

BOOK REVIEWS

Tony Barrow. *Trafalgar Geordies and North Country Seamen of Nelson's Navy 1793-1815*. Sunderland, UK: North East England Press, <http://www.bepi.com>, 2005. 114 pp., illustrations, maps, appendices, references, bibliography, index. £9.95, paper; ISBN 978 1905 438006.

At the end of the eighteenth century, the maritime communities of North East England contained one of the most important concentrations of skilled mariners in the United Kingdom. Sailors on the colliers of Berwick to Whitby were prime targets for press gangs and few escaped the obligation to use their seafaring skills manning the warships of the Royal Navy.

Tony Barrow is a lecturer in History and Archaeology at Newcastle College and an associate lecturer of the Open University. In 1989, he was awarded his PhD from the University of Northumbria for research into the north-east coast whaling trade from 1750 to 1850. He has written books on press gangs and privateers, north-east grain and coal ports, and Britain's historic commercial relations with the Baltic.

Written to celebrate Sea Britain in 2003, this slim volume recounts some of the memorable episodes in British naval history between 1793 and 1815 from the perspective of ordinary seamen from North East England. The author's main purpose, however, is to illustrate the quality and diversity of the region's remarkable maritime heritage by drawing attention to the Geordies who served at the Battle of Trafalgar in 1805. Since

there are no overall manning figures for the Navy, it would take a major search of 250,000 muster books to trace the origins of all seamen. It is, therefore, to the author's great credit that he has traced 500 sailors at Trafalgar from Northumberland, Durham and North Yorkshire, even though they represent a comparatively low 2.9 per cent of the total 17,000 men in Nelson's fleet.

The subject matter of the book raises the interesting question of the regional origins of seamen in the eighteenth century Royal Navy. How far could a naval commander influence the composition of his crew by preferring one regional group to another and what effect would it have on the working morale of the lower deck? Nicholas Rodger, in *Command of the Ocean* (2004), calculates that between 1776 and 1783, almost 235,000 men were recruited for the Navy. The Impress Service was responsible for half the total, 116,357 men, and the rest were recruited at sea or were volunteers found by officers. Rodger quotes a sample of 4,474 men commissioning at Plymouth in 1804-05, in which 47 per cent were English, 29 per cent Irish, eight per cent Scots and three per cent Welsh. The most important counties of origin in descending order were London, Dublin, Devon, Cork and Lancashire. Northumberland did not rate a mention, even though Nelson's second in command at Trafalgar, Northumbrian-born Admiral Collingwood (whose monument stands on the banks of the River Tyne), invariably put together a ship's company by inviting his young officers to bring volunteers with them from North East England. Perhaps this was an attempt to replace nepotism with N.E.-potism?

Random examples by other maritime historians show that the composition of naval crews by regional origin was remarkably consistent. Iain Gordon, in *Admiral of the Blue* (2005), shows that following the Spithead Mutiny in May 1797, of the 561 sailors on HMS *London*, 324 were English, 59 Scottish (10.5 per cent of the total), and 16 Welsh. The rest were Swedes, Danes, Dutch, Portuguese, Germans and even five Americans and four Frenchmen. An unusually large number of Irish seamen, 137, caused considerable problems on board, perhaps because many were criminals released from the courts. David Howarth, in *Trafalgar, the Nelson Touch* (1969) calculated that aboard *Victory*, 452 seamen were English, 74 Irish, 72 Scottish (again, 10.5 per cent), 24 Welsh and 28 American. Roy Adkins, in *Trafalgar* (2004), records that almost ten per cent of *Victory's* crew were from outside the British Isles. Brian Lavery, in *The Royal Navy and Scotland* (2007) found in a sample of three Royal Navy ships in 1812 that, excluding foreigners, there was on average, only nine per cent of seamen were Scottish, despite the 1.6 million people in Scotland representing fifteen per cent of the British population.

Perhaps this question of the regional origins of seamen is a subject for Tony Barrow to tackle in another book. Certainly, his academic background means that his sources are thoroughly researched and there are excellent references at the end of each chapter. The book would be of interest both to maritime historians for its well-chosen illustrations, and to family researchers for its detailed appendix listing all the Geordie participants at Trafalgar. With its comprehensive bibliography, it would

also entertain readers of general history for its insight into the lives and experiences of ordinary sailors in the eighteenth-century Royal Navy. While the author succeeds in showing that the maritime heritage of North East England remains under-researched by academic historians, he goes a long way in ensuring that it is not under-appreciated by the public.

Michael Clark,
London, UK

David K. Brown. *Atlantic Escort: the ships, weapons and tactics in World War II*. Annapolis, Maryland. Naval Institute Press, <http://www.usni.org>, 2007. 176 p. Illustrations, tables, appendices, notes and references, bibliography, index. US \$49.95, cloth; ISBN 978-1-59114-01222.

The book is about the ships, tactics and weapons used in the Battle of the Atlantic. The author, who is recently deceased, was well equipped to write this work as Deputy Chief Naval Architect with the British Royal Corps of Naval Constructors and a one-time sailor in one of the escorts he describes in such meticulous detail. He presents a wonderfully detailed and well illustrated description of the development of the small surface ships leading up to and during the battle, their weapons, sensors, and crews. The book includes some information on the other allies and on the submarines in the battle, their experience, weapons, but the focal point of the work is on the escorts and the scientific and technical effort needed to support the small surface escort ships of the RN.

The author's plan is simple and logical: a chronological division of the phases of the battle is followed by individual chapters on technical aspects of the battle, production, and the fast submarine. Each chronological chapter focuses on the particular class of escort that corresponds to the particular time in the battle, for example, Flower class corvettes in 1939-40; River class frigates in 1941-43. There is coverage of the destroyers converted for use as long range escorts, including the First World War and between-the-wars classes, including a detailed analysis of the ex U.S. Town class.

The graphics range from simple maps, charts and tables, to working drawings and a small-scale reproduction of a builder's drawing. Although packed with information, the legend and labels of the drawings are inscrutable and for the most part illegible. The maps are awful. The photographs, in contrast, are especially stunning and illustrate the information of the work.

The explanation is clear of the evolution of systems of sensors and weapons on both sides. Sensor technology includes asdic (sonar), HF/DF (high frequency direction finding) and RDF (radar). Weapons include guns, depth charges and mortars, like hedgehog and squid. The ability of the author to communicate the interconnectedness of weapons and sensors into systems is superlative. The analysis includes hulls, engines and boilers, and drive trains.

The work has as its foundation the physics underlying the operation of the ships' hulls, sensors, and weapons. The universe of the escorts and submarines is represented by diagrams or sets of numbers. For an indifferent

mathematics student, this represents another opportunity to understand the mechanics of everything from the operation of sonar to movement of the hull through conditions of wind and weather. Although the work advertises that it covers, ships, weapons and tactics, the author considers people both as crews being acted upon as physical beings and also the exceptional individuals, like Walker, Gretton, Kretschmer, and Prien. In the case of the aces, he claims that there was a "halo effect" in which they were allotted the best equipment and personnel and put into the thickest battles.

Chapter 8. *Some Technical Considerations of the Battle* studies the hulls and sailing qualities of each type of vessel. An examination of the physics of rolling, yawing, and motion in general and the impact on the crews in each type of vessel puts numbers behind phrase like the Flower Class corvette "rolling on wet grass". He represents the causes of sea sickness in immediate physical terms: "The primary cause is vertical acceleration, combining the effects of pitch and heave. The worst case is between the frequencies of 0.15 and 0.30 Hz (cycles per second) and an acceleration greater than 0.9 m/sec [squared]". The author's background in operational research gives insights based on quantitative data, which are fascinating. The author's laconic humour and understatement are well developed. In his evident self satisfaction and delight for his subject, however, he makes sweeping statements, such as "it is fair to say the war at sea was won at sea before the introduction of aircraft". This claim is a contentious, minority point of view.

What's missing? In a word, "air". Any look at escorts that does not include the development of the escort carrier is

narrow at least. It is focused almost entirely on the British experience with vessels of 500 to 2,000 tons and can be said to be Anglocentric to a fault. There is no mention of the passing of the operational torch until by July 1943, whereby the RCN had taken over operational control of the Western Atlantic. There is no reference to the fact that by the later stages of the war the RCN would go on to perfect convoy protection and to continue that role into the Cold War. On the technical side, he does not consider HF/DF in the transatlantic context as a hemisphere-wide system.

Perhaps the subtitle should be *Anti-submarine escorts of the Royal Navy in the Battle of the Atlantic*, because it leaves out other Allied escorts and a consideration of the Allied contribution except as a supplier of warships, equipment, and other raw material, including human talent to the RN. Missing also are definitions of terms like Hazermeyer, Bofors and Oerliken. There is a highly selective and curious use of acronyms in which RCN is defined but not RN or USN which is perhaps indicative of a colonial mentality.

This work would be a useful addition to the library of anyone interested in naval affairs, whether an historian of the period or someone interested in contemporary naval construction. The Battle of the Atlantic was without doubt the most critical for Britain, however, despite technical strength the work remains a Brit's eye view of the convoy war.

Kathy Crewdson and Ian Dew
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Robin Craig, Ann Nix, and Michael Nix. *Chronometer Jack: The Autobiography of the Shipmaster John Miller of Edinburgh (1802-1883)*. Dunbeath, Scotland: Whittles Publishing, <http://whittlespublishing.com>, 2008. v+192 pp., illustrations, maps, tables, appendices, notes, sources, index. £25.00, cloth; ISBN 978-1904445-33-3.

The title may be deceiving since the book has little to do with the use of a chronometer, yet *Chronometer Jack: The Autobiography of the Shipmaster John Miller of Edinburgh (1802-1883)* is still an intriguing look at the maritime world of nineteenth-century Britain. The book comprises the autobiography of John Miller as he reminisces over fifty years of his life on the sea with detailed and sometimes critical observations. From a young man who pretended to be a sailor to his retirement from the British Coast Guard, Miller records a life tied to the sea.

