BOOK REVIEWS

Jeffrey G. Barlow. *From Hot War to Cold: The U.S. Navy and National Security Affairs, 1945-1955*. Palo Alto, CA: Stanford University Press, www.sup.org, 2009. x+728 pp., notes, bibliography, index. US $65.00, cloth; ISBN-13: 978-0-80475-666-2.

In a thickly researched narrative of the early national security state, Jeffrey Barlow undertakes to explore the role played by the US Navy in strategic debates and the bitter unification crisis of the immediate post-Second World War period, when defence pundits, former wartime joint commanders, and policy-makers hoped to dissolve the disparate services into a single amalgam. The title of the book misleads somewhat, as Barlow begins his account in March 1942 with President Roosevelt's decision to consolidate in one person the role of Chief of Naval Operations and Fleet Commander. The brilliant, ardently service-partisan officer who filled that enormous profile, Admiral Ernest King, worked to expand the role of the service chief to subsume virtually the entire Navy Department, while skillfully leveraging the central importance of the Navy in the Second World War for the internecine bureaucratic struggle that he shrewdly saw coming. The result was a service well-positioned to weather the initial setbacks of an Air Force offensive to claim the country's entire strategic future and to rebound with a strong, multi-faceted, and sensible strategy comprising both conventional and nuclear means. However conflicted on a range of issues the contemporary US Navy may seem, its Cold War origins lay in a sound appreciation of American requirements and capabilities.

Barlow, the author of an earlier study of the Navy's controversial struggle in 1949 against an Air Force-dominated strategic doctrine, was clearly compelled to make difficult decisions to realize what could have been a much more expansive study. The advent of the atomic age and perceived Soviet threat cast into doubt prospects for resuming a peacetime posture after 1945, and Barlow is at his best in depicting the resulting scramble among the services to conflate their operational capabilities and platforms with the national interest. But one would have liked more light shed on the Navy's stake in some key issues, especially Truman's dismissal of MacArthur, which looms large over any narrative of relations between the executive and the military in this period. A deeper assessment, however speculative, of the Navy's acquiescence in that muscular initiative would likewise have been welcome, as would a more detailed appreciation of the Navy's response to NSC-68 or the mission of then-retired General George Marshall to China.

The book should prove especially interesting to contemporary historians of strategy, who will find engrossing the Navy's struggle to define its role in the uncertain new environment of the Cold War and the manner whereby senior officers negotiated a rapidly shifting set of bureaucratic challenges. Barlow, the son and grandson of naval officers, chooses to highlight, perhaps overly generously, the unusually capable and intelligent cadre of

senior leaders who guided the Navy through this era, especially the five CNOs of this period, whose varied backgrounds and generalist orientations are thought to have prepared them for the unique rigours of strategic command. More cynically, Barlow points out that the bitter unification battles in Congress and against the other services impressed upon them the need for the Navy to "sell its mission competence to the larger worlds of Congress and general public in order to maintain support in an arena where the other military services, particularly the U.S. Air Force, were effectively selling the futurist orientation of their combatant forces."(p.405) While striking in retrospect, the contemporary observer of military affairs cannot but lament the growth of service identities seemingly based as much on zero-sum marketing as on utility.

Marcus Jones
Annapolis, MD

Jenny Bennett (ed.). *Sailing into the Past: Replica Ships and Seamanship*. Barnsley, S. Yorkshire: Seaforth Publishing, www.pen-and-sword.co.uk, 2009. 192 pp., illustrations, bibliography, index. UK £25.00, cloth; ISBN 978-1-84832-013-0.

Replica ship building and sailing has never been more popular than today. A brief search will lead to dozens or even hundreds of such vessels across the globe, some of them primarily built for scientific purposes, but many of them for various other reasons as well. Due to maritime restrictions, some can be sailed, others cannot. Generally, some were built 'authentically' and tested for scientific purposes, but in order to put to sea, they needed modern adjustments; for example, an engine. What we see today is a ship which looks like the original ("visual replica"), which might be constructed partly like the original (a "structural replica") but is not used like the original. But with any (re)construction, many of us would like to know what life was like back then, but actually living in that era would mean most of us would be dead by now, or badly nurtured and suffering several diseases! So how far should the "authentic experience" go? These replica ships create an atmosphere and arouse a lot of interest in our forebears and how they managed life at sea and that is exactly the point of those.

The title of the present book is a bit misleading if one is actually looking for the magnificent 1986 book under the same title, edited by Crumlin-Pedersen & Vinner. In the 2009 book, thirteen authors are brought together to tell about their experiences with constructing and sailing wooden ship replicas. Practical knowledge, true, sometimes anecdotal only, gives the readers some more feeling about how it could have been like to sail a Greek Trireme or a Bezaisen, a Japanese coastal sailing trader. In some cases ships were constructed using one "specific" original ship as source, in other cases, a ship was built "representing" a certain ship type, using all different sources the designers could lay their hands on at that time.

The book is very accessible, background knowledge is not much anticipated. If you for example have never heard of the Skuldelev ships, those are properly introduced. After an introduction in four smaller articles the books is presented in two parts. The first part (four papers) is dedicated to ancient and medieval ships, the second (six papers) to the Age of Discovery 1600-1750. Obviously many ships are left out, like for example the Kyrenia, but it is impossible to satisfy all. The vessels described in the book are similar to their historical / archaeological examples, but no one-to-one copies!

Historical novelist Richard Woodman writes about the enchantment many replica ships have and that is what the book is about: enthusing the readers for

replica sailing vessels. McGrail is setting (re)construction in perspective, explaining the difference with for example experimental archaeology in a very clear manner. The spectrum of projects is large, not even to speak about the spectrum of people and ambitions with such projects.

The *Sea Stallion of Glendalough*, built in Roskilde Denmark and described by Rikke Johansen is a good example of a ship serving several purposes. At Roskilde, over forty years of experience with Viking ship replicas has culminated. Constructing the Sea Stallion must have cost a fortune, just like with the previous ships they built here. It was sailed to Dublin from Roskilde and back in 2008-09 which raised a lot of attention, serving several purposes at once (research, tourism, nationalism, nostalgia to name just a few). Some see this ship and its travels as the finale, the crown on the work at Roskilde, either leading to a more slow phase in research and reconstruction (and a generation shift) or to an ending. It is unclear what the future will bring, but it will surely involve building and sailing.

Some examples of ship replicas are pretty old (like the 1987 trireme), but still the authors and the graphic designer managed to make the articles live up to modern standards. In many cases, the authors were closely related to the ship projects themselves, leading to relatively optimistic stories with less detail to what could have been done better or to the context with other similar projects. But this book is about more than just the value of such ships to science alone.

The articles have a limited set of references, good enough for those who want to learn more, but not turning the texts in hard core scientific exposés. In general, a few more links to on line information would have made the references more complete. A few typographic errors could have been prevented, for example in topography ("Limm fjord" instead of "Limfjord," p. 67) and even in the list of contents ("contributorts instead of "contributors"), showing the book might have been published in a hurry. The occasional picture could have been polished using Photoshop (for example the *Lisa von Lübeck* image on pages 84-85) but those details may be forgiven.

