and trainability to work alongside human divers in military endeavours. These sea creatures still outperform humans and their equipment by virtue of living in the sea and being adapted to great depths (dolphins and whales do not get bends).

The last three chapters move from the present to the future, examining remote autonomous underwater vehicles, advances in new equipment and breathing apparatus, and the use of diver special forces in sabotage and disruption operations far below the surface; for example, the rupture of a Russian pipeline in the Baltic Sea during the current war (special operation) between Russian and Ukraine. Combat diver units definitely have a future as a specialized capability sought by many armed forces and special forces.

While the text is a little uneven in parts and must fill gaps left by the non-availability of information, the real treasures of the book are the photographs, mostly in colour, depicting the day-to-day activities of combat divers, usually in action or training. These are printed on glossy paper and give full effect. The text does not provide references, but a list of further reading and bibliography appears at the end. In parts of the discussion, Welham draws upon his own experiences in the Royal Marine Commandos and subsequently in the private sector working oil rigs. *Combat divers* is recommended for readers interested in special operations forces in the maritime context, the diving community, and those interested in military elites within contemporary armed forces.

Chris Madsen
North Vancouver, British Columbia

Rif Winfield, John Tredrea, Enrique Garcia-Torralba Perez, and Manuel Blasco Felip. *Spanish Warships in the Age of Sail, 1700-1860: Design, Construction, Careers and Fates.* Annapolis, MD: Naval Institute Press, www.usni.org, 2023. 464 pp., illustrations, glossary, notes, bibliography, index. US $100.00, cloth; ISBN 978-1-52679-078-1.

Previous volumes in this impressive series have covered the British, French, Dutch and Russian navies during the age of sail. This book documents the

Spanish contribution to the period's historic maritime superpowers.

Design, construction, and use of Spanish vessels of war during the age of sail reflected political, geographic, and to some degree, cultural distinctions and concerns. This was in many ways reflected in the years following the War of Spanish Succession (1701-1714) by the Atlantic-based interests of Castile's maritime traditions, with its need for deep draft ships to support colonization and expansion, and Aragon's Mediterranean focus, which relied upon galleys and squadron support craft to provision and defend the lands surrounding that sea and its islands within. Influences on ship design and construction varied throughout the decades of this period, reflecting a change from Spanish to French and British shipwright techniques, philosophies, and materials. Spanish vessels were as good as, and at times in some ways superior to contemporary British and French ships of war, but Spain's maritime primacy would ultimately be hampered by a combination of political attitude and deficits in funding, as well as relatively lacklustre maintenance and training regimes.

The first 100 pages of *Spanish Warships* provide readers with an overview of the book's organization, useful notes on the nuances of units of measure and conversions, a historical overview during (and briefly prior to) the Hapsburgs and the Bourbon Eras, backgrounds on maritime leaders, and details on fleet organization, ship construction, innovations, materials, and personnel organization and command structure. This introduction is engagingly written and comprehensive and closes with a section on Sources and Archives, a bibliography and a helpful glossary, with translations and abbreviations. A series of chapters follows, each devoted to inventorying groupings of vessels according to the system employed by the Spanish at the time, a system driven primarily by the number and size of cannon as defined by Artillery Ordinances, roughly but not precisely comparable to the contemporary British Rate and French Rang systems. Decked ships, starting with three-deckers and moving down to single-decked frigates, are examined in Chapters 1 through 6, with the remaining chapters devoted to discussion, accounts, and listings of various smaller vessels (*buques menores*). A brief addendum offers information on paddlewheel and screw-propelled steam-assisted vessels. Appendices include information on naval expenses, ordnance regulations, personnel complements by number of guns, and other materiel, mostly during the Habsburg period. An alphabetical index of vessel names is also provided and is invaluable, considering the number of ships and smaller craft found in this work. The book contains a wealth of maps, plans, drawings, paintings, and other images throughout.