The life of a seaman in the British merchant marine, as revealed by Miller, was filled with unique places, and unpredictable conditions. He relates his early career of successive voyages with the East India Company to China, where he encountered a myriad of captains, crews, and natives. Miller presents events honestly, revealing the difficulties of transactions in exotic cultures such as having to barter with natives or being held ransom by a mercenary Chinese man, while vividly portraying the challenging conditions of foreign ports. Miller also details his advancement from midshipman to second officer during these years. His rise in rank illustrates the continuing reliance of a British sailor on a network of acquaintances as Miller

reveals the results of supportive connections and the detrimental effects of injurious reports.

From 1830 to 1836, while commander of a succession of ships under varied owners, Miller continued his voyages to exotic locales including St. Helena, island of Napoleon's exile, Cairo and the Great Pyramids, and Sydney Harbour. Further voyages to Rio de Janeiro, Mauritania, and Australia allow Miller to record the beauty of nature and the harsh conditions of early colonization.

By 1836, Miller owned his own ship and experienced the trials and troubles of trade in Tasmania and Australia for ten years before returning to England in debt. After two more commands at sea, Miller joined the British Coast Guard and served in varying command positions until he retired in 1865. Soon after retiring, Miller wrote his memoirs of a life at sea.

One theme apparent in much of Miller's memoir is that discipline is the key to maritime life aboard ship. He offers detailed anecdotes of harsh disciplinarians who failed to abide by the structured court of inquiry regulations, as well as the lenient captains who wanted to befriend their crews. Throughout the story, Miller illustrates the importance of balance and fairness. He supports the positive effects of shipboard discipline while recognizing that such techniques had become controversial in light of changing attitudes toward punishment in the mid-to-late nineteenth century.

The modernization that rapidly affected punishment had larger repercussions on the maritime world. Miller extols the ease of navigation with the newest chronometers and reminds

captains that they should hold onto traditional navigation techniques and retain knowledge of lunar observations in cases of technical difficulty. Nor was navigation the only maritime area affected by modernization. As steamships began to dominate coastal trade, Miller poignantly describes the disappearance of the "smack" boats used to transport passengers. He points out the limitations of specialization, recognizing that, as sailors developed narrow job skills, such as loading cargo—mere muscle for moving pounds, they lacked knowledge of how to replace a mast, rig the sails or properly stow the cargo; in essence they were no longer true sailors.

The book vividly details the difficulties of maritime bureaucracy in the nineteenth century. The dishonesty and monopoly of officials constantly troubled Miller's career as a seaman. He clearly dislikes the self-interest and corruption of various officials, including the head of the Transport Department at the Admiralty. He also criticizes the acts of Parliament that consistently benefited officials over the common merchant officers and captains. Interestingly, Miller argues against the Lloyd's system of registering ships, instead calling for the destruction of what he considers to be a private monopoly by self-interested men. Throughout the book, he intends his many criticisms to be constructive, combining them with suggestions for improvements in maritime policies.

Miller's original manuscript of 422 handwritten pages, discovered in a second-hand bookstore, has profited from valuable editorial contributions, such as the inclusion of illustrations of ships, ports, and documents that play a role in his narrative. In addition, because

Miller's style includes many little-known names, foreign phrases, and numerous allusions to historical events and literary works, the editors add greatly to the reader's comprehension through the addition of detailed reference notes, although the placement of the notes at the end makes the ancillary information difficult to access. The final result is that the captivating and informative tales told by John Miller reveal the realities of British merchantman life while referencing the themes in a larger context of nineteenth-century history.

Timothy Schmuck
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Sylviane A. Diouf. *Dreams of Africa in Alabama The Slave Ship Clotilda and the Story of the Last Africans Brought to America*. Oxford, UK: Oxford University Press, <http://www.oup.co.uk>, 2007. 340 pp., illustrations, appendix, essay on sources, notes, bibliography, index. US \$30.00, cloth; ISBN 9780195311044.

In the summer of 1860, just before the outbreak of the Civil War, the *Clotilda*, a fast schooner secretly outfitted as a slave ship, successfully landed and unloaded 110 young men, women, and children north of Mobile, Alabama. Not only was this the last recorded group of enslaved Africans brought to the United States, but it is also highly probable, with its rich amount of valuable source material, one of the best-documented stories of the American slave trade. In this book, Sylviane A. Diouf examines the event and the accounts given by those Africans held captive aboard the *Clotilda*. Diouf not only presents the reader with the trials

and tribulations these captives underwent during the Middle Passage, but also provides a comprehensive account of their lives in West Africa, their capture and experiences in the slave fortress in Ouidah, their experience of enslavement in Alabama, and their subsequent realization of freedom at the end of the Civil War. After the war, they created their own unified community, African Town, keeping much of their African culture intact. Diouf highlights the preservation and perseverance of their African culture as the main theme of her book.

Timothy Meaher, a wealthy planter and owner of several vessels, made a bet that he could successfully smuggle slaves into the United States despite the illegality of the slave trade, while avoiding the many men-of-war patrolling the waters from Africa to the Americas. His accomplice, William Foster, captained the *Clotilda* and, despite several close encounters, their plan succeeded. Diouf does a superb job tracing the origins of the Africans that Foster brought to the United States. She examines their physical features (such as filed teeth, scarring, tattoos, type of hair, rituals, and other customs), analyzes the African names and explores any other characteristics that might correlate with their rightful origin. She concludes that the core group was Yoruba (a type of African religion) who lived in an urban area in a place called Bante.

Diouf then examines the ordeals the Africans underwent when captured in their homeland. The narrative of slave raiding given by Cudjo, the last surviving original ex-slave, is in itself an extremely valuable account, for it is, according to Diouf, one of only four descriptions of

the experience by deported Africans. Diouf also presents an astonishing knowledge of Africa and African cultures, as well as the process of the slave trade and its gruesomeness and cruelty.

Across the sea, in the United States, this group of Africans learned to adapt to their new surroundings, but never gave up their culture. They “viewed and called themselves Africans and willfully maintained this identity with all the attendant manners, languages, behaviors, and practices that sustained it” even though they spent four times longer in Alabama than they did in Africa (p.232). Still, these Africans soon became a part of the United States’ ‘fabric,’ witnessing and participating in the significant events of the time.

After emancipation, the group of ex-slaves collectively bought land for themselves, built homes, a church, and a graveyard of their own. They also underwent a religious transformation to Christianity, and elected to become citizens of the United States, voting for the first time in 1874. While they adapted to the United States customs, laws, and other practices, however, they never forgot who they were. Until the end of that first generation (and in some cases on into the second and third generations), Cudjo being the last survivor, they continued to identify themselves as African, never giving up on their hopes and dreams of seeing Africa again. While they adapted to American culture and society, they certainly never *became* American – they were African in blood, spirit, and character until the end.

Dreams of Africa in Alabama is an extraordinarily well-written historical account, organized chronologically, where

the reader will find horror, sorrow and courage, coupled with a sensational resilience to the harsh conditions which the African slaves endured. Diouf, no doubt, is exceptionally qualified to undertake the task of recounting these events. She is an award-winning author of several other books pertaining to Africans and slavery and has a doctorate from the University of Paris VII. Diouf obviously undertook an immense amount of research to piece together, or corroborate the evidence to tell as detailed a story as possible. She utilizes numerous articles, newspapers, court documents, books, interviews of the remaining African survivors from the late-nineteenth century, and the papers of William Foster and Timothy Meaher. Her most valuable sources, however, came from Emma Langdon Roche, who produced a lengthy book with significant details given to her from Cudjo Lewis, the last surviving slave aboard the *Clotilda*, and Zora Neale Hurston, who penned the book *Barracoon* – a comprehensive account of the Africans’ experiences.

Diouf’s research is not flawless, however, for the account Cudjo gave to Hurston, Roche, and other interviewees came from his memory of the events that occurred nearly sixty years before. Hurston and Roche’s accounts also contradict one other on numerous occasions – especially when recording Cudjo’s memories of Africa and his capture – and the author makes no secret that the bulk of those interviewed had more interest in monetary gain than accurately recording the facts. Cudjo himself, one could speculate, may well have ‘spiced’ up his narrative of the events, as he, too, made money for his cooperation in a time of severe economic

hardship. In addition, while she did do a fantastic job at corroborating Cudjo's account with other evidence at times, Diouf often relies heavily on speculation.

Despite these gaps, Diouf presents a well-researched and well-written book. Utilizing a variety of sources, she sheds light on the life and experiences of not just the Africans of the *Clotilda*, but of all enslaved Africans in general. Thus, with Diouf's riveting and informative narrative, coupled with ample research and superb analysis, both the general reader and scholars alike will surely find value in this book.

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Charles W. Domville-Fife (ed.). *Square Rigger Days. Autobiographies of Sail*. Annapolis, MD: US Naval Institute Press, <http://www.usni.org>, 2007. (First published 1938). 238 pp., illustrations, notes to introduction. US \$47.50, cloth; ISBN 978-1-59114-848-7.

Square Rigger Days is a collection of essays that provides insight into life at sea during the closing period of the Age of Sail, 1870-1910. An introduction by well-known author, Robert D. Foulke, provides background information on the last days of commercial sailing along with specific accounts from various sailing endeavours. The main objective of the book is to provide detailed personal accounts of the atmosphere and life of people at sea prior to the First World War. Foulke best describes the situation with "subject to 'technological unemployment', they had the prospect of doggedly hanging on in a dying profession or of

'leaving the sea to go into steam'..." (p. 39). These men clung to a traditional way of sailing in a time of overwhelming change. This book will appeal to those interested in maritime history, but the human aspect broadens the audience appeal to include anthropology as well as sociology.

Foulke's introduction makes use of primary and secondary sources to discuss some of the issues that were involved in sailing including status, wages, and misfortune. While well organized, the numerous quotations and examples from different ships made the introduction somewhat hard to follow. Despite this problem, the clarification of these issues is necessary to prepare readers for what the essays contain.

While all nineteen essays are primary accounts by men who actively participated in the Age of Sail, a few include an editorial note briefly describing the author's affiliation with sailing, and every essay includes a simple outline of the setting and plot. Each account incorporates a great deal of sailing terminology and slang that is not fully defined, therefore making it difficult to understand some of the dialogue. Any readers without a maritime background would benefit from a basic glossary of terms to lessen confusion.