The publisher and the editor have succeeded to turn the individual articles into a complete and attractive narrative, a kind of nice series of examples, promoting replica ship building and sailing. Most of these articles read like adventure stories. Present day sailors will be happy to read this attractively designed book with a multitude of pictures. For historians and archaeologists, this is a nice introduction into the subject. A close reader will see not only the good about ship replicas, but as well the challenges this field faces.

Roeland Paardekooper
Eindhoven, the Netherlands

John Blake. *The Sea Chart: The Illustrated History of Nautical Maps and Navigational Charts*. Annapolis, MD: Naval Institute Press, www.navalinstiute.org, 2009. 160 pp., illustrations, maps, bibliography, index. US $39.95, paper; ISBN 978-1-59114-782-4.

Nautical charts provide a detailed representation of maritime regions and are essential tools for the safe navigation of coastal waters. Depending on the scale, the charts can offer mariners information on the seabed (its depth, composition, and channels), tides and currents, magnetic declination, harbour approaches, and navigational hazards. Throughout history the charts have helped to open new waters to mercantile shipping and have played a key role in the development of maritime trade.

Within cartographic circles, nautical charts are, however, somewhat neglected. Although their history extends far into antiquity, and although their production has been taken up in many western countries, researchers have generally not given them the same consideration as their terrestrial counterpart. *The Sea Chart* helps to address some of this imbalance.

A former Lieutenant-Commander in the Royal Navy and a Fellow of the Royal Institute of Navigation, John Blake is an ideal candidate for undertaking a history of chart making. He has an intimate familiarity with the subject that would make others very envious. It is a familiarity that he willingly shares, for example, through his explanations of the problems mariners faced when crossing the high seas and the methods used by early surveyors in their efforts to plot coastlines. Such overviews provide a well-grounded historical context for the ten regional histories that are the focus of Blake's presentation. The regional histories chronicle the exploration and mapping of coastal waters of the Mediterranean; northern Europe; the Arctic; Africa; India and the Persia Gulf; the Pacific and East Indies; eastern America and the Caribbean; western America; the Antarctic; and the Antipodes (Australia and New Zealand).

Content on Canadian waters is covered through the east coast surveys of Joseph F.W. des Barres (1777), James Cook's Newfoundland surveys (1762), the French charting of Acadia and the St. Lawrence (1600-1750), George Vancouver's west coast survey (1790-94), and various British expeditions to the Arctic Archipelago in search of a Northwest Passage. Throughout the book, Blake has emphasized one-of-a-kind manuscript charts, but not to the total exclusion of printed charts. His illustrations were collected from a variety of institutions, among which are the wonderful archival repositories of the British Admiralty, the United Kingdom's Hydrographic Office, and London's Royal Geographical Society. The illustrations provide a good overview of the nautical chart genre and have been superbly reproduced.

The Sea Chart has some typographical errors, and regrettably, some factual errors as well. Giovanni Francesco Camocio's world map (p. 17), for example, does not use Mercator's famous, precedent-setting, projection. In fact, Camocio published his map nine years before Mercator first introduced his projection to the world in 1569.

Blake's illustrated history is an impressive legacy to the courage and perseverance of those who risked their lives over the centuries to offer mariners secure passage across the high seas. He has delivered a visual and intellectual masterpiece worthy of any public or private library.

Jeffrey S. Murray
Burritt's Rapids, Ontario

Louis Blanchette. *La Promenade des Capitaines. Parcours historiques du Vieux Port de Matane*. Sainte-Félicité-de-Matane, QC: Histo-graff, blanchettelouis@globe trotter.net, 2009. 110 pp., illustrations, maps, appendix, bibliography. CDN $20.00, paper; ISBN 978-2-9802958-5-0.

In 1603, Samuel de Champlain described Matane during his first voyage to the New World: "About sixty leagues along the south shore [of the great River of Canada] there is a small river called Matane that goes some 18 leagues into the land; at its end, canoes can be portaged about a league and will enable one to reach [Lake Matapedia and] the Bay des Chaleurs from where Ile Percé can be reached." Twenty-three years later, La Rochelle merchants, Champlain's ruthless rivals for the resources of Canada,

were occupying the river mouth to trade for furs with the natives. Little changed over the next 150 years, with the exception of a seasonal fishery that appeared in the eighteenth century. But after Confederation, the first efforts to build a wharf followed and the port of Matane was legally defined. The Liberal government of Alexander Mackenzie hoped Matane would become a harbour of refuge and a port of call where river traffic would meet ocean ships and serve the lower St. Lawrence River. A light was installed. Timber gave the port its first great stimulus to grow. From 1861, when Price Brothers dammed the river and installed the first saw mill until the second quarter of the twentieth century Matane grew along with Quebec's forest industry. The railway's reach into the Gaspé encouraged colonization of the area, and early in the century, a ferry service appeared to serve the people and ports along the north shore of the lower St. Lawrence where no road exited beyond Baie Comeau for many decades. Fishing and local shipbuilding grew up around the port. But life was never easy. After the Second World War, the forest industry declined and trucking competed relentlessly with riverine transport.

Louis Blanchette is a local historian and family genealogist who has written books on Matane's maritime history and the ferry-rail service between the south and north shores of the St. Lawrence. This latest book, designed to accompany an historic walk in the old port of Matane, is very well done.

The Town of Matane established the Captain's Walk (*La Promenade des Capitaines*) in 1992 to memorialize the town's maritime history. It forms a linear park stretching along the west side of the Matane River where it meets the St. Lawrence River, and contains four elements. The first is a group of four small interpretative kiosks along the way arranged to highlight four themes: forerunners, builders, entrepreneurs, and innovators. The second pays homage to the spirit of enterprise of the ship captains of the region. The other two elements, sites along the route, are dedicated to the La Rochelle merchants of the early seventeenth century, who chose the mouth of the Matane River as their trading place, and mark the tercentenary of the Seigneurie of Matane, which is dedicated to the pioneers who settled the region. The author recalls all this in a charming book that contains a collection of travelers' mentions of Matane, some superb historic photographs and the texts of all the notices that may be found in the kiosks along the route. Many of the latter contain brief descriptions of the ferries, ships built, and brief biographies of local businessmen and ship captains who struggled to grow the local economy. Although intended to be a tourist guide and souvenir of a trip to Matane, the text and the photographs should attract anyone interested in the rich maritime history of the lower St. Lawrence River.

James Pritchard
Kingston, Ontario

Leo Block. *Aboard the Farragut Class Destroyers: A History with First Person Accounts of Enlisted Men.* Jefferson, NC: McFarland & Co., www.mcfarland pub.com, 2009. 230 pp., illustrations, notes, index, glossary; ISBN 978-0-7864-4222-5.

Leo Block, ex-fireman and machinist mate aboard USS *Macdonough* of the *Farragut* class of US Navy destroyers, offers a unique approach to history that combines the context of oral histories from the participants with the author's account of the operations of the vessels in the class. The result is a story which sheds new light on the life and times of the destroyer navy from 1932, when the USS *Farragut* was laid

down as the first ship of its class, to the ship's decommissioning as the last survivor in October 1945.