A typical chapter treating decked ships begins with a few paragraphs that provide technical details and major modifications or trends in construction or armament over time. Following this, ships are listed chronologically, beginning

with those in service or ordered as of 1 November 1700, and moving through an accounting of ships that were acquired as of certain dates. Within these divisions, members are organized by class followed by specific named vessels within that class. Each entry lists number of guns, dimensions and tons, type of armament, and details concerning location of build, refit, cruises and stations, and fate, in varying detail depending on information available or uncovered by the authors. In many instances, a vessel's departures and destinations, battles fought, and order, duties, or stations can be traced month to month. These sections are often lengthy and brimming with information, but readers should be aware that these details are provided as pieces of data, in a list format that is useful to researchers or as an efficient reference. Reminiscent of log entries, these are not cast as written narratives, nor are they intended to be read as a collection of ship's biographies.

Small frigates (the authors chose 20 guns as the dividing line between these and larger frigates), corvettes, brigs and brig-schooners, bomb vessels, storeships, fireships, packets, polacres and *zumacas*, galleys, and several other *buques menores* are treated in dedicated chapters, organized similarly to those prepared for the ships, but with fewer entries per type and in less detail due to a paucity of records available to researchers; some entries provide only the number of guns or a launch date, and others a single sentence or a few words concerning its one known mention in the historic record. Each chapter, however, offers information on the development of the vessel type, evolution of use when appropriate, sailing qualities, and clarification on terminology as needed. A representation of each type is provided in the form of painting, plans, or photographs of models, which are often contemporaries of their full-sized counterparts.

This is a handsome book, and a comprehensive resource for anyone interested in the development and evolution of the Spanish Navy overall, an understanding of the technical aspects of classes and the ships within those classes, or tracing a particular vessel's career. To a slightly lesser degree, it provides some insight into the politics and motivations of the Spanish Navy and its government. It deservedly takes its place alongside its British, French, Dutch, and Russian predecessors.

Jim Hughey
Houston, Texas

Tom Womack. *The Dutch Naval Air Force Against Japan: The Defense of the Netherlands East Indies, 1941-1942*. 2nd edition. Jefferson, NC: McFarland & Co. Inc., www.mcfarlandbooks.com, 2023. xii+388 pp., illustrations, maps, tables, appendices, notes, index. US $39.95, paper;

ISBN 978-1-4766-7888-7. (E-book available.)

This book, first published in 2006 (TNM, vol. 31 no. 4, Winter 2021, pp. 479-480) and considerably updated and revised in a newly-released second edition, chronicles the pre-war preparations and wartime fight by the Marine Luchtvaart Dienst (MLD) prior to the fall of the Netherlands Dutch East Indies to the onslaught of Japanese air, naval, and military forces in the early months of the Pacific War. The story of the heroic stand by the Dutch in the colonial possessions once Holland surrendered in May 1940 has often been overlooked in English-language war histories, notwithstanding the fine work done by David Thomas back more than forty years ago. Greater access and availability of primary and secondary sources in Dutch, including official histories, opens the field for assessment by enterprising historians. Independent researcher and writer Tom Womack, an advertising and public relations executive residing in Texas with an undergraduate degree in history, revisits the organization and supply of the MLD and its maritime air operations conducted in reconnaissance, defensive, offensive, and evacuation roles during that part of the war.

The book is divided chronologically into ten chapters, starting with rationale for the hodge podge of aircraft from various sources that populated the MLD as war with Japan loomed and then a month-by-month account rich in tactical and operational detail once the war was underway. Appendices give further details on the squadrons, aircraft types, specifications, and bases on the Dutch side and the Japanese aircraft opposing them. Older Fokker models served in seaplane and shipboard roles offering short and medium range capabilities. Dornier, a German aircraft company, produced large seaplanes specifically for Dutch use in the East Indies, two types—the Do 15 in a push-pull engine configuration, and the three-engine Do 24 optimized for long endurance reconnaissance, search and rescue, escort duties, and strike using bombs and torpedoes. Ongoing maintenance and availability of spare parts became an issue after Germany's invasion of Holland that left maintainers dependent on existing stocks and creative workarounds. The Do 15 was relegated mostly to flight training, while the Do 24 proved to be the veritable rugged workhorse in the MLD, especially in the hands of skilled pilots and capable flight crews. To re-equip squadrons, the Dutch turned to American sources of manufacture. Officials placed orders with the Consolidated Aircraft Company in California for large numbers of PBY-5 Catalinas, one of the iconic maritime patrol aircraft of the Second World War. Replete with Dutch language control panels and markings, these aircraft were still being ferried and delivered across the Pacific when Japan started the war. Access to American aircraft proved both a blessing and a curse. It was a long way to get them into the South Pacific theatre, individual aircraft were always susceptible to holdback or requisition