The accounts are vivid, describing not only the authors' personal feelings and experiences, but the experiences of the crew as a whole. Readers will develop mental pictures of the various circumstances described, as well as a clear sense of the environmental and health issues that were a constant threat to the success of sailing ventures. The descriptions of violent storms and

illness make it very clear how fast a sailor could be injured or lose his life.

Another interesting aspect is the social ideals of the era; for example, W. Deal discusses an incident aboard the *Chelmsford* as a possible instance of racial tension between the Swedish sailors and the one African American onboard. What first appeared to be racial animosity, however, turned out to be about the sailor's laziness.

This compilation of essays successfully uses primary documents and accounts to provide the reader with pertinent and useful information. Not only is it difficult to balance fact and fiction and still be entertaining, but one must always consider the biases involved with primary sources. Nevertheless, Domville-Fife does an excellent job of compiling accounts of various aspects of sailing that remind the reader how the social ideals of the time reflect differently from person to person.

The text is supplemented by numerous photographs of ships, harbours, ports, and crews. Along with helping develop a mental image of the era, the photographs provide insight into ship architecture and the individuals who were onboard. There are numerous photographs of the ships featured in the essays along with supplemental photographs of other sailing vessels. The photographs were collected from all over the world and represent an excellent study aid for the history of sailing.

Overall, I found the compilation of essays to be informative and valuable. The issue of readability in the introduction and unclear terminology became insignificant when compared to the invaluable nature of the book. I

commend the editor and contributors for compiling these accounts that might otherwise be unavailable. The end of the Age of Sail is an important period of intense maritime trade and commerce that led to new technology that forever changed the lives of sailors. This compilation was originally published in 1938 and it is refreshing to see a second edition that can continue to provide insight on the precursor to technological change of the maritime landscape.

Adrienne Sams
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Ira Dye. *Uriah Levy. Reformer of the Antebellum Navy*. Gainesville: University Press of Florida, www.upf.com, 2006. xiii + 300 pp., photographs, notes, bibliography, index. US \$59.95, cloth; ISBN 0-8130-3004-8.

In this excellent study, the late Ira Dye limned a portrait of Flag Officer Uriah Phillips Levy (1792-1862), the first Jewish officer to attain flag rank in the U.S. Navy. In rising to that high station, Levy overcame the antipathy of other officers to one of his faith as well as his own personality flaws. Biographer Dye skillfully drew upon his many years experience as a naval officer from 1940 to 1967, as well as a scholarly knowledge of the age of fighting sail. He previously authored *The Fatal Cruise of the Argus: Two Captains in the War of 1812* (Annapolis, 1994).

Uriah Levy was one of fourteen children born to Michael and Rachel Phillips Levy. His father was a well-established Philadelphia merchant and his maternal grandfather was a leading

member of the Jewish community. Uriah, a headstrong youth, signed on a merchant ship at age ten without his parents' consent. Starting as cabin boy for Captain John Maffett in the ship *Rittenhouse*, he gained an early knowledge of "the ropes," the hard work expected of hands on the lower deck and the unexpected events that happen at sea. By the time of the War of 1812, Levy had qualified as a Sailing Master in the U.S. Navy, a rank that was not "in the line of promotion." He served in the brig *Argus* during her attacks on shipping in the English Channel and Irish Sea in 1813. Appointed a prizemaster, he was captured and endured incarceration in notorious Dartmoor prison. After the war, he gained promotion to the grade of lieutenant assigned to the ship-of-the-line USS *Franklin*.

Stalking this officer throughout his career was the spoken and frequently unspoken anti-Semitism that the author acknowledges as a problem for Levy. Perhaps this explains his prickly, defensive nature that often led him into difficulties with other officers in the wardrooms of the early sailing navy. Balancing this issue, however, was Levy's sheer competence in seafaring that brought forth respect in those not prejudiced against him. He was not shy in responding to challenges and in one situation killed his antagonist in a duel. As he matured and survived several courts martial, he became more even tempered in speech and deportment.

The relationships that Levy cultivated in the civilian Jewish communities of New York and Norfolk helped him through difficulties in the Navy. Born to affluence, he shrewdly managed his financial affairs by investing

in New York City real estate at a time when the city was rapidly expanding. This enabled Levy, in 1836, to purchase the Monticello estate of the deceased Thomas Jefferson, one of his boyhood heroes. The property was dilapidated and in need of renovation, requiring Levy's time and funds. After Levy's death, his brother Jonas, and later Uriah's nephew, Jefferson Monroe Levy, continued the family's protection and improvement of this historic property

Levy's most important contribution to the naval service was his continuing opposition to corporal punishment. This he achieved through his writings, and more effectively, through his personal example during the two years (1837 to 1839) that he commanded the sloop of war *Vandalia*. His method was to substitute tar and feathering, ridicule, confinement, and moral suasion to bring errant sailors into line. This was no easy task. Subordinate officers and many seniors in the Navy Department had been brought up under the old system, believing that strict discipline in a naval ship required liberal use of the cat-of-nine-tails. Fortunately, the 1840s and 1850s constituted a period of reforms against corporal punishment and alcoholism in society at large. Congress decreed the end of flogging in 1848.

In 1855, Congress passed an "Act to Promote the Efficiency of the Navy," authorizing a review of the officers' list to select those to be placed on reserve and given leave of absence pay or furloughed at one-half pay. Any deemed incompetent were to be "stricken from the rolls." Navy Secretary James Dobbin appointed a board of commissioned officers to perform the review. They maliciously struck Captain Levy, among

others, from the rolls. He hired a lawyer and asked influential friends to convince legislators to the injustice of this decision. In many cases, the Department yielded and restored these officers to active duty and rank, including Levy. He requested command of the Mediterranean Squadron, but this plum went to Flag Officer Elie Lavallette. Instead, Navy Secretary Isaac Toucey offered Levy command of the 24-gun sloop of war *Macedonian*. After two years cruising the Mediterranean, Lavallette returned to the United States, and finally in 1860, Toucey promoted Levy to Flag Officer in charge of the Mediterranean Squadron. Ordered home, Levy returned to the United States in October in failing health. Two years later, Levy died, at age 70, having served nearly fifty years in the U.S. Navy.

The author researched this subject thoroughly, using U.S. naval records, Congressional hearings, Royal Navy logs and official correspondence, courts martial proceedings, the correspondence of James Fenimore Cooper with Captain William B. Shubrick, and the archives of Hebrew Union College, to name only a few sources. The result is a colourful, well rounded portrait of this conflicted but ultimately successful officer. In crafting this fine biography, Ira Dye produced a valuable contribution to the social history of the United States Navy.

William Dudley
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Gregory Fremont-Barnes. *The Royal Navy, 1793-1815*. Oxford, UK: Osprey Publishing, <http://www.ospreypublishing.com>, 2007. (Battle Orders 31) 96 pp., illustrations, maps tables,

chronology, table of contents, bibliography, index. CDN \$29.95, UK £16.99, paper: ISBN 978-1-84603-138-0.

The author has produced a book that succinctly describes and illustrates the organization of the British Royal Navy during the Napoleonic era and adequately delineates the bureaucratic structure of the navy during Horatio Nelson's rise to fame. Compressing twenty-two years of the Royal Navy's history into such a slim volume is difficult at best, but Fremont-Barnes has succeeded in providing an informative and entertaining summary of the Royal Navy's organization. For instance, he provides illustrations exploding the command structure and fleet composition of the Royal Navy as well as providing strategic and tactical goals for the Royal Navy's fleets across the globe. Fremont-Barnes' examination of the British Royal Navy is a small, concise volume, heavily illustrated and competently organized, ensuring that the reader is not bombarded by a preponderance of visually stimulating images or a mind-bending amount of text.

If one were inclined to be critical of this book, there are only three points that truly count against it from an academic perspective. The first of these issues is the distressing minimalist approach to in-text citations throughout. A subtext of this is that in the citations that are provided – primarily concerning the source of non-original artwork – Fremont-Barnes relies heavily on a single source (Philip Haythornewaite, *Elite 48: Nelson's Navy*. Oxford, UK: Osprey Publishing, 1999). While, on one hand, this makes the book very tidy, it also sheds a pall on the veracity of Fremont-Barnes' research. The second issue is that Fremont-Barnes relies

so heavily upon illustrations that they offer the same fragmentary effect to the work that over-citation would. The captions to the illustrations, be they charts, tables or paintings, are very well executed, but they chop the actual text into sections that are difficult to follow. This has a tendency to cause a discontinuity within the work, leaving sections of text seemingly unrelated to one another scattered throughout the book. The third point of critique toward this book is that its bibliography consists only of the sort of sources one would expect to find in a particularly good undergraduate essay: Fremont-Barnes provides only a few obviously distinct sources, and while he provides a plausible explanation for the unfortunate lack of any primary documents in his book, a great deal more effort could have been made to track down the documents from which he has pulled contemporary quotations, an example of which could be his chapter "Genesis of a battle: a firsthand account," in which he reproduces select descriptions of a British-American naval battle as documented by a certain Samuel Leech, who is left otherwise anonymous (pp. 70-75).

These points aside, once the reader is less dazzled by the illustrations, Fremont-Barnes' notes on the structure of the Royal Navy at the turn of the nineteenth century are descriptive without being long-winded, succinct without being overly abbreviated. Rather than being presented in a traditional essay-style format, *The Royal Navy, 1793-1815* is made up of a series of related headings and descriptive captions. Although Fremont-Barnes presents virtually nothing by way of original research, his book is a pristine example of a primer for the topic of late-eighteenth and early-

nineteenth-century British naval history, ideal for secondary schools or introductory naval history courses at the undergraduate level. The illustrations, definitions and the easily comprehensible text provide an excellent resource for students and for supplementary lecture material for professors. *The Royal Navy, 1793-1815* by Gregory Fremont-Barnes is a valuable addition to any nautical library.

Ambjörn L. Adomeit
Waterloo, Ontario

Gregory Fremont-Barnes. *Victory vs. Redoubtable: Ships of the Line at Trafalgar, 1805*. Oxford, UK: Osprey Publishing, <http://www.ospreypublishing.com>, 2008. 80 pp., illustrations, maps, tables, chronology, table of contents, bibliography, index. CDN \$21.00, US \$17.95, paper; ISBN 978-1-84603-134-2.