Block's style is direct and transmits information clearly. The work is a history of the class, both ships and crews, incorporating short accounts by the enlisted men arranged around major periods and events, which formed the major focus of the ships' lives. It is a mine of naval lore and custom that marks a strong tradition and *esprit de corps*. The work's progression follows chronologically within broad periods with explanatory chapter headings. The introduction is followed by chapters entitled "The Ships," "The Ship's Company," and "The Dungaree Navy." Then there are chapters on major periods of destroyer activity, "The Hawaiian Detachment,"" December 7, 1941," "South Pacific," "Aleutians," "Central Pacific" and "The Typhoon of December 1944." Destroyers worked together as a flotilla during the pre-war period, but operated within other groups during hostilities. Three final chapters, "Liberty," "The Uniform," and "Ship Histories" conclude the book.

A crisp picture emerges of the U.S. destroyer navy, the enlistees and junior officers, mostly ensigns. The *Farragut* class is deeply fascinating for many reasons. It was the first class of destroyers built following the First World War that embodied the distilled experience of the intervening years, 1919 to 1932. *Farrragut* class destroyers fought in all the major campaigns and battles of the Second World War from the first part of the war when the outcome was uncertain to Pearl Harbor, and were in the thick of the fighting throughout the war. Finally, four vessels of the class went through the crucible of the Great Typhoon of December 1944 with two sinking as a result.

There were eight ships in all built after 1932 and the author touches on each one about equally in terms of recording the stories of the ships and the people who sailed in them. Each ship and its history is portrayed and not always lovingly, such as the description of USS *Worden* approaching 30 knots as being "a floating siren."

The author takes us inside the fire room during the apparently routine job of escorting aircraft carriers. He translates for the first time the process of changing speed and course rapidly. Because Block is an engineer, he gives the detail of lighting a boiler in a seaway, setting fuses and manually firing the 5-inch dual-purpose gun, which was the major weapon carried by the class. On a larger scale, he lays bare the primary deficiencies of the class that would result in the loss of at least one, and possibly all three vessels; namely, the single engine room and lack of a diesel generator.

The author is deeply proud of the USN and its destroyer navy and claims to give a portrait of the system that produces self-reliant sailors. He also has a high opinion of the class as a finishing school for knowledgeable, active sailors who are prepared for independent action, describing, in detail, the destroyer as a classroom in which sailors gained the knowledge to secure advancement. The book contains few mechanical errors, for which we are grateful. There is peculiarly blunt language dealing with heretofore taboo subjects like sexuality and the role and problems of alcohol at sea. The treatment of these aspects of the sailor's life, although courageous and revealing, makes the book unsuitable for younger readers.

Despite his generally careful work, one of Block's few comments on the strategy of the war contains a serious error which requires clarification. He asserts that fifty of the preceding class of four-stack destroyers "were given to the British before our entry into the war" (p. 65). This is incorrect on two counts. First, the vessels were traded in exchange for American bases in Newfoundland and the West Indies.

Second, six of these vessels were operated by the Royal Canadian Navy (RCN) where they all saw very hard service in the six-year Battle of the Atlantic. While we concede that the US was in Roosevelt's words, "The Arsenal of Democracy," it also did well economically-speaking, being the major creditor to all combatants, allied and axis. The author is on safer ground when he confines himself to his subject.

The photographs are wonderful, though small in scale. The drawings are rudimentary but helpful, as are illustrations of the boilers. A map of the Pacific theatre would have been helpful but both the index and glossary are useful tools.

Can a work on a single class based on just the lower deck's experience be successful? Yes, but more stories from commissioned ranks would have added to it, although Block does include some interviews from among the commissioned ensign ranks.

This work belongs in every library devoted to naval history to add to the context of America's naval heritage. It would be a useful addition to the library of anyone interested in the history of the small ship navy, the history of technology, or oral history. Practicing naval engineers and architects might learn ergonomics lessons from this synthesis of man and machines. The author shows the versatility of the smallest vessel in the blue water fleet in convoying, army co-operation and bombardment, and screening capital ships.

As historians we found the accounts of actions a wonderful counterpoint for the official accounts of USN operations by canonical authors like Samuel Morison.

Kathy Crewdson and Ian Dew
Thunder Bay, Ontario

John Bowen and Martin Robson (eds.). *Shipwright 2010*. London, UK: Anova Books, www.conwaypublishing.com, 2009. 208 pp., illustrations, notes, UK £ 30.00, cloth; ISBN 978-1-84486-108-8.

Model Shipwright began as a quarterly publication in the autumn of 1972; its first 20 issues were produced with hard covers, switching to soft covers thereafter. Publication as a quarterly journal ended with No.144, when it changed to the current large format, full colour, and annual publication. While continuing the *Model Shipwright* traditions, the format change is designed to move the publication forward to meet the requirements of today's modellers and maritime historians. Recognizing that, the annual issue has been renamed to become the *International Annual of Maritime History and Ship Modelmaking*. The new format is beautifully designed with superbly printed photography; numerous plans and illustrations are equally well reproduced benefiting from the high quality paper employed in the publication. In addition, articles previously spread over a number of issues are now contained in the one issue.

Starting with issue nnumber 77 and continuing to the last quarterly issue, a draught suitable for model building was included with each issue of the journal. The draught was invariably accompanied by an article providing the vessel history, contemporary photographs, a brief construction outline, and notes on the colour scheme. While this facilitated the building of a good model, additional research could produce a very credible one. Draughts are not included in the annual issue but can be down-loaded through the *Shipwright* web site, www.shipwrightannual.com. Announced

concurrently with the new format, the site offers down-loadable large-scale plans of the current draught along with additional draughts and *Shipwright* plans. While the individual titles make much of the content self-evident and, therefore, in no need of further comment, I have added notes in a few places to highlight some subjects.

An interview with Dr. Kevin Fewster, Director of The National Maritime Museum, Greenwich follows; he discusses his move from Australia where he directed a number of museums, including the Australian National Maritime Museum and, more importantly, his plans for the continued growth of the National Maritime Museum, while balancing the needs of the general viewing public with those of maritime historians and researchers.

The book contains nineteen articles covering a wide range of interests, including 'The *Mary Rose*: An Artist's View' by Geoff Hunt, RSMA. Note: While Hunt was commissioned to produce a new painting of the *Mary Rose* in 2007 using all the existing available information, he kindly draws attention to the work of the late Raymond Aker who, without benefit of the later research, produced his own painting in 1981. It is in accordance with Hunt's work and findings in almost every significant respect, a wonderful testimony to the accuracy of Aker's early work.

There are seven articles on new construction discussing models of "*Norman Court:* Composite Tea Clipper" by Robert A. Wilson, RSMA; "*Nautilus* 1872-1891: Tasmanian barque" by John Laing; "HMS *Teazer,* 1801: Or The Misadventures of a Novice Modeller" by John Thompson; "*Minnewaska* 1909: Construction of a 1:1200 Scale Model" by John Bowen, editor of the journal; "USS *Gearing,* DD 710: Second War Destroyer" by John R. Haynes; "Two Yachting dioramas: Based on Plans from Fred W. Martin's 1901 Album of Design" by John Pocius; and "*Prospector* BA 25: Modellers Draught" by J. Pottinger.