to meet pressing American needs, and at first there were too few and then too many for available flying crews. Although challenging to fly and spartan in comfort, the Catalina became equally versatile alongside the Do 24, which it replaced gradually in general usage.

During the early war months, the MLD fought a prolonged, contested, and ultimately futile rearguard action against the invading Japanese. Japan coveted the rich oil reserves and other commodities in the East Indies, and made military plans to drive south in conjunction with the surprise attack on the American naval anchorage at Pearl Harbor, consolidation of Indochina, and subjugation of the Malaya peninsula and Philippines where British and American forces and fortresses held out for only so long until surrender. Womack provides considerable detail on the phases in the larger campaign, better and lesser-known battles, and the smallest actions involving aircraft and ships in these chapters, a virtual treasure trove in fact for the English reader. Even at the start, Dutch strength in maritime air operations was barely sufficient to fulfill a multitude of functions and missions and wasted away under the pressure of intense fighting, accidents, and day-to-day losses. MLD aircraft performed defensive and offensive missions, sometimes ill-conceived and bordering on suicidal. Womack includes many personal accounts from participants and veterans where possible and references existing Allied and Japanese records. Most Dutch records were destroyed or lost in the final stages of the defeat and surrender. MLD seaplanes were outnumbered and outgunned as the campaign wore on that led to constant attrition. The situation became even worse when Allied air forces lost air superiority to the Japanese, who established airfields and bases by seizing key points closer to areas of operations for a methodical reduction of the Netherlands East Indies. The Dutch possessed one of the best equipped seaplane bases in the entire Pacific at Morokrembangen and a number of prepared and ad hoc auxiliary facilities throughout the region to support maritime air operations. These were either destroyed or abandoned one-by-one, frequently with the airplanes in various states of disrepair and operability in them. Shot out of the sky and caught on the ground, the Dutch seaplanes suffered crippling losses before and after the disastrous naval battle in the Java Sea and the main islands came under major Japanese attack. Efforts then turned to evacuation of high dignitaries and existing MLD crews and aircraft to safer locations. Admiral Conrad Helfrich, the Dutch naval commander, was carried to Ceylon in a Catalina aircraft. In a final indignity, the Japanese followed and attacked MLD seaplanes finding refuge at Broome, Australia, destroying them and others unfortunate enough to be at the airfield, including many the remaining Do 24s. Subsequently, the MLD in exile moved flight training to the United States closer to sources of supply, and received allotments of aircraft according to Allied strategic priorities. Reclaiming the Netherlands East Indies

was of low importance for the British and Americans, who pursued their own distinct strategies and agendas in the Pacific for the rest of the war.

The Dutch Naval Air Force Against Japan includes many photographs, maps, and commissioned illustrations to support the text. The colour reproduction of a painting from Joes Wanders graces the front cover. Lots of detailed information resides in the main text and appendices. It strikes a good balance between technical history and rich, engaging narrative. This comprehensive second edition is recommended for general readers interested in maritime air operations, Dutch naval and air force history, and the early operations and actions in the Pacific during the Second World War.

Chris Madsen
South Surrey, British Columbia

BACKLIST

Steve Brown. *By Fire and Bayonet: Grey's West Indies Campaign of 1794*. Warwick, UK: Helion & Company, www.helion.co.uk, 2018. 244 pages, illustrations, maps appendices, notes, bibliography, index. US $49.95, hardback; ISBN 978-1-911512-60-8.