Dr. Gregory Fremont-Barnes' supplementary volume to 2007's *The Royal Navy, 1793-1815* is a tour-de-force for definitive descriptions of the vessels under Nelson's command at the Battle of Trafalgar and of the vessels and armaments on both sides of the conflict. A slim volume at only eighty pages, *Victory vs. Redoubtable* is one of the most detailed and succinct compendiums of naval technology at the turn of the nineteenth century currently in active publication. The tasteful use of appropriate and relevant illustrations adds to the essay-like format of the work, rather than distracting attention from it. *Victory vs. Redoubtable*, in its format, far outstrips its predecessor. The illustrations within this book highlight the informative text rather than hyphenating it as was the

case in *The Royal Navy, 1793-1815*.

Fremont-Barnes presents a detailed examination of the vessels on either battle-line at Trafalgar, defining the profession-specific jargon of the day as well as providing an adequate look at the technical aspects of running a ship-of-the-line. For instance, Fremont-Barnes defines, and provides illustrations of a short-barrelled cannon known as a carronade; a stubby version of a typical long-gun that fired heavy, hollow iron or brass shot that caused catastrophic physical damage to enemy vessels, for it fired along a flat trajectory at a low velocity, rather than punching straight through the hull of an enemy vessel, as a normal long-gun would (p.29). By contrast, Fremont-Barnes mentioned such technology in passing in *The Royal Navy, 1793-1815*, but did not deign to elaborate upon it.

Like *The Royal Navy, 1793-1815*, *Victory vs. Redoutable* is little more than a primer of nineteenth-century naval technologies. *Victory vs. Redoutable* suffers from many of the same academic weaknesses as its predecessor, namely the unfortunate lack of proper citations and primary documentation. Its bibliography, again, is only the size and quality of what one would expect from a good undergraduate paper. Fremont-Barnes draws heavily from a very small selection of authors, and even lists many of his own works as sources of research material. On one hand this shows that he attempted to eliminate the chaff from the wheat, as it were, but it also shows a distinctly lazy attitude towards research and an undesirable nepotistic trait in his academic authorship.

This said, *Victory vs. Redoutable* is a dramatic improvement in readability

and continuity over *The Royal Navy*. Fremont-Barnes' graphic designer for this project deserves as much praise as Fremont-Barnes himself, for *Victory vs. Redoutable* is reminiscent in its format of the academic history "pamphlets" of the late-nineteenth and early-twentieth century. This volume combines a high level of academic dissemination with appealing visuals and language to inform and entertain both the hobbyist historian and the professional, whether waxing or established.

While its direct value and contribution to naval history is negligible, this book is a superb aide for the student or lecturer on the topic of nineteenth-century naval history.

Ambjörn L. Adomeit
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David Gleicher. *The Rescue of the Third Class on the Titanic – A Revisionist History*. St. John's, NL: International Maritime History Association, Research in Maritime History, No. 31, 2006. xvii + 294 pp., illustrations, tables, footnotes, bibliography. US \$15, paper: ISBN 0-9738934-1-9.

In David Gleicher's *The Rescue of the Third Class on the Titanic: A Revisionist History*, readers are introduced to a new interpretation of the events and actions aboard the HMS *Titanic* during the vessel's final hours. Rather than reiterating the popular stories that often portray the wealthy and influential first-class passengers on the *Titanic*, Gleicher uses his book to depict the experiences of third-class steerage passengers. Issues of class, gender, power, and ethnicity are explored while trying to interpret the

disproportionate survival rates of third-class passengers when compared to those in the first and second classes.

The author's use of primary documents, including transcripts from official commission hearings of survivors is commendable. Testimony taken during official interviews of some crew members and passengers makes up a large percentage of the book's content. Although only a few third-class passengers were officially interviewed, the author successfully uses testimonies from the crew and other passengers to document their experiences. This material, interjected with Gleicher's interpretations and analysis of the events of that night, provides a well supported account for the neglect and mistreatment of third-class passengers during the accident's initial hours.

Gleicher expresses concern for some previous interpretations of these documents. Testimonies recalling the events of *Titanic's* fateful night have sometimes been taken out of context and portrayed incorrectly. In order to avoid misleading the reader, Gleicher writes that, "the relevant testimony has been quoted in full rather than paraphrasing or repeating selected phrase..." (p.viii). The full use of testimonies truly allows the reader to appreciate the fluidity of the questions and answers. By exposing the leading and ending remarks of important testimonies, the author permits the reader to grasp the true intention and meaning behind each statement. Although this use of primary sources is very effective in demonstrating the views of passengers, it does become somewhat repetitive towards the end of the book. Multiple uses of the same testimonies could lead readers to question whether or not they had already read

certain sections of the book and perhaps accidentally misplaced their bookmark.

Gleicher effectively uses graphs, diagrams, and images to clearly illustrate several crucial models, statistics, and calculations. Readers do not have to be familiar with seafaring terms or the overall layout of the *Titanic* to understand the often highly-detailed descriptions of the escape routes. For example, tables allow the reader to visually digest large amounts of numbers depicting who survived and who died during the sinking of the vessel. Other images show probable time-lapse models of how the vessel filled with ocean water and sank. Without the successful use of these illustrations, readers might become lost in the maze of numbers, times, and locations provided throughout the book.

The author's attention to and use of details provides a unique look into the last hours of many of the third-class passengers. This is an excellent book for detail-oriented readers. The timing of events aboard the *Titanic* that night is crucial to interpreting how, when, and where third-class passengers were able to survive the sinking. Testimonies concerning the events, and the hours and minutes during which they occurred, are scrutinized. Gleicher cross examines accounts of where crew members were stationed, who was in charge of which jobs, and investigates survivors' statements on the escape routes taken from below decks. These and additional recollections are provided and studied in detail. Those without the desire for such attention might find this book challenging to read.

These extremely detail-oriented interpretations, however, allow Gleicher

to achieve his goal of exploring “the complicated interaction of gender, class, and culture that explains who survived and who did not” (p.xvii). Evidence for the vast difference between terminologies used to refer to third-class passengers versus non-third-class passengers clearly depicts the then-current social stereotypes. The author is able to support his thesis with multiple examples. Evidence for his interpretations are well constructed and presented convincingly to the reader. At the conclusion of the book the reader will appreciate Gleicher’s supportive source materials.

Overall, this book is an excellent example of how maritime history can give a voice to disenfranchised citizens. Gleicher is able to use the combination of survivors’ testimonies, archaeological interpretations, probability models, statistics and other historical publications to tell the story of the third-class passengers. Rather than being remembered as uneducated “dangerous individuals,” this book gives insight into the experiences of the *Titanic’s* third-class passengers and allows their stories to become part of recorded history.

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Angus Konstam, *Scourge of the Seas. Buccaneers, Pirates and Privateers*. Oxford, UK: Osprey Publishing, <http://www.ospreypublishing.com>, 2007. 240 pp., illustrations, glossary, bibliography, index. UK £20, CDN \$32.95, cloth; ISBN 978-1-84603-211-0.

For those who have a passion for pirates, there are plenty of works being published

these days. This is especially true of books intended to capitalize on the seemingly endless interest of the general public. Angus Konstam’s *Scourge of the Seas* is an eye-catching book which offers readers a very accessible and entertaining account of the Atlantic world of pirates and privateers.

Konstam’s examination focuses on buccaneers, pirates and privateers. Although he separates them into categories and different chapters, the distinctions between them were not always clear in practice. It is often the case that one country’s privateer is another’s pirate and the author acknowledges this. Even though some of these men defy easy categorization, the book paints a vivid portrait of these rogues, their ships, their deeds, and their environment during the height and decline of early modern maritime violence.

The periodization of the *Scourge of the Seas* is rather disjointed. Konstam looks at buccaneers during the period 1620-1700, pirates from 1660-1830, and privateers during 1730-1830. It is not entirely clear why he has chosen these dates or why he didn’t choose to cover the entire early modern period (1500-1800), even if he wanted to focus more on the height and decline of piracy. His decision to virtually ignore the events of the sixteenth century is curious, given that it was such a colourful era in piracy and privateering. While it is technically not part of the “golden age”, it is foundational to Konstam’s study.

Konstam explores a considerable number of topics which relate to the Atlantic world of piracy and privateering. A comprehensive discussion of health and provisioning is a significant omission,

given that he claims seafaring was restricted to those in the prime of life (20s) and it was rare to find seamen over 40. Disease no doubt claimed more men than boarding, battle and the justice system, but it rarely figures in Konstam's analysis.

Although the author employs statistics in the book about such things as the average age of seamen and pirates, there is only a smattering of references. One can imagine that a book full of footnotes might be a deterrent to a general audience and deemed an unnecessary expense to a publisher, yet this reader is most curious to see the basis of such statistics as well as specific sources for some of his sweeping generalizations. Although Konstam has impressive credentials as a mariner, curator and author, we should rightly query some of the assertions he makes about pirates and privateers. He does briefly mention a few of his sources in his introduction but we are left largely in the dark about much of his research.

One of the purposes of the book is to de-glamorize piracy and violence at sea: "The romantic-sounding description of this era as a "golden age" belied the cruelty, harshness and misery created by pirates, and unlike other golden ages it was never regarded with any form of nostalgia. The phrase itself was...applied by writers seeking to embellish the pirate story with an aura it didn't deserve". (p.7) To some extent he is successful in this. The very short duration that most of the more (in) famous were active as pirates and privateers is truly revealing and provides persuasive evidence that piracy was more likely to bring punishment than profit.

Konstam claims that "the average pirate was a doomed man, lacking the education, abilities and pragmatism to escape his inevitable fate...." (p.7) While he does offer short biographies of some of the more notorious pirates and privateers, we don't really know much about the 'average pirate' he alludes to. It is not clear whether seamen dedicated themselves to piracy and privateering as a career or if it was an occasional form of employment. Konstam doesn't offer us much evidence that the seamen who sailed the pirate ships were uneducated or destined to suffer the same fate as most of their captains. In the earlier part of this period (if not longer), men tended to drift back and forth between legitimate and questionable forms of maritime employment - often with impunity. 'Pirate' may have been a much more fluid category than is portrayed here. We need to be cautious who we label a pirate. While Konstam briefly acknowledges it in passing, there were many merchant seamen who would engage in piratical acts if the opportunity arose, but they would reject any notion they were pirates.