There are three articles on tips or techniques; "Deck Scoring Device: Deck Planking Simulation" by Robert A. Wilson, FRSA; "Making Treenails (dowels) A Tool for their Production" by John Dodd; and "Marine Carving in Miniature: Creating Intricate Figureheads and Frieze Work" by Lloyd McCaffery. Note, McCaffery is a magnificent wood sculptor; however this demonstration of his abilities using very sophisticated tooling, coupled with his ability to switch hemispheres of his brain at will, should be seen as a study of his absolutely spectacular results, not as a primer on wood carving.

There are two restoration projects; "Restoration of an Old Working Model Fifie" by Bruce Buchanan and "Restoring a Model of an Unnamed Brig" by David Mills.

History is well represented with "Ships of the Wilkes Expedition: Antarctic Exploration 1838-42" by Rorke Bryan; "Atlantic Transport Line: The *Minnie Class* of Baker's Celebrated Passenger Service" by Jonathon Kinghorn and "SS *Great Britain*; Brunel's Famous Iron Ship" by John York.

Marine Archaeology has two pieces; "The Gunner's Table: Investigating the History of a Seventeenth-Century Artifact" by Richard Endsor; and "HMS *Invincible* (1747-58): Archaeology

Provides 250-Year-Old Technical Details" by John M. Bingeman (Government Licensee, *Invincible* (1758) Historic Wreck Site). Note, the second item presents photos of blocks, rack blocks, a medieval-style block, sheaves, worn sheave pins, deadeyes, heart blocks

and a euphroe, all recovered from the site.

In addition, there are Book News, Shipwright Gallery and a piece entitled "HMS *Daring:* The Portsmouth Flotilla Welcomes the Type 45 Destroyer to the Fleet" by Lt. Cdr. F. Evans and Robert Fosterjohn.

The editors have assembled a varied, well-balanced, interesting and well-written range of articles for this first issue. Under the guidance of John Bowen, a model builder, who has been with *Model Shipwright* since its inception (when he was its Deputy Editor), and a member of the Royal Institution of Naval Architects, and Dr. Martin Robson, a naval and maritime historian who was a Caird Senior Research Fellow at the National Maritime Museum and completed his Ph.D. at the Department of War Studies, King's College London, it would appear that the annual journal is in sound hands.

The book is highly recommended to anyone interested in maritime history, model building or simply an informative read.

N. Roger Cole
Scarborough, Ontario

Paul Brown. *Britain's Historic Ships*. London, UK: Anova Books, www.anovabooks.com, 2009. 208 pp., illustrations, appendix, bibliography, glossary, index. UK £30.00, cloth; ISBN 978-1-84486-093-7.

Britain's Historic Ships provides a register of historic ships in the U.K. (including some replicas) and claims with the subtitle to be "A Complete Guide to the Ships that Shaped the Nation." Of course, every complete guide carries a certain bias *per se*, but as the vessels included in the book represent the core collection of the National Historic Ship Register, the book definitely covers the most relevant historic ships of the U.K. still existing today. Organized in eight chronological/thematic sections (beginning with the Sailing Navy and continuing with Merchant Sail and topics like The Transition from Sail to Steam before ending with the Postwar Navy, the book provides individual chapters or sections on a little more than seventy ships. There is also an appendix listing other vessels of 60 feet or more that are part of the core collection of the registry, but have not been selected for an independent chapter of the book. The basic design of each chapter / section includes a table with the technical data, an elaborated historical narrative and a good deal of historical and contemporary illustrations and/or additional source materials on the particular vessel.

Altogether, the book definitely provides a good overview of the histories of a selection of relevant historic British ships that is well researched and well illustrated. There is also a bibliography and a link-list for recommended websites. While this might be enough for a very positive review for an average reader, whether it is a useful book for a scholarly audience is a little trickier.

All points mentioned above also apply for a scholarly review, but a scholarly reader might have found it helpful to learn more about the criteria for including certain vessels and not others or why only in the appendix. Moreover, some general reflections on the role of these ships for the history of the U.K. and/or their relevance within the context of public history would have been useful. In addition, the index and the bibliography are comparably short and unspecific for a book that claims to be a complete guide, at least from a scholarly point of view.

Perhaps most importantly, reviewing this book means commenting at the same time on the relevance of printed books in the era of digital databases accessible via the Internet. The U.K.'s National Historic Ship Register is completely available online (www.nationalhistoricships.org.uk) and, beside technical data and short histories of the vessels, the database includes a wide range of illustrations/photographs as well as a statement of significance and a bibliography for each individual vessel. One might question the general relevance of such a book for scholarly purposes since more or less the same information included in the book is also available online. In particular, the search engine of the web-based database provides a much more detailed access to the data than the index of the book and, of course, there are updates and the much larger number of vessels included in the electronic register. In addition, the electronic database provides the criteria for the selection of the vessels and many more details of scholarly relevance. Consequently, it is difficult to understand why information on how to access the database is only provided as a footnote to the appendix; such a link would have directly answered all critiques mentioned earlier.

In other words, for the professional historian working with historical vessels on a day-to-day basis, the electronic database is much more relevant than the book, which is essentially excerpted from the database with additional historical narratives on the vessels.

Nevertheless, even the professional reader of the book/user of the database will occasionally prefer the printed version of the register and not only for the convenience of reading a real book instead of sitting in front of the screen. One reason, which should not be underestimated, is that while the web-based database might be the smarter choice for the very small number of professional historians working within the field of historical vessels, such a database will neither promote maritime history to a wider audience nor catch the attention of historians dealing with maritime history as a personal research topic. Finally, books like *Britain's Historic Ships* and the historic ships database should be seen as two sides of the same coin with each side needing the other.

The book can be highly recommended to the more occasional reader of maritime history topics and is still a nice read for the small group of specialists in the field of historical vessels.

Ingo Heidbrink
Norfolk, Virginia

W. H. Bunting. *Live Yankees. The Sewalls and their Ships*. Gardiner, ME: Tilbury House Publishers and the Maine Maritime Museum, www.tilburyhouse.com, 2009. xvi + 496 pp., illustrations, appendices, index. US $30.00, cloth; ISBN 978-0-88448-315-1.

In his introduction, author W. H. Bunting asserts that the Sewalls were the family most intimately associated with the history of Bath, Maine, at a time when it was among the most productive shipbuilding communities in the world. For nearly a century, members of the family built and managed a fleet of more than one hundred merchant vessels, mostly deep-water square-riggers; invested in railroads and other non-maritime securities and speculations; and actively participated in state and national politics. At their pinnacle in 1887, the Sewalls had the largest fleet of American-flag square-riggers sailing in many of the world's deep-water trades.