On 4 February 1794, the French garrison on the Caribbean island of Martinique spotted on the horizon the first ships of an approaching fleet. Any hope that this was the vanguard of the anticipated reinforcements from France was soon dispelled by the sight of the Union Jack flying from the masts of the vessels. The next morning the force of nineteen ships divided into three squadrons and began landing soldiers at three separate locations on the island. Over the next five weeks, the force of 6,500 men gradually overwhelmed the island's defenders, placing the island under British control until its return to France eight years later.

The conquest of Martinique represented a successful start to the British campaign to conquer French possessions in the Lesser Antilles. In the months that followed, the British executed similarly successful landings on the islands of Saint Lucia and Guadeloupe, gathering those valuable territories under their control as well, and scoring the greatest British victories up to that point in the War of the First Coalition. Yet this success proved short-lived, as French forces soon recaptured the latter two islands, frustrating British and French Royalist plans for the region. This setback, along with the subsequent and far more momentous campaigns waged against France in the two decades that followed, are undoubtedly factors in why Steve Brown's book is the first history ever

written about the campaign. In it he offers an account that not only provides an operational-level account of the campaign but describes the men involved and situates it within the larger contemporary events of the war.

As the subtitle implies, Brown centres his narrative on Sir Charles Grey, the commander of the British ground forces assigned to the campaign. A career soldier, Grey had earned the nickname "No-Flint Grey" in America during the War of Independence for his preference for stealth and the bayonet over the musket. Grey was in retirement in Northumberland when he was appointed commander of the West Indies expedition by Henry Dundas, Britain's Secretary of State for War. His naval opposite was John Jervis, a friend from their mutual service on the Board of Land and Sea Officers. Brown holds up their harmonious relationship throughout the campaign as a model of inter-service cooperation that was more often the exception rather than the rule during this period.

The islands themselves were an obvious target, having been invaded by the British several times during their previous wars against France in the eighteenth century. British troops had even landed on Martinique the year before in support of a failed Royalist uprising. Under Grey's leadership and with the active support of the Royal Navy, the force brought first Martinique under control, then in April, the neighbouring island of Saint Lucia. By the time Grey's forces began preparations to invade Guadeloupe, however, the ranks of his regiments were increasingly debilitated by yellow fever. Though the French commander on Guadeloupe surrendered on 20 April, capping the incredible success of Grey's expedition, the vulnerable state of the British forces and the confidence borne of victory left the British dangerously complacent.

Britain paid the price for this in June, when the long-awaited French reinforcements arrived in the region. Under the leadership of Victor Hugues, an "extreme Jacobin" (141) familiar with the region, the French embarked on a campaign to reclaim their captured territories. Nowhere is Brown's partisanship more apparent than in his coverage of Hugues, whom he denounces as a "hard-nut" with a "private mandate . . . to kill all those of the classes he hated." (141-2) Yet even Brown concedes Hugues's gifts in the one area that mattered the most: the raising of local units to overthrow British rule. Aided by the brutish behavior of the restored French Royalist faction, Hugues recruited enough men to defeat the overstretched British forces and reclaimed first Guadeloupe and then Saint Lucia from their control, leaving only Martinique in British hands until they were withdrawn under the terms of the Treaty of Amiens.

Such was the disappointing end of a campaign that had initially enjoyed considerable success. That Brown tries to put a positive face on it by arguing that the expedition was a training ground for the future general officers in Wellington's Anglo-Portuguese Army is strained, especially as he

demonstrates no direct connection between their service in Grey's campaign and their subsequent success in the Peninsular War. The book is also plagued by poor editing, with errors ranging from minor compositional matters to the unnecessary repetition of both Grey's and Thomas Dundas's biographies in separate chapters. Worst of all from the perspective of the readers of this journal, however, is the under-examination of the Royal Navy's role in the campaign. While Brown gives Jervis's forces due credit for their contribution to the conquest of the three islands, their blockade of the islands prior to the invasions and their failure to intercept French reinforcements do not receive similar attention. It's an omission that is all the more disappointing given that in most other respects Brown provides a satisfactory overview of the 1794 West Indies campaign, one that is likely to serve as the standard account for some time to come.