Instead of bolstering the notion that the pirate life was miserable, samples of privateers' and pirates' charters included in the book argue against the image of lawless cutthroat. In the present day, many identify with the unconventional forbearers who may have railed against the stern discipline of navy life or slightly more staid existence of the merchant marine. Although it was hardly utopian by any stretch, this world of rogues was theoretically much more egalitarian than any other society of its day. Konstam also suggests that, at least for a short duration of time, the prospect of profit was considerable. Herein lies the

rub: the pirate world appeals to the greedy, adventurous and anti-establishment streak in many of us who long to cling to the mythology. Perhaps a greater emphasis on the damage which pirates could wreak on property and persons would have helped the author take some of the luster off these early modern anti-heroes.

Despite the weaknesses mentioned, there is much in this book to commend it. The volume is beautifully illustrated, with a helpful glossary, maps, diagrams and a further reading section which is a fine introduction for a general reader. *The Scourge of the Seas* will provide edification and enjoyment. While Konstam does his best to “strip away many of the myths and romanticism” associated with these notorious characters, even he seems to be captivated by their adventures at times. No doubt his readers will be too.

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Lloyd, Clive L. *A History of Napoleonic and American Prisoners of War, 1756-1816: Hulk, Depot and Parole*. Woodbridge, Suffolk: Antique Collectors' Club, <http://www.antique-acc.com>, 2007. 384 pp., illustrations, notes, bibliography, index. US \$69.50 (2 vol. set \$159.00), cloth; ISBN 978-1-85149-528-3.

Starting with the purchase of a small bone ship model about which he wished to learn more, Clive Lloyd spent the next thirty years collecting artifacts created by prisoners of war and studying the conditions under which the Napoleonic and American prisoners of war were

housed, lived, and worked; this volume presents that history. A companion volume presents “The Arts and Crafts of Napoleonic and American Prisoners of War, 1756-1816”.

The Antique Collectors' Club has maintained its usual high standard with a beautifully bound and well-illustrated volume, with artwork appropriate to the specific subject. Printed on high-quality paper, it is extremely well organized and is divided into three parts containing 23 chapters in total; with part one presenting a historical background by reviewing The Seven Years' War 1756-1763; The American War of Independence 1775-1783; The American War of 1812; The Forgotten War; and The Last Invasion of Britain: Fishguard, February 22nd 1797.

Part Two discusses the Hulks: The Civil Prison Hulks; The Prisoner of War Hulks – Part One, and The Prisoner of War Hulks – Part Two; The New York Prison Ships; The ‘Danish’ Prisoner of War Hulks; The Danes and the Battles of Copenhagen 1801 and 1807; The Peninsular War; and Women – their Absence and their Presence.

Part Three starts with a preview of land-based facilities in general, then the specifics of Porchester Castle; Millbay Depot; Forton Depot; Liverpool; Stapleton Depot. Dartmoor Prison contains two parts (Note: at that time it was a Depot, not a Prison) Part One – ‘The Prison on the Moor’ Princetown, Devon; Part Two – The Americans and the Dartmoor Massacre. Prisoner of War Depots in Scotland contains three parts: Edinburgh Castle; The Great Valleyfield Depot at Penicuik; and the Perth Depot, Perthshire.

The final chapters discuss parole conditions in general, and then Parole

D'Honneur; Parole in England; and Parole in the Scottish Border Towns. A two-page bibliography and an eight-page index follow.

While chapter endnotes are used, they are minimal as many extracts, records, quotations, etc. are presented in indented block format. Using an easy writing style, bringing many personal accounts of known individuals into the book, Lloyd made what could have been a rather dry topic a very readable and enjoyable one. He drew on well-known first-hand published works by writers such as Charles Andrews, Captain Thomas Dring, Louis Garneray, etc. His research also included the Public Records Office and work by later writers such as Francis Abell. He also included extremely localized and little-known local publications, including original pamphlets and public notices, contemporary local newspapers, records in local public facilities and institutions, and Church records regarding marriages between paroled prisoners and local ladies.

At best, life aboard the hulks was grim and, in the Depots, little better; however what must be borne in mind is that life before the mast in the Royal Navy was probably not much better, and was often far more brutal. Conditions for parolees were generally good as the parole town populations generally welcomed parolees, including them in social activities. In addition, whether they were confined in the Depots, the Hulks or on Parole, prisoners had access to private funds and equipment from France. Two agents, an English officer in Paris and a French officer in London, were the liaison points for all prisoner transfers and exchanges, even arranging

for wives to join their paroled spouses during their confinement in Britain.

Nonetheless escape, for many, was a constant thought and some of the escapes from the Depots were ingenious, even simple. Two prisoners created uniforms similar in appearance to those worn by the troops guarding them, including Glengarry caps. When the guard changed at dusk, they simply joined the end of the file and marched out of the depot with the departing guard and turned away; two more prisoners repeated this trick the next evening. It was tunneling, however, that was a threat to the authorities and one that was constantly checked for by the guards. Escapes also occurred from the hulks, generally by cutting through the hull; however these escapes were less frequent. If captured, an escapee had to pay the cost of his recapture and would spend time in the cachot, or the black hole, on bread and water.

Some officers, even after giving their parole not to escape, did so, including a few high-ranking French. Breaking one's parole appears to have carried less of a social stigma in France, where parole breakers seem to have been welcomed home. Conversely, there is a record of a British officer who broke parole and escaped from France, being returned to France for having done so.

The question is often raised as to why the French were generally considered to be so creative. The answer, in brief, lies with the fact that England used conscription (after 1792) where, with few exceptions, virtually all French males were required to serve in the military. This created a cross-section of the entire population, with all of its skills,

abilities, and social levels; this cross-section was therefore represented in the captives taken. In addition, the British market system in the Depots encouraged and fostered creativity, as there was a ready clientele for their work. By allowing prisoners to keep themselves busy, the British also prevented a considerable amount of unrest in the Depots.

Not reading French, I found French quotations without an English translation annoying, especially considering that Lloyd's daughter, fluent in French, was his interpreter.

Regrettably, Clive Lloyd did not survive to see the final result of his thirty-year labour. He passed away in 2004, three years before the publication of these two volumes, creating a monumental work that I seriously doubt will ever be surpassed.

This book, along with its companion volume, is highly recommended.

Roger Cole
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Lloyd, Clive L. *Arts and Crafts of Napoleonic and American Prisoners of War, 1756-1816*. Woodbridge, Suffolk: Antique Collectors' Club, <http://www.antique-acc.com>, 2007. 334 pp., illustrations, index, US \$89.50 (2 vol. set: \$159.00), cloth; ISBN 978-1-85149-529-0.

Sometime in the mid-1970s, Clive Lloyd purchased a very small ship model in the Portobello Road Market in London. Believing it to have been carved out of ivory, he later discovered that a French

prisoner of war had possibly created it and that the material was, in fact, bone.

Initially only wanting to know more about the origins of his model, Lloyd started a research project that was to span thirty years of part-time travel and study during which time he amassed a collection of prisoner of war artifacts that is possibly the largest private collection known. While building this collection, he also researched the conditions under which the prisoners lived, worked and were housed. This material was published in a companion book "*A History of Napoleonic and American Prisoners of War, 1756-1816: Hulk, Depot and Parole*".

Familiar with books produced by The Antique Collectors' Club, I was not surprised by the quality. Beautifully bound and lavishly illustrated on high-quality paper, it is divided into eleven chapters: Introduction and Authenticity; The Depot Markets; The Inner Markets; The Straw Workers, Plaiters and Marquetry Artists; The Bone-Workers, and Prisoner Ship Model Makers; Rolled Paper Work and Paper Sculpture, Automata and Mechanical Toys, and Games, Games-Boxes and Pastime Trivia; Artists; The Freemason Prisoner of War, and An English/American Officer in France; Gamblers and the Brokers; Entertainers; Forgers and the Coiners. The text is followed by an excellent six-and-a-half-page index. Chapter endnotes rarely appear in this volume due to Lloyd's, or possibly the publisher's, practice of reproducing many extracts, records, quotations, etc. in an indented block format.

Among the creative arts practised by the prisoners, ship models are first to

come to mind. Most of their creations, however, were often far simpler and included everyday items such as games, games storage boxes, whirligigs, and straw marquetry used to decorate boxes. This craft was legal, yet straw plait work was not, since it competed with local hat-making industries. Many of these items can still be found today, although now at a high price. All creative endeavours, legal and illegal, are documented and superbly illustrated photographically in the book. The ingenuity displayed in the creation of many of the artifacts is considerable and makes for an enjoyable study. While some of the more advanced work was undoubtedly commissioned, most items were simply produced for sale in the markets. These, in the land-based depots, were held in the outer courtyards, allowing a two-way trade where prisoners sold their work to local vendors, and prisoner proprietors of the inner market stalls, inside the restricted areas, could buy their stock for resale. Prisoners aboard the hulks had to deal through guards. Wherever prisoners were housed, gambling was illegal and was an unstoppable scourge.

A common problem encountered while researching prisoner of war creations is the lack of accreditation. Frequently, while an artifact exists, the provenance does not; this is not uncommon even in major museums and institutions. Pages eight and nine show an excellent, accredited, two-page colour reproduction of A.C. Cooke's evocative painting of the Plait Merchants trading with the French Prisoners of War at Norman Cross. While a few other paintings are accredited, including those by prisoners Dominic Serres and Louis Garneray, other paintings believed to be

by prisoners remain unidentified. This raises the question that, since there is no attribution, accreditation, or provenance provided for most of the items seen in the photographs in the book, is it possible that the unaccredited works were part of Lloyd's personal collection? Evidence indicates this possibility as almost all of the artifacts were photographed against a few very similarly coloured photographic backdrops, with a medium green being the most prevalent. Had these artifacts been photographed in the field under research conditions, I would expect to see more variation in the backgrounds, along with an accreditation as to the current owner of the artifact. Unfortunately, I did not find a notation confirming Lloyd's ownership or not.