Beginning in the 1820s, the Sewalls contributed to the emerging American merchant fleet that provided markets for domestic goods, obtained foreign goods and exchange, created wealth and spread American influence. Moving beyond the traditional West Indies and Pacific trades, the Sewalls, like other American shipowners, helped pioneer the cotton trade from southern ports to Britain and Europe. Uncertainty in the traditional American carrying trades created by the American Civil War in the 1860s saw the American merchant fleet greatly reduced, and by the war's end, the Sewalls had disposed of their remaining fleet. When peace returned, young Edward and Arthur Sewall re-emerged building ships and operating them around Cape Horn to engage in the San Francisco grain trade. During slumps in this trade in the 1870s, their vessels carried Peruvian guano and coal around Cape Horn; case oil from Philadelphia and New York to the far east; and later in the century, Hawaiian sugar. In the 1890s the Sewalls built four large wooden square-riggers before converting their yard to build steel-hulled sailing vessels. Their shipyard was closed in 1903, and they sold their remaining fleet during the First World War. Often overshadowed by their square-rigged fleet, their coastal schooners were employed in transporting southern hard pine, a vital shipbuilding timber from the American southeast to Bath. They also sailed to the Caribbean, South America, and the Mediterranean. The Sewalls shunned the transition to steamers, believing profitable cargoes would always be available for sailing vessels in some long distance trades.

Live Yankees relies heavily upon the 315 linear feet of documents in the Sewall Family Papers housed at the Maine Maritime Museum, a vast collection of letters, bills, casualty reports, official documents, log books, telegrams in code, and so on. The heart of the collection concerns the business activities of the shipbuilding and ship-owning firms of Clark and Sewall, ca.1827-66; E & A Sewall, ca.1854-79; and Arthur Sewall & Co., 1879-1932.

Live Yankees represents a selection of the stories told, in many cases through the letters of those that lived them, that illuminate the multi-dimensional dynamic that existed between the many generations of the Sewall family; between a shipowner and his shipbuilders and yard workers and between a shipowner and the masters of his vessels. It is in the latter relationship that the book makes one of its most outstanding contributions. The correspondence between the Sewalls and their captains, adroitly placed in context by the author, reveals the complex world of the sailing master in operating sailing vessels. Their letters are ripe with stories of surly crews, mutinies, plagues, shipwrecks, cannibal isles, destitute widows, questionable ship performances, bad weather, trouble in ports and lawsuits. All of this turmoil is set against the backdrop of being nagged and browbeaten by the Sewalls to practice strict economy in all matters, particularly in light of declining profit margins toward the end of the sailing-ship era. It is the captains of the Sewall vessels who emerge as some of the most compelling characters in the book.

The author deserves credit for his "no holds barred" approach that distinguishes it from the typical corporate or family history. The book captures the reality of the Sewall family business by including some excellent examples of the hard bargaining and sometimes questionable practices. The Sewalls routinely falsified ship's registrations to place unsold vessel property with certain out-of-state friends and relatives so as to avoid high Bath property taxes. No fleet experienced greater infamy regarding alleged shipboard abuses and brutality toward sailors, being cited on numerous occasions in *The Red Record,*

published by the National Seaman's Union of America. Perhaps the most poignant example is their treatment of the widow and family of Captain John Williams, who was murdered aboard the ship *Occidental* in May 1887. The section entitled "You have defrauded a helpless woman" vividly illustrates their hard stance in dealing with a widow of one their captains left in destitute circumstances.

Live Yankees is not without some weaknesses. While the author used a variety of primary and secondary sources to create a context for the Sewall correspondence, the book would have benefitted from more historical background on American and international shipping considering its lengthy chronological span. This would have been helpful to readers with a more general interest in the subject. The separation of some stories about individuals or events in different locations within the book is frustrating because it often requires readers to return to an earlier section to re-acquaint themselves with important details. And finally, it is very unfortunate that non-Sewall ships and individuals that appear in the book are omitted from the index, thus reducing its usefulness as a valuable resource for those researching contemporary individuals and vessels.

Live Yankees is a scholarly, yet remarkably readable, book; a credit to its author, its publisher, the Sewall family, and The Maine Maritime Museum. To paraphrase Arthur Sewall writing on another matter, it does require "industry and perseverance" to fully navigate, but rewards the reader with a remarkable insight into the commercial lives of an important American maritime family, and many of the engaging individuals who worked with or for them. For anyone interested in American merchant shipping during the nineteenth and early-twentieth centuries, this handsomely produced volume will quickly assume standard-source status in their library.

Marven E. Moore
Dartmouth, Nova Scotia

Chronique d'histoire maritime, no. 64, juillet 2008. Paris, Fr: Société française d'histoire maritime, www.sfhm.asso.fr, 2008.

This is one of two *Chroniques* published annually by the Canadian Nautical Research Society's French sister society, the *Société Française d'Histoire Maritime (SFHM)*. Both organizations represent their countries' interests on the International Commission of Maritime History. In 2000, the French Naval Historical Documents Committee merged with the French Commission of Maritime History to form the new French Maritime History Society, whose President since 2005 has been Rear Admiral Jacques Chatelle. Vice-President Raymonde Litalien, a former archivist with Library and Archives Canada, has edited this latest *Chronique*. It contains eight articles, several book reviews, obituaries and the minutes of the Society's 2008 annual general meeting.

The articles range from the very specialized to the very general. Five deal with naval topics, including an analysis of a mysterious medieval wreck in the Mediterranean Sea off Calvaire as well as a technical piece on developments in guided missile technology since the Falklands War that may affect future naval operations. Also included is an interesting narrative paper by Jean Cecarelli on Allied efforts to secure the waters, including several steamships, around and within German Cameroon in 1914. Fearing that the colony might become a base from which to attack Allied shipping in the South Atlantic Ocean, French and British forces undertook a successful campaign to block any such attempt. Three articles deal with economic and social topics. Of interest to North

American readers is Jacques Ducoin's article on the role of Nantes ships in French emigration to California during the Gold Rush, 1848-1854. He explains why as many as 25,000 Frenchmen, not normally known for emigrating, sailed to the American west coast during the period subsequently making up more than ten per cent of San Francisco's foreign population. Christiane Villain-Gandossi treats the world of maritime risk in a broadly brushed, reflective article on a topic that she has addressed before. Though focused on the Mediterranean world, she shows how risk has evolved since the Middle Ages from being a matter of divine will, and thus appeased by prayers and invocations, to a more natural phenomenon to be assessed by rational calculation and insurance. Her conclusion, however, reveals a new awareness that social systems not only come under the effects of certain risks, but that they themselves are the source of other risks. While the sea continues to be a risk to man, man has increasingly become a risk to the sea.

James Pritchard,
Kingston, Ontario.

Tony Cope. *On the Swing Shift; Building Liberty Ships in Savannah*. Annapolis, MD: Naval Institute Press, www.nip.org. 2009. xiv + 235 pp., illustrations, appendices, notes, sources, index. US $26.95, cloth; ISBN 978-1-59114-123-5.