Mark Klobas
Phoenix, Arizona

Dan Buchanan. *The Wreck of HMS Speedy: The Tragedy that Shook Upper Canada*. Milner & Associates, www.milnerassociates.ca, 2020. 259 pp., illustrations, maps, notes, bibliography, appendices, index. CDN $23.95, paper; ISBN 978-1-988-34424-9. (E-book available.)

In an October 1804 gale, His Majesty's Provincial Marine schooner *Speedy* disappeared off Presqu'Ile Point in Lake Ontario. Lost with the vessel were some of the élite of the infant Upper Canadian society – among them Justice Thomas Cochran, Court of King's Bench for Upper Canada; Solicitor General Robert Gray, Member of the House of Assembly; Angus Macdonell, lawyer and also a member of the House of Assembly; John Fish, High Constable of the Home District; John Stegmann, Deputy Surveyor General for Upper Canada; and James Ruggles, Justice of the Peace for York County.

Also in the hold of the schooner was a prisoner, the source of all this official interest. Ogetonicut, a member of the Indigenous Mississauga band, stood accused of the murder of a trader at a post on Lake Scugog. The authorities at York, present day Toronto, wished to avoid tension by holding the trial elsewhere, in the capital of the Newcastle District, now Brighton, Ontario. Thus, the judge, prosecutor, defence, jailer, and expert witnesses all travelled together in HMS *Speedy*, an aging 55-foot (17 metres) two-masted schooner gunboat, into the autumn weather of the lake.

Speedy never arrived at its destination, but came to grief attempting the difficult entrance into Brighton harbour. Pieces of the presumed wreck were found on the southern shore of Lake Ontario soon after the vessel disappeared.

The tragic deaths of those on board left behind a scrambling York, devastated by the loss of so many influential people in one blow. The disappearance was a mystery until almost two centuries later, in 1989, when diver and explorer Ed Burtt discovered a shipwreck on the floor of Lake Ontario that he believed to be the elusive *Speedy*.

According to his preface, Buchanan intended to write the story of the *Speedy* in more detail and with more credibility than any before him (xi). With an emphasis on original documents, Buchanan envisioned an accurate, comprehensive account of the *Speedy*'s final voyage (xi). *The Wreck of HMS Speedy* is divided into two sections. The first, seventeen short chapters, chronicles the history of the lost schooner. Beginning with the murder of John Sharp, Buchanan describes the arrest of Ogetonicut, the tensions leading up to the *Speedy*'s disappearance, and the aftermath of the shipwreck. The second section, only two chapters long but no less informative for its brevity, examines the discovery of the wreck. Buchanan includes a record of each dive, the limitations placed on Ed Burtt as he tried to identify the wreck, and an analysis of different theories regarding the sinking of the *Speedy*. A more detailed account of the exploration of the site is included in Appendix A, one of seven appendices included in the final pages.

There would be no book without Buchanan's wealth of research. His account is built upon a scaffold of sources including letters, journals, newspaper articles, testimonies, diaries, and military and naval records, many inherited from Ed Burtt. An index, bibliography, and thorough notes section follow his work. The first section has multiple images of maps and journals, including John Stegmann's map identifying the exact location of the murder to demonstrate that it was just inside the Newcastle District rather than the Home District. Images are more frequent in the second portion of the book, chiefly photographs of artifacts found underwater by divers exploring the shipwreck.

If there is a weakness in this account, it is Buchanan's attempt to tell the narrative both in his own voice and those of his characters. He might have done better to choose one or the other. As it is, the reader must rely on citations to tell the evidence-based portions apart from the notional ones. Buchanan's attempt may well have been more palatable had he written it with finesse. Unfortunately, the fictitious portions of the book do not hold up to the same standard as the rest of Buchanan's work.

Despite the mutability of style, *The Wreck of HMS Speedy* offers a good overview of the events of October 1804. Buchanan's pen illuminates the personal aspects of the story, devoting care and attention to the figures involved with the *Speedy*, notably Captain Thomas Paxton and Lieutenant-Governor Peter Hunter. Buchanan spent the time and the ink to study the families, careers, and characters of these men and others and was rewarded with a flush and

vibrant narrative. Rather than alienate the shipwreck from surrounding events, Buchanan positions his account where it belongs, in context. The impact of the tragedy on York is abundantly clear, illustrated with descriptions of political chaos and the grieving of the Paxton family.