The Freemason Prisoner of War chapter introduced me to an entirely new aspect of prisoners' activities as it did Lloyd when he unexpectedly received a French Masonic Certificate in the mail. While not a Mason, Lloyd contacted the headquarters of Masonry in England who directed him to the Masonic Lodge of Research in Leicester. Well received there, he discovered that parolees in the various towns and villages founded Lodges; however, they were also established in the Depots and, in a few cases, aboard Hulks. These lodges are all listed in the book. It is apparent that in many cases, Masonic ties were stronger than nationalistic ties when it came to offering assistance to fellow Masons, quite possibly including a few escape attempts. French Masons were also accepted in many existing British Lodges, as were British Masons in French Lodges in Verdun, where most British prisoners were held.

As with the companion volume, I found French quotations without an English translation annoying.

As a student of the Napoleonic and American prisoners of war history, their confinement, and creativity, I know all too well how diverse and obscure records regarding the subject can be. While drawing on material left by earlier researchers and writers, Lloyd did an outstanding job of research in many untouched fields and presents a huge amount of this widespread material in these two magnificently organized volumes. It stands as a lasting tribute to his endeavours.

This book, along with its companion volume, is highly recommended to anyone with an interest in any of the subjects covered.

Roger Cole.
Scarborough, Ontario

Paul F. Paskoff. *Troubled Waters. Steamboat Disasters, River Improvements, and American Public Policy, 1821-1860*. Baton Rouge, LA: Louisiana State University Press, <http://www.lsu.edu>, 2007. xvii + 324 pp., illustrations, maps, tables, appendices, notes, sources, index. US \$48.00, cloth; ISBN 978-0-8071-3268-5.

Paul Paskoff's overview of river policy in the United States, *Troubled Waters: Steamboat Disasters, River Improvements, and American Public Policy, 1821-1860*, focuses primarily on one aspect of sectionalism commonly overlooked by Civil War enthusiasts, which is the allocation of funds for river

improvement. To Paskoff, this issue played a significant role in the destabilization of the Whig party, led to an increase in sectionalism, and exposed two very different views on the American Constitution, big government versus little government.

All of these issues were vital to the formation of the United States as we know it today, and Paskoff sums up how important this era was to states' rights and federal funding. Unfortunately, his discussion contains a few flaws. The author uses several primary sources to back up his arguments, but not all of them come across as being supportive. While Paskoff could have used stronger quotes to support his claims, his problem is grasping the delicate nuances of nineteenth-century political speech. At one point, he even contradicts himself. Paskoff states that, with recession, memorials that were sent to the government by various states declined specifically during the Panic of 1837 and 1857. Later in the book, however, he talks about the increase of memorials during the exact same time periods.

Despite such problems, Paskoff has a high-quality writing style with a pleasant flow. The timeline of the book is not disrupted with subplots and excessive descriptions. Paskoff also provides several charts, tables, and graphs in support of his argument that river improvement had to come from the federal government. State government and private enterprise were not capable of ridding the country's river systems of navigational hazards.

Most of the tables are easy to read, but a few are somewhat unclear because they combine three or more pieces of information on one chart. While

there are quite a few tables and charts, unfortunately there is only one map of the Mississippi River. Paskoff discusses several sections of the Mississippi and other rivers that are very dangerous. The book would be greatly strengthened with additional maps of the rivers and regions that received a large amount of money from river improvement bills.

While Paskoff's book discusses river improvements in great detail, that does not seem to be the main point. Most of the book centers on the sectionalism of the Federal Government during the early-to mid-nineteenth century. The author tries to support the idea that, in the beginning, secession issues stemmed from Whig and Democrat differences on federally funded improvements instead of slavery, which as Paskoff points out had a gag order in Congress.

The lack of steamboat disasters is disappointing considering Paskoff includes this topic in his title. He mentions steamboats primarily in terms of technology and statistics. A few stories of steamboats becoming snagged on the Mississippi River are presented early in the book, but after the first chapter, he discusses very little about life on the river and focuses instead on congressional acts and disputes within the House of Representatives.

Technological advances in steamboat design at this time were a factor in the number of ships that met a tragic end. Plying western rivers required a different hull form from that used to navigate shallow rivers. To meet the challenge, engineers made the draft on these steamboats shallower and the beam wider. These changes, along with more powerful and lighter engines, allowed

steamboats in the western states to move much faster than their eastern counterparts. The boats were also able to manoeuvre into more questionable areas of the river. Both of these alterations led to an increase in steamboat accidents, while the stronger engines meant that vessels hit the snags with greater force. An increased number of steamboats in increasingly dangerous waters could spell disaster for inland trade and commerce, especially without federally-funded river improvements.

While the book is very informative, Paskoff writes for readers well versed in American history. He uses terms that are not common knowledge, such as 'Protectionist' and 'Specie Circular'. The author does not discuss the origin of these terms and the reader is expected to know what each political party stood for from 1821-1860. Those truly interested in the origins of governmental factionalism that led to the Civil War will find this is a very interesting book. Even though the underlying theme is secession, this book does present a great deal of information about river improvement policy and how important federal funding was for clearing navigational hazards, and for opening the interior to trade.

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Admiral James G. Stavridis. *Destroyer Captain: Lessons of a First Command*. Annapolis: MD. Naval Institute Press, <http://www.usni.org>, 2008. 224 pp., illustrations, photos, index. US \$22.95, cloth; ISBN 978-1-5911-4849-4.

Stavridis' work is the culmination of over two years of personal journal entries upon his selection of command for the USS *Barry* (DDG-52), an *Arleigh Burke* class Aegis destroyer. He brings to light the many challenges and rewards of commanding a US warship. He briefly addresses the technical and tactical facets of commanding one of the most sophisticated weapon systems ever to sail the seas, but he rightly focuses on the true essence of command, the human element. Regardless of whether one is a naval, ground, or aviation warfare commander with vast arrays of systems and capabilities, war is a human endeavour. The author's attention to the human element was directly responsible for the success of his ship and crew.

On his very first day, he recalls, "Today's crises open fast – a crew member is in sick bay threatening to kill himself; another has been crushed by news of his wife's affair and is requesting transfer ashore to try to sort things out..."(pp.13-14) While there may be orders and policies addressing these situations, they are very broad and leave much room for a commander's discretion. The reason men like the author are carefully screened before given command is so they can exercise sound judgment in the matters that affect the lives of the sons and daughters of America.

He aptly names one journal entry "Captain's Mast: The Least Likeable Part

of My Job." (p.49) Discipline is essential in any military unit, and how to best attain it is the art of leadership. The author's first brush with his responsibilities as judge and jury of his crew involved the common downfall of many young, testosterone-charged men – alcohol. He chose to go the more lenient route with one of his officers. Whether or not this was the right approach is open to debate as officers are to be held to a higher standard in all aspects. The event, however, occurred during the post-Cold War draw-down of the Clinton years, and any bad paper in a service record was sure to terminate one's service.

As a deploying commander, he gave family readiness its due attention. Before an unscheduled two-month contingency operation off of Haiti he states, "Perhaps most important, we must all get our family situations under control, briefing the wives, ensuring everyone has the correct path to get information, wills are updated, powers of attorney provided, and a thousand other things."(p.17) Stavridis lists the litany of steps that every commander, regardless of service, must undertake to ensure his subordinates' heads are in the game, and not preoccupied with problems at home. It is not only a matter of human decency, but also of combat effectiveness.

Throughout his journal, Stavridis gives credit where it is due. He rightly acknowledges the role of the Chief's Mess, and particularly his Command Master Chief (CMC). He knew that he was starting with officers that were all new to the ship, but he saw the strength in his chief petty officers who had been with the ship for several years. Most endeavours do not fail in planning, they fail in execution, and execution is the

forte of senior enlisted leaders. Senior enlisted leaders remind commanders that they are, often contrary to popular belief, human. He writes, "The master chief tells me the chiefs are worried about me – about my dragging posture, sighing, shaking my head, my low threshold of frustration. This is the kind of thing a good master chief can impart to a captain." (p.76) There is nothing so miserable in an outfit when there is a rift between the officers and senior enlisted, and by the profound success of the USS Barry during the author's tour, it is clear that both saw eye to eye.

Concerning the burden of command, the author's most profound statement is, "The real pressure of command is, quite simply, that you put your ship's reputation on the line...every time you handle the ship in difficult situations."(p.125) Although 'sitcom' television shows and movies that use slapstick humour to depict the shenanigans of screwball military units are popular, no one really wants to be part of a unit like that. *Esprit de corps*, or pride in the unit, is crucial for success. When a leader can inspire his subordinates to want to be the best, even if they don't always achieve it, then his leadership is truly effective. That being said, good humour can go a long way, especially in an all volunteer force. "Good humour. The command climate is the most free of fear and intimidation that I have ever seen."(p.163) When people enjoy what they do and with whom they work, they will always do the right thing, even when no one is looking.

Admiral Stravridis gives useful insight to all aspiring leaders, regardless of rank or service. His attention to the human element is the primary concern of

all worthy commanders, and in this aspect he served his ship well.

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Donald G. Shomette. *Shipwrecks, Sea Raiders, and Maritime Disasters along the Delmarva Coast 1632-2004*. Baltimore, MD: Johns Hopkins University Press, [http:// www.press.jhu.edu](http://www.press.jhu.edu) , 2007. xi + 435 pp., illustrations, map, appendix, notes, bibliography, index. US \$60.00, cloth; ISBN 978-0-8018-8670-6.

A seasoned adventurer, renowned marine archaeologist and prolific writer, Donald Shomette has produced yet another excellent piece of maritime history with his illuminating study of ships' losses on the Atlantic coast of the Delmarva Peninsula between the seventeenth and twenty-first centuries. *Delmarva* is a portmanteau word, being a combination of the names of the three states Delaware, Maryland and Virginia that share this nearly-three-hundred-kilometer long coastline. The site of over 2,300 wrecked and lost vessels, this region has experienced tragedy and suffering for the better part of four centuries. Shomette sets out to tell some of these fascinating stories, to both provide a sense of the rich and colourful history of the Delmarva coast and its culture of the sea, and to relate how these dramatic events often had direct implications for the development of American shipping overall. Another clear intention is to garner support from governments and citizens to protect and manage these cultural resources that are threatened by

wreck hunters, state inaction, disputes in global maritime law, and the natural erosion of the seabed and shoreline.