Sex in the work place was a part of wartime living. Johnny Mercer, Savannah's most famous lyricist/ composer/ singer, knew whereof he spoke when he wrote, "Life is fine with my baby on the swing shift." Workers on the swing shift in American's wartime shipyards normally earned a premium over those employed on the day shift, though not as much as those on the graveyard shift. In the tradition of Studs Terkel and other historians who rely heavily on oral history, Tony Cope has written an attractive, if limited, account of the men and women who came to Savannah, Georgia, between 1942 and 1945, to build Liberty ships.

The author is a native of Savannah, where he taught and served as a school administrator for more than thirty years. He employs his detailed knowledge of place well. He uses interviews and correspondence with about forty former employees of the Southeastern Shipbuilding Corporation with skill and sensitivity. These and other interviews with Merchant Marine seamen, US Navy Armed Guard sailors, and launch sponsors and their families, along with articles from Savannah's newspapers and the shipyard's in-house journal, *Sou'Easter,* are the main sources for his social history. Yet, anecdote, however well told, is no substitute for analysis.

The book is organized into 18 chapters of which ten—about 60 per cent of the text—are devoted to the shipyard and shipbuilding. The Southeastern Shipbuilding Corporation was the tenth and last of the new shipyards brought into existence by the US Maritime Commission between 1940 and 1942. It was initially established as a privately- funded shipyard without any firm shipbuilding contracts, but the increasingly nervous Maritime Commission condemned the first Savannah shipyard, and, after awarding $1.4 million to the owners, brought in a new group of investors with extensive corporate management and shipbuilding experience to quickly create a new corporation.

Subsequent chapters deal with building the shipyard, recruiting the unskilled labour, women and African-American workers, housing, training, absenteeism, occupational safety, launching the ships, and fitting them out. There is nothing very analytical in these chapters.

They are largely descriptive based on the memories of interviewees. The one dealing with trade unionism is weak. After twelve years of Depression, most workers were in their first real job, cared little for unions and viewed dues-collecting trade unions as being only after their money. They were right. President Roosevelt's Fair Employment Practice Commission played no role in Georgia. The US Maritime Commission forced the FEPC to consult it before issuing any fair employment compliance orders to shipyards anywhere in the country. No attempt was made to enforce workers' rights; for example, at Southeastern, African-Americans were employed only as labourers and helpers. To circumvent the FEPC, other southern shipyards sometimes trained African-Americans as skilled workers before assigning them jobs as labourers. Southeastern was a closed shop and all white workers had to join one of eleven American Federation of Labor-affiliated unions to keep their jobs. In return for accepting a basic wage freeze set by the federal government and a no-strike clause for the duration, unions got a guaranteed closed shop. Workers had no interest in the unions and the unions got very rich. Workers did not object because their pay was very good. At its peak in 1943, the Savannah shipyard employed 15,000 workers on three shifts. In all, more than 46,000 men and women passed through the city's largest industrial manufacturing plant ever during its 49 months of operation. While interesting, the recollections of forty men and women cannot give either an insightful or complete picture of the shipyard.

Nearly one-third of the text is taken up with the fates of the 88 Liberty ships built at Southeastern Shipbuilding, chiefly the tragic voyage of the yard's first ship, the SS *James Oglethorpe* that sailed in the ill-fated convoy HX. 229. While the author uses interviews and correspondence from survivors of the convoys, the chapters rely heavily on Martin Middlebrook, *Convoy; The Battles for SC. 122 and HX. 229* (London 1978). Moreover, this is a major digression from shipbuilding, and means that readers never do learn much about the social and economic impact of the huge shipyard on the society and economy of Savannah and environs. Despite its limitations as social history, *On the Swing Shift* is an effective tribute to the men and women who laboured for victory in steamy Savannah nearby the Garden of Good and Evil.

James Pritchard
Kingston, Ontario

Roger Dingman. *Deciphering the Rising Sun: Navy and Marine Corps Codebreakers, Translators, and Interpreters in the Pacific War*. Annapolis, MD: Naval Institute Press, www.nip.org, 2009. xi + 272 pp., illustrations, maps, notes, bibliography, index. US $29.95, cloth; ISBN 978-1-59114-211-9.

Roger Dingman's *Deciphering the Rising Sun* is an important historical contribution and an innovative entry into the debate about race relations in the Pacific Theater of the Second World War. Narrowing his focus to male and female Navy and Marine officers who worked as Japanese interpreters, Dingman argues that the skills of these officers not only positively affected the battlefields, but also led towards ensuring lasting peace between the two adversarial states – Japan and the United States. Unlike the interpreters working for the United States Army, the majority of whom were of Japanese descent, the Navy and Marine officers schooled at Boulder, Colorado, were white and had no previous Japanese

language experience. Their intensive training taught them an extremely difficult language at an unprecedentedly rapid pace. More importantly, though, their training experience gave them a uniquely sensitive, cultural understanding of their enemy, despite its ironic purpose of defeating that enemy via language. These language officers took this lesson of nuanced racial comprehension with them as they hopped islands with combat units and served tours of occupation duty. As post-war Cold War America looked towards Japan as a strategic and economic ally, the language officers, most of them now civilians, became advocates for amicable relations between the two countries. They encouraged the distribution of Japanese art, the study of Japan by the American people and even became international journalists in Japan. While the Boulder trained group of language officers were not the only translators used in the Pacific Theater, Dingman argues that comprehending their role throughout war and peace is pivotal to understanding a more accurate picture of race relations between Japan and the United States.

Dingman's book is the first to cover the topic of Naval and Marine language officers and it proves the centrality of these particular officers in the debate about racial dissonance between the United States and Japan in the Second World War. In opposition to John Dower's *War Without Mercy* that argues for intense, negative racism expressed by both sides during the Pacific War, Dingman illustrates that racial awareness had a positive impact on international relations and wartime conduct. Dingman's point is important and illuminating not only to historians but to racial theorists. He proves that academically ignoring Navy and Marine language officers is an analytical mistake and detrimental to constructing a complete and accurate portrayal of the events of the Pacific War. Dingman's work should serve as an integral part of any intensive graduate level study of the Pacific Theater in the Second World War in both history and cultural studies programs.

Dingman makes a further meaningful contribution to academic discourse about the Marine Corps officer. Typically depicted as indoctrinated animals, Marines have acquired a historical reputation for brutality and racism expressed under the unapologetic guise of manhood. Mary Renda, in *Taking Haiti: Military Occupation and the Culture of U.S. Imperialism, 1915-1940*, calls the American occupation of Haiti a police state and attributes the resistance of the local Haitian population to the expressed racism of the Marines (Renda, p.11). Craig Cameron argues in *American Samurai: Myth, Imagination and the Conduct of Battle in the First Marine Division, 1941-1951* that racism fueled the combat decision-making and conduct of Marines in the Pacific. Dingman does not deny the validity of the overly masculine, violent, racist Marine. Instead, he avoids generalizing members of the service into one mentality and devotes special attention to an elite group of Marine officers who displayed characteristics completely opposite from the blood-thirsty majority.

As a work of academic scholarship *Deciphering the Rising Sun* is superb. Resting on a solid foundation of research, Dingman backs his conclusions with ample archival evidence.