Buchanan has extensively researched a book that not only informs but also engages his audience. His dedication to detail and accuracy is commendable; he has succeeded in writing a credible account of a fascinating tale.

The book is intended for a general audience, but it has value for the student of Upper Canadian history, of the maritime history of the Great Lakes, for prospective maritime divers and those seeking to understand the relationships of the Indigenous population with the white newcomers.

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Steve Mullins. *Octopus Crowd: Maritime History and the Business of Australian Pearling in its Schooner Age.* Tuscaloosa, AB: University of Alabama Press, uapress.ua.edu, 2019. 336 pp., illustrations, maps, notes, bibliography, index. US $54.95, cloth; ISBN 978-0-8173-2024-9. (E-book available.)

This is quite an interesting history of pearling in Australian waters in the late-nineteenth and early-twentieth centuries. Pearling was not as we know it today, where the prize is a pearl for use in jewelry, but instead it was the harvesting of pearl shell. The shell was then used to create pearl shell buttons in the days before plastic buttons became common-place (generally following the end of the Second World War). Any pearls that were found were an unexpected bonus rather than the main game—buttons were generally where the big money was.

In Australia, the key pearling locations were Torres Strait, centred around Thursday Island, and at Broome in Western Australia. Steve Mullins has done an excellent job describing this at-times highly politicized industry, especially its use of a non-white workforce in the Australian colonies and then, in post-Federation Australia after 1901. The new Australian Government's "White Australia" policy caused significant issues for an industry that used mainly foreign workers. This, coupled with higher taxes, forced the main company, the Clark Combination, offshore to operate in the Aru Islands of the then-Netherlands East Indies; where taxes were much lower. This company, formed by James Clark, is central to the book and Clark's rise from orphaned son of a fisherman to one of the richest men in Australia is also a key part of the story.

Northern Australian waters became known for their quality pearl shell which fetched high prices at the sale-yards at Bull Wharf in London. The work,

though, was hard and disease, cyclones and groundings in poorly-charted waters took their toll on the fleet of luggers and their mixed crews of white, aboriginal, Japanese and islander crews. In the early days, there was also the risk of attacks by Australian aboriginals in remote areas. The difficulties were not just at sea—the waxing and waning of pearl shell prices, and the US McKinley Tariff Act of 1890 made it unprofitable to try and sell pearl shell in the United States, even with its larger demand for pearl buttons.

The financial, legal and political aspects are well covered with the pearlers fighting to not pay taxes for shell harvested beyond the three-mile territorial limit, as well as trying to prevent Japanese pearlers from being allowed into colonial Australia waters (even though skilled Japanese hard-hat divers were regularly used in Australian vessels). Much of the book covers the somewhat shady activities of pearlers and politicians alike and the title comes from a description of the industry as an octopus with its tentacles reaching far and wide into all aspects of colonial Australian life.

At times, Royal Navy ships on the Australia Station patrolled the northern waters to prevent foreign vessels, especially Japanese, from entering territorial waters, as well as stopping the illegal importation of non-white labourers. Dutch naval vessels in the Netherlands East Indies were also kept busy protecting native pearl shell beds from opportunistic Australian pearlers.

The fight between the small-time operators with one or two vessels against the large companies is also a key factor examined. Finally, the Government initiated scientific studies and early attempts at regulating the industry by setting a minimum pearl shell size limit for harvesting, to prevent over-collection and potentially wiping out of shell stocks. That said, the industry often self-regulated the size of pearl shell collected in order not to "kill the goose the laid the golden egg" or in this case, the shell that made the valuable pearl.

While at times a little verbose and prone to over-analysis, Mullins presents an interesting description of the bygone age of pearling in Australian waters. Pearling was hard work, and the men, and women involved did much to open northern Australia in the late-nineteenth century as well as creating a vibrant industry that flourished for over 50 years.

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