Shomette has carefully selected at least twenty-five accounts and presented them chronologically and in their proper context, so that as a body they offer a broad sense of the region's history yet also reveal some continuity between periods. He begins our journey in 1632 with the capture and believed destruction of an English ship and her crew by the Mantes Indians, making it the first known European vessel to fall victim on the Delmarva coast. His treatment of this early incident is brief, as is his discussion of the region's history throughout the seventeenth century which occasionally surfaces only in this opening chapter. Records prove far more numerous for the eighteenth century. Readers can settle in with stirring descriptions of the wreck of the 1750 Spanish fleet, the infamous *Faithful Steward* disaster of 1785 in which just 67 of 262 passengers and crew survived, and a collection of five accounts devoted to the American War for Independence ranging from the Royal Navy's coastal blockade in the early months of the war to the pivotal Battle of the Virginia Capes in 1781 that effectively ended it. Notable among the nineteenth century accounts are those examining the Delmarva wreckers, Confederate raiders, the blizzard of 1888 and the hurricane of 1889. The twentieth century is also replete with stories that have become legendary, including the 1915 collision of the five-masted schooner *Elizabeth Palmer* with the *Washingtonian*, the largest American steam freighter at the time. Other highlights include Billy Mitchell's historic bombing missions, the catastrophic hurricane of 1933, and the

German U-boat terror. The closing two chapters examine the competing interests found among those diving or making claims to the wrecks littering the Delmarva coast and make an impassioned plea for permanent and firm heritage legislation to govern them.

Readers will want to take their time with this book, though not for reasons that in any way reflect negatively upon its style or substance. Each account easily stands on its own. The wealth of detail gathered from primary materials and interdisciplinary methods, combined with effective contextualization and the passion and excitement with which each tale is told will make you want to savour each chapter before moving onto the next. Some are much lengthier than others, ranging from twenty pages to just over three pages, but each has a short story feel to it as Shomette uses vignettes, legends and folklore to full effect. Helping cultivate this literary sense are the rather unconventional titles that speak to the prevailing mood or emotion surrounding the event rather than the event itself. For example, "Chops of Wood on the Angry Waves", "The Captain Was in a Hilarious Mood", and "Like a Knife Gutting a Fish" are not the chapter titles that one would expect to find in a scholarly history but they do engage the reader. Although chapter seventeen recounted the circumstances surrounding the 1891 wreck of the Presidential yacht USS *Despatch*, its title "Poor Pussy" refers to a stray black cat that stowed away on the vessel and became a symbol of the incident's utter hopelessness and loss as the cat's desperate futile attempts to escape death was one of the most poignant memories for survivors.

While this handsome volume contains several nicely reproduced maps, it does not provide readers with one that clearly depicts the Delmarva coast. A contemporary or simplified map noting the location and date of each of the twenty-five cases presented in the book would have been a reasonably easy task and enabled those readers unfamiliar with this part of the world with a readily accessible visual aid with which to follow along. My only other quibble concerns the typesetting, for at first glance the wide margins and dense small print pose a daunting task. The dimensions of the book make it somewhat awkward to read and to hold, though it is almost certainly due to the inclusion of numerous fine illustrations, period maps and the fifty page appendix, all of which required ample space. The appendix, a chronological index to all known vessel losses on the Delmarva coast over the entire period, is a remarkable resource for it provides the date of the incident; name, nationality and type of vessel; the manner of loss; and the event's location often complete with geographic coordinates.

Solidly researched and vividly told, this book is a wonderful read. Shomette's latest work will foster widespread appreciation for the spectacular history and heritage of the Delmarva coast and go far in convincing audiences- be they marine archeologists, maritime historians, underwater enthusiasts, or state residents and politicians, that the cultural treasures that lay in their midst are truly worth protecting and saving.

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Gordon E. Tolton. *Prairie Warships. River Navigation in the Northwest Rebellion.* Surrey, B.C., Heritage Group, <http://www.heritagehouse.ca>, 2007. 335 pp., maps, illustrations, appendices, notes, bibliography, index. CDN \$27.95, paper; ISBN 978-1-894974-30-1.

The Northwest Rebellion of 1885 is an important incident in the pageant of Canadian history, and yet remarkably little is known of it beyond the current revisionism associated with the rehabilitation of Louis Riel, and the ongoing reverberations inherent in Canada's evolving relationship with its First Nations and Métis populations. If this is broadly true of the Northwest Rebellion in general terms then the ignorance of the 'naval' element can be assessed as virtually universal. For this reviewer the chief feature of the event – prior to reading Gordon Tolton's fine book – was the overcoming of the logistical challenges associated with the mustering and despatch of military forces in relatively short order to deal with the Rebellion. A key component of the logistical element was the unsung work of the river transport forces, without which Middleton's efforts would not, could not, have succeeded. Tolton has given us a useful look at this relatively unknown conflict, and with his focus on the nautical element has provided a fresh, unique perspective.

The essential features of a 'river war' had been deployed for all to witness during the American Civil War. The Mississippi River campaign, fought by General Ulysses Grant, involved the use of new-fangled river steamers as part of the "Anaconda Strategy" of strangling and isolating the Confederate States. The

front line of this effort included the blockade imposed along the Mississippi River and the sieges and battles fought on its shores. Despite the newness of the technology – paddle wheelers and steamships – it was of crucial importance for that campaign and strategy.

Tolton introduces his topic with a helpful discussion of dawn of the steam age in the Canadian West. The conclusion of the US Civil War saw the deployment of the steamship technology up and down the Mississippi/Missouri watershed and fairly quickly efforts were made to introduce steamships into the Canadian prairies. However, the North and South Saskatchewan Rivers, and their tributaries, the chief rivers of relevance, were not of the same order as their American counterparts, being much shallower and smaller all round and hence development was fitful and slow. The initial link was via the Red River into Lake Winnipeg, and then onward west via the Churchill, Nelson and Saskatchewan River systems. The driving force, it likely need not be said, was the Hudson's Bay Company, as well as its rivals, for control of trade routes with this new technology. This expanded into mining interests – i.e. coal mining in the Medicine Hat area – as well as support for the prairie steamships eventual nemesis, the railroad companies.

By the mid-1880's progress in developing a steamship economy was faltering given the fundamentally unsatisfactory nature of the river system and the new availability of the railroads. However, political developments allowed the final hurrah for the 'fleet' in dealing with, or at least assisting in dealing with, the red flag of rebellion raised by the Métis and their leader, Louis Riel in 1885. Of no little interest a number of the participants

in the campaign that followed had in point of fact just returned to Canada from the Sudan Campaign of 1884/5. There on the Nile, Wolseley's Canadian 'voyageurs' had piloted the British Army's fleet of boats up the river in the fruitless effort to rescue General "Chinese" Gordon besieged in Khartoum. They soon found their skills in demand in 'home' waters.

Tolton's introduction of the causes of the Northwest Rebellion in 1885 is brief and perhaps a little perfunctory. Despite the limited scale of the entire episode, the Canadian government hastily mobilised and despatched the Commander of the Canadian Militia, Major-General Frederick Middleton, a British officer with significant experience, to the prairies to put it down. For the purposes of Tolton's story the role of the steamships on the Saskatchewan River (North and South) was the key feature. His recounting of the mobilisation of the fleet, particularly the very self-interested negotiations by the owners, is well done and indicative of the imagination and determination of those charged with putting down the Rebellion, as well the equal determination by the owners to make a quick buck. There are certain eternal verities involving the exigencies of wartime and procurement that were well demonstrated here.

Tolton's narrative is well done. He writes with a wry humour that is not inappropriate given the fundamental comic opera nature and scale of the Rebellion and the conduct of the campaign and yet, at the same time, respectful of the doomed effort by Riel, the Métis and their First Nation allies, to preserve a way of life that was disappearing forever. The book is filled with incident and populated by characters on both sides that could not be made up. There are numerous illustrations

throughout the narrative – some are photographs, others paintings and drawings – that enliven the story, as well as a series of maps that are very helpful. One is struck by the vast distances traversed both by foot (or horse), as well as by rail and, of course, via the river routes. One is also struck by the fact that they were directed by the new technology of telegraph communications that allowed for a rapidity of movement and response to developments unknown to commanders only a generation in the past.

The book concludes with a summary discussion as to the eventual fate of the participants, many of whom lived on into the 1920's and as late as the 1940's. A reminder, if any is needed, of the relatively recent nature of the Northwest Rebellion in historical terms. Indeed, the various sites, such as Batoche, are today much as they were in the 1880's and are easily accessible. The author has made full use of archival material, memoirs, as well as the newspapers and secondary sources readily available. Tolton has brought to life an important episode in Canada's history, an episode that has reverberations to the present day, and I have no hesitation in recommending it.

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James M. Volo, *Blue Water Patriots: The American Revolution Afloat*, Praeger, Westport, Conn., <http://www.praeger.com>, 2007. iv+312 pages, maps, images, notes, bibliography, index. US \$49.95, cloth; ISBN-0-275-98907-0.

The naval history of the American Revolution has been surveyed by several authors with particularly good studies of the French navy by Jonathan Dull (*The French Navy and American Independence* [1975]) and of the British navy by John A. Tilly (*The British Navy and the American Revolution* [1987]) and David Syrett (*The Royal Navy in European Waters during the American Revolutionary War, 1775-1783* [1998]). James M. Volo is the latest of several authors to examine the naval conflict from the American perspective.

Volo's focus is on the period between 1775 and 1779 when most of the combat was between Britain and her rebellious colonies and conducted in the North Atlantic. The strength of his volume is the highly readable style. He offers few, if any, new insights, but he tells his story well. A cursory examination of the endnotes explains why. Volo depends heavily on two dozen secondary sources and half a dozen published primary sources. His chapter on Continental operations in European waters largely ignores cruises by Gustavus Conyngham, Lambert Wickes, and privateers commissioned by Benjamin Franklin, to focus on John Paul Jones in 1778 and 1779. Though Volo cites Samuel Eliot Morison, Jones' Pulitzer Prize-winning biographer, elsewhere in the book, for this chapter he depends on *The Memoirs of Nathaniel Fanning* (fourteen of nineteen notes cite Fanning), though Morison calls Fanning "an embroiderer of the truth" and other writers have made only limited use of his memoirs.