Impressively, he conducted personal interviews with hundreds of veterans, accessed fourteen oral histories and even attended the sixtieth reunion of the Naval Japanese Language School. From a professional historian and scholar, such academic quality is to be expected. A professor at the University of Southern California for thirty-six years, Dingman is an extremely credible author. His mastery of historical evidence and his eloquent writing create a satisfying work that is as enjoyable as it is academically rigorous.

Courtney A. Short
West Point, New York

Bernard Edwards. *The Cruel Sea Retold; The Truth behind Monsarrat's Epic Convoy Drama*. Barnsley, S. Yorkshire: Pen & Sword, www.pen-and-sword.co.uk, 2009. 214 pp, illustrations, appendix. UK £19.99, cloth; ISBN 978-1-84415-863-2.

Nicholas Monsarrat's novel *The Cruel Sea*, published in 1951, about the Atlantic battle between German U-boats and Allied naval and merchant vessels during the Second World War was based on his own wartime experiences as a naval officer. The book was an instant bestseller and became a classic, followed later by a succesfull motion picture. Bernard Edwards has followed in Monsarrat's footsteps and written *The Cruel Sea Retold*. In the Second World War, U-boats had the upper hand at the beginning of the Battle of the Atlantic. The Allies learned the hard way through heavy losses. Bit by bit, the organization of convoy defence, the number of ships, techniques, knowledge and tactics improved and the advantage slowly shifted to the Allies. The essence of both books is this shift in the maritime balance of power.

The stories of three convoys in *The Cruel Sea Retold* show the development in convoy defence on the part of the Allies, and the British in particular, and the lack of an adequate response to it by the German U-Boat service. The first convoy, OG-71 from the U.K. to Gibraltar, sailed 14 August 1941. The convoy consisted of 22 merchants vessels and eight escorts. Ten ships were sunk while the other ships found a safe harbour in Lisbon, in neutral Portugal. Thus, a total defeat was avoided.

The second convoy the author sheds his light on is HG-73, sailing to the U.K. from Gibraltar on 17 September 1941with an escort of 13 ships. Of 25 merchant vessels ten were sunk. The German side lost one U-boat.

The third convoy Bernard Edwards describes is HG-76. The outcome of this journey was entirely different. With 31 merchant vessels and an escort of 15, the convoy still lost seven ships — but the balance of power had changed. U-boats became the game instead of the die-hard hunters. There emerged a naked agression towards enemy subs that, in the end, remained unanswered and contributed to the Allied victory in the battle for the Atlantic. This success was epitomized by Captain "Johnny" Walker, an expert in anti-submarine warfare with innovative ideas. When his group escorted Convoy HG-76 he got the chance to put his ideas to the test. His group passed with flying colours, sinking four U-boats. In all, five enemy subs were sunk in a six-day battle. Compared to losses for earlier convoys, this was a resounding success.

The Cruel Sea Retold does not lean on Monsarrat's book. In his earlier work, Edwards has shown a distinctive style of writing and approach. Regardless of the obvious comparisons readers might make based on the title, this book still

bears Edwards' hallmarks. It is factual, and more distant from personal observation. *The Cruel Sea Retold* is a solid piece of work, gripping, and despite its harsh subject, a joy to read.

Jacob Bart Hak
Leiden, The Netherlands

Norman Friedman. *British Destroyers. From the earliest days to the Second World War.* Annapolis, MD; US Naval Institute Press, www.usni.org, 2009. 320 pp., illustrations, bibliography, notes, data list (specifications), list of ships, index. US $85.00, cloth; ISBN 9781591140818.

In his Introduction to this, his latest work, the renowned naval analyst and historian Norman Friedman states that the book is about how the Royal Navy (RN) adapted to the threat of the torpedo. The book is much more than that. It tells the story of a new, specific class of warship and how it evolved from a simple, cheap adjunct to the main battle force to a formidable and versatile weapons system in its own right. Although the book covers the period from the inception of the type into the Second World War, it is the second of the series. Friedman's earlier book, published in 2006, examines the development of the Destroyer during the Second World War on up to the present day.

By the late nineteenth century, the self-propelled torpedo had been developed into a practical and relatively reliable weapon. Launched from small craft (which came to be known as Torpedo Boats or TB) or later from a submarine, it posed a serious threat to all major naval forces, especially the Royal Navy which was the dominant naval power of the time. Such a comparatively cheap weapon could inflict damage out of all proportion to the size of the attacker. Since the Torpedo Boats themselves were small, fast and agile, they were difficult for a battleship or other large warship to attack successfully. As these small craft grew in numbers (especially in the French Navy, which at the time was viewed as the primary threat to the RN), and in seagoing capability, the counter-weapon had to be developed. Thus, the Torpedo Boat Destroyer (TBD) emerged as a distinct type. Its primary mission was protection of the battle fleet, and its bases, from attack by the enemy TB. It was as fast, or faster, than the TB and the armament was such that it could sink the enemy or at least inflict sufficient damage as to render him impotent. Eventually, the name was shortened to the now well-known term, Destroyer.

The first true class of TBD was ordered by the Admiralty in the 1892-93 Estimates at the instigation of Rear Admiral "Jacky" Fisher. Fisher, who would later become First Sea Lord and, in 1906, initiate a revolution in naval warfare with HMS *Dreadnought*, sought to build a counter the new type of French TB which would be capable of operating beyond inshore waters. These early destroyers were little more than enlarged TB themselves, but they ushered in the new era. Eventually, the evolution would result in the superb Tribal-class of the Second World War and in their modern equivalents which, in terms of firepower, are the equal of many cruisers of the wartime era.

As with all of Friedman's works, this book is the product of meticulous research and the subject is examined in comprehensive detail. Each stage of the class' development is documented and explained. Not only are the technical issues fully addressed, but they are put into the context of operational and tactical experience. The author shows how the Admiralty responded to that experience as the requirements placed on the designers became more and more demanding. The need for higher speed, longer range,

improved seakeeping capability, better armament, effective command and control and more comfortable accommodation became constant issues that had to be resolved.

What is particularly fascinating, at least to this reviewer, is that Friedman clearly explains the ways in which design changes were raised, reviewed and implemented in what was essentially an ongoing process. From the early days, the Admiralty looked upon destroyers as "...the subject of a rolling production programme, modified from time to time." (p 42) Given that, until well into the 1930s, the Admiralty considered the effective life span of the type to be only twelve years, such a program was necessary. Unlike in modern times, the RN was afforded the luxury of building what were basically prototypes. Some classes had few ships and there was often little standardization within a class–a situation which carried on well into the 1930s. The extensive involvement of several key shipbuilders in the process, such as Vickers, Yarrow, Thorneycroft, White, Palmers and others, ensured that the designs were nearly always pushing technological limits right up to the start of the Second World War. The depth of the relationship between the Director of Naval Construction and the favoured yards, as well as the influence they could bring to bear, is neatly demonstrated.