Volo's organization is a bit curious. Chapter nine, "George

Washington's Private Navy," comes after chapter six on the establishment and administration of the Continental Navy, though the origins of that schooner squadron predated the formation of the Continental Navy. Volo waits until chapter eleven to describe "Whaleboat Warriors and Bateaux Battalions," which focuses on destruction of the *Gaspee* on Narragansett Bay in 1772, operations around Boston in 1775, and Benedict Arnold's flotilla on Lake Champlain in 1776. The dozen pages devoted to "Appendix 1: Important Vessels and Commanders Belonging to the North American Squadron during the Enforcement Crisis, 1764-1767" and Appendix 3: 1794 Admiralty List of Vessels of War in Service or Built before 1783" could better be utilized to list American vessels and officers who served during "The American Revolution Afloat," the subject of the book.

A number of errors have crept in, e.g., he describes Americans as "allying themselves with Napoleon during the War of 1812" (p. 243), and in some places his summaries of events can be misleading, e.g., when he states that "In February 1778 Capt. John Paul Jones commanding *Ranger* entered Quiberon Bay on the coast of France with word of the successful conclusion of the battle of Saratoga the previous fall" (p. 232). Jones had reached France, at Nantes, with the news on 2 December 1777, two days after the French merchant ship *Penet* reached France with the same information.

Volo implies that the Continental Navy made a significant contribution to the winning of American

independence, a judgment not shared by William M. Fowler, Jr., *Rebels Under Sail: The American Navy during the Revolution* (1976), who believes that Congress wasted resources on the Continental Navy that could have been more profitably employed elsewhere. Volo's work will replace neither the survey of the naval war by Fowler nor Nathan Miller's much longer *Sea of Glory: A Naval History of the American Revolution* whose 1974 publication Volo ascribes to Nautical and Aviation Publishing (p. 292) and the Naval Institute Press (p. 298), though the book was first published by David McKay in that year.

While annoying to specialists, such errors and loose verbiage may not be noticed by the general reader who, from his chapters on "The Art of War at Sea," "Sea Officers," and "Warships," Volo appears to consider his audience. In short, there remains room for an analytical history of the American Revolution that draws on the scholarship of the past three decades.

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Commander Mark Watson. *Sea Logistics Keeping the Navy Ready Aye Ready*. St. Catharines, ON: Vanwell Publishing, <http://www.vanwell.com>, 2004. 276 pp., photographs, figures, appendices, list of abbreviations, endnotes, bibliography, index. CDN \$45.00, cloth: ISBN 1-55125-081-0.

The numbers of books that discuss the role of logistics in military operations are

few and far between. The numbers of books that delve into maritime logistics are even rarer. This makes Commander Mark Watson's *Sea Logistics: Keeping the Navy Ready Aye Ready* such a welcome addition to the field of naval and maritime literature. The book details the evolution of the naval Accountant, Supply and Secretariat, and Logistics Branch in the Canadian Forces from its earliest days, up and to the twentieth-first century. While this work is not a broad analysis of maritime supply operations, it provides a truly unique insight into an aspect of naval, military, and maritime affairs rarely discussed or analyzed.

One may ask; how does a study of logistics in the Maritime Command of the Canadian Forces contribute to an understanding of this topic in the larger academic and military fields? In truth, I was a little hesitant when I realized the book was not a general synthesis of sea logistics, but an in-depth analysis of the Canadian experience. Yet, Watson demonstrates that the understanding of the Canadians have lessons that apply to all navies and maritime powers, small, medium, or large. From the outset he provides an excellent summation of logistics, its interaction with strategy and tactics, to quote military theorist Jomini's trinity, and the background in studies of naval logistics, which are largely limited to the works of Duncan Ballentine and Henry Eccles.

The Canadian naval experience in the twentieth century is a fascinating evolution. From a very humble beginning, with two ships in 1910 – HMCS *Niobe* and HMCS *Rainbow* – the RCN developed into the third largest fleet in the world upon the conclusion of the Second World War. During the Cold War,

the RCN transitioned into a medium-sized force that performed the vital mission of anti-submarine warfare against the Soviets, but its greatest challenge came in the 1960s and 1970s with Integration and Unification. The RCN evolved into the Maritime Command of the unified Canadian Armed Forces. Throughout the post-Second World War era, the Canadians deployed naval forces to Korea, the Persian Gulf, Somalia, Yugoslavia, and East Timor. Each of these deployments represented a logistical challenge and required a unique solution to meet the needs of the mission.

Watson brings a wealth of experience to bear. His initial impetus to write the book was as a study for junior Sea Logistics officers to fill a gap in the historiography. In this, Watson achieves his goal. He utilized primary source material from the navy and defense commands, along with an extensive array of secondary sources. His work is extensively footnoted, and illustrated to give a human touch to the topic. Scattered throughout the book are small vignettes that provide first-hand insights. These were obtained by the author during the interview process and from his research. As the author states, they provide a lighter side to a subject that, at times, can be dense due to the amount of detail involved in the study.

The positive nature of Watson's *Sea Logistics*, is the utility that such a work has not only for the naval professional, but also for the historian. By examining the issue from a Canadian perspective, the author unveils challenges that are at play for all navies. Such issues as how to utilize maritime forces in a joint (with other services) or combined (with other nations) operation are

examined. Watson looks at the problems of power projection – dispatching naval forces across great distances and then maintaining them. He aptly demonstrates that sending a squadron of vessels is not an easy undertaking, and it is even more difficult to support them when they arrive in a foreign land. His best example of this involves a comparison of Canada's contribution to the Korean War (1950-1953) to that of the Persian Gulf War (1990-1991). Other unique aspects include the use of limited resources in novel approaches, such as an AOR (auxiliary oiler replenishment) to supply a land unit, act as a rest and recreation facility, and serve as a joint force headquarters. With declining budgets and resources, the U.S. Navy can learn quite a bit from the Canadian experience.

Mark Watson's contribution to the field of naval logistics is significant. While his book could be narrowly defined as a naval history of the Logistics Branch, it provides a useful insight into naval policy and operations. His chronological approach may not have been the ideal choice for the topic, and his effort to identify every major personality sometimes hinders the flow of his narrative, nonetheless *Sea Logistics* provides a first-hand perspective, and highlights an important contribution made by the men and women of a little heralded, but vital, element of the navy.

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David F. Winkler. *Amirs, Admirals, & Desert Sailors: Bahrain, the U.S. Navy, and the Arabian Gulf*. Annapolis, MD. Naval Institute Press, <http://www.usni.org>, 2007. 256 pp., photos, bibliography, index. US \$34.95, cloth; ISBN 978-1-59114-962-0.

From the first page of this sweeping look at the half-century-long relationship between the Arabian Gulf island nation of Bahrain and the United States Navy, it is clear that author David Winkler is a true insider. With a keen knowledge of the modern American navy's office politics and inner workings, Winkler guides readers through the winding tale of America's involvement with the island kingdom and its rulers, the Al Khalifas, from the visit of the escort carrier USS *Rendova* to Bahrain in May 1948, all the way through the lead-up to the Iraqi war in March 2003.

When the *Rendova's* officers and crew sat down with Shaik Salman bin Hamad and members of his family for a traditional Arab meal aboard ship at that fateful meeting, Winkler asserts, they initiated a tradition of personal relationships that still nurtures the large American presence in the often hostile, but vital, Middle East. Initially, the American officers and sailors, based aboard a succession of white-painted seaplane tenders tied up at the pier in Bahrain, were merely a small American beachhead in what was essentially a British Sea. But the British withdrawal from areas east of the Suez in 1968, followed by the Arab oil embargo and the Islamic Revolution in Iran, served to highlight the growing importance of the region for American foreign policy. It was the warm personal friendships

between the Khalifas of Bahrain and successive American commanders, Winkler argues, that allowed the U.S. Navy to maintain this toehold in the Middle East even through the most volatile hours of Arab-Israeli conflict.

Winkler's narrative is at its strongest and most enjoyable when he relates stories like the one surrounding the Inshalla pool at the American base in Bahrain. The pool allegedly received its name because contractors, when queried about the much-anticipated, and much-delayed, completion date, would reply, "it will be done soon, Inshalla (God Willing)." Another surprising thread that weaves its way through much of the story is the importance of the Bahraini School, a U.S. Department of Defense School attended by many foreign nationals and Bahrainis, including members of the ruling family, as well as American dependents. When Bahraini domestic politics and regional public opinion put pressure on the Bahrainis to shut down the American presence in their country, Winkler makes a case that the presence of the school might have, at the very least, helped keep the all-important personal relationships alive.

Winkler also salts his story with many descriptions of the changing nature of the American naval presence in Bahrain, from the former Middle East Force, through the creation of U.S. Central Command, to the eventual designation of the U.S. Fifth Fleet headquartered there. He makes good use of primary sources, ranging from numerous interviews with Admirals and sailors to official navy histories, to give readers the perspective of leaders who implemented national policy in the

region, as well as sailors and dependents whose lives were affected by that policy.

Winkler also covers the growth of Bahrain from an embattled family possession in the eighteenth century, to a British dependency, an independent state, and eventually a kingdom with aspirations to constitutional monarchy. In other words, Winkler recognizes that the story of the U.S. Navy in Bahrain did not take place in a vacuum, and in fact, often occurred in tandem with, or in reaction to, developments among Bahrain's rulers and people. Readers will enjoy being introduced to characters like Hamza Kaedi, a Bahraini who began working for the American Navy in Bahrain in 1948 and continued to do so until the end of the twentieth century.

Fans of military action stories will enjoy Winkler's behind-the-scenes look at U.S. Navy anti-mine activities during the Iran-Iraq war, while diplomatic history students will be interested in his coverage of the Hawar Islands border dispute between Bahrain and Qatar. Some readers will be frustrated by Winkler's frequent use of military acronyms like JTF-SWA (Joint Task Force, Southwest Asia) and CINCUSNAVEUR (Commander in Chief, US Naval Forces Europe). Fortunately, Winkler provides a glossary to help guide the uninitiated through the strings of capital letters which seem like a secret code to the initiated. All in all, *Amirs, Admirals, & Desert Sailors* is a good survey of the long-lasting and important relationship between Bahrain and the U.S. Navy.

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