The book is lavishly and beautifully illustrated with photographs and superb line drawings. Many of the photographs have not been published previously and there is at least one photograph or drawing on nearly every page. The Canadian ships which were either built in Britain—such as *Saguenay* and *Skeena* in 1930—or later acquired from the RN are well represented in photographs and textual descriptions. In the final chapter, there is an interesting section on the Town-class ships and the modifications made to them so that they could serve as Atlantic convoy escorts. These were the fifty, obsolete ex-US Navy destroyers transferred to Britain in 1940. They were known as "four stackers" due to their funnel arrangements and six of the fifty were assigned to the Royal Canadian Navy.

This is an excellent book which is full of fascinating information. It makes a very important contribution to the maritime historical record and is an essential reference work for those with an interest in naval technical history.

Michael Dove
St. Thomas, Ontario

David W. Jourdan. *Never Forgotten: the Search and Discovery of Israel's Lost Submarine DAKAR*. Annapolis, MD: Naval Institute Press, www.nip.org, 2009. xi + 272 pp., illustrations, maps, appendix, index. US $34.95, cloth; ISBN 978-1-59114-418-2.

A new addition to the Israeli Navy, INS *Dakar,* a former British Second-World-War submarine, had been refitted in Portsmouth dockyard, England, passed its sea-trials and workup training in the Clyde and set sail for Israel in January 1968. The submarine entered the port of Gibraltar for fuel and some crew changes and dived its way east in the Mediterranean. After ten days, their daily transmissions to the Israeli Navy abruptly stopped. For 31 years, their location remained a mystery. The gyro repeater pictured on the cover of the book makes me nostalgic for days and night-watches as the navigating officer aboard *Dakar*'s sister submarine, INS *Leviathan*, during similar sea-trials and workup trainings in the Clyde, up in Scotland, and on the way home to Israel under the command of Lt. Cdr. Zeev Almog.

With hardly any time for training, INS *Leviathan* had been rushed home, travelling mainly on the surface, to get back

as quickly as possible for the 1967 war. One should never forget the timing, as that was one of the reasons Lt. Cdr. Jacob Ra'anan, *Dakar*'s captain, attempted to set a record, diving all the way to Israel.

Author David W. Jourdan, a US Naval Academy graduate and the co-founder of Nauticos, a deep-sea exploration company, weaves together a tale that combines a technical detective story with a scientific saga, as he follows the fate of the Israeli submarine. True to its title, his story covers the search and discovery of INS *Dakar*.

Several books have been written on the tragedy and many technical essays, but this book combines the author's personal history, experiments and explorations as well as the story of Israel, its navy, its submarine flotilla and the bereaved families. It blends a mix of men, electronics and iron into one tragic tale that brings alive the memories of the crew of the submarine, through the eyes of an outsider who learned a lot about us during the study and search for *Dakar* and even more after the discovery.

Jourdan's sources include personal interviews which he blends with facts from Israeli navy documents and stories from good friends he made at the time of the search. One very important interview he missed, however, was RAdm.(ret.) I.N. Hadar Kimchy, a talented and modest officer who was commander s/m in 1967 and became second to the Israeli CNO. In his retirement, he was appointed to head the first Search Committee and continued his assignment for 29 years. Although they did not find the *Dakar*, that committee contributed a lot of information from their five searches along the Egyptian coast, sometimes by way of elimination. Kimchy's name should not be forgotten. It was he who asked the CNO, Adm. Ami Ayalon, to relieve him and the committee after the shallow water search was done and before the deep-water one began, so the families of the lost sailors would feel that a real change had occurred after so many years.

Jourdan could have enlarged the drama by mentioning Israeli relations with the Egyptian navy while coordinating the five searches. As a naval captain at that time, I was serving under RAdm. Kimchy on the search committee and also in the Israel/Egypt Peace Committee. Our ships crossing the Suez Canal and the search for the *Dakar* were the only contacts with Egypt in those days, and as such, contributed to the peace process. We used to meet in the Ras El Tin Palace in Alexandria to coordinate the searches. Not many years ago, during a patrol in command of INS *Dolphin* (the sister ship of the *Dakar)*, I found myself glancing at the palace again through the attack periscope.

As a submarines veteran himself, Jourdan describes the boat and the principles of diving and surfacing in a clear and forthright way, helping the reader understand the complex sets of drills and orders. Sharing his own experience of Trim Dive helps him build tension and understanding of the complexity of operating a submarine. He also makes good use of the diary he kept during his visits to Israel.

Moving back and forth from the present to the founding of Nauticos, to refitting the *Dakar* and interviews with officers and relatives may hamper the flow of the narrative but it does help build understanding of the ties between the crew and the submarine and the technical development of the company that would search for and find the lost submarine.

Dealing with sorrow and sadness reveals the author's human side and affirms the need to remember all those who disappeared in the depths of the sea. The fate of a submariner's wife can be the same as that of the wife of the operator of a

midget submarine used in deep-sea exploration.

The book shows how salvage technology can be adapted to finding natural treasures and lost submarines. It stresses the importance of preliminary research to consider all the details available and pinpoint exactly where to dive. That is the story of Nauticos and the talented people who, after such a long time of waiting and hoping, enabled us to locate the *Dakar*. Thanks to them, we were able to bring home its bridge fin and other parts and put them in the Naval Museum at Haifa as a memorial to the *Dakar* and its crew and a special place for the families. Reading this book is a kind of process between the will to remember and the knowledge that the burden is heavy. Finding the submarine helped everyone involved to carry on, knowing that, at last, most of the mystery had been solved, and the Israeli tradition of bringing home every soldier, sailor or pilot had been fulfilled .

Although the real cause of the sinking is not fully known, the facts are available for interpretation. I enjoyed reading the book for its masterful fusion of people, science, machinery and hard labour. I hope that it will be translated into Hebrew and into other languages.

David Jourdan has not only proven himself as a scientist, technocrat, businessman and submariner, but also as a humanitarian. Because of him, his men and his book, the crew of INS *Dakar* will not be forgotten. The story is a moving one, well worth remembering.

Israel Leshem
Kiryat-Tivon, Israel

S.L.Kotar and J.E. Gessler. *The Steamboat Era. A History of Fulton's Folly on American Rivers, 1807-1860*. Jefferson, NC: McFarland, www.mcfarlandpub.com, 2009. 299 pp., illustrations, appendices, notes, bibliography, index. US $55.00, cloth; ISBN 978-0-7864-4387-1.

The brief biography of the authors on the back cover of this volume notes that they have been writing together for years, their joint resumés including TV scripts for *Gunsmoke* and a forthcoming book on the *Riverboat* television series. *Caveat lector.* The introduction promises, and the rest of the work delivers, sections on bathroom facilities (pp. 195-96), gambling (pp. 198-201), drinking (all of chapter 18, including some recipes), disease (Chap. 21), pirates (pp. 247-49) and voodoo (pp. 250-251).

The publisher, McFarland, bills itself as a leading U.S. publisher of scholarly, reference and academic books. This is not one of them. There is an index, a bibliography, end notes and a glossary. Some of the citations are embedded in the text, particularly as a specific issue of a newspaper is quoted, and many contemporary newspapers are extensively quoted. In fact, it is quite remarkable how many of those extensive quotes come from contemporary newspapers in communities like Buffalo, Sandusky, Toledo, Racine and Milwaukee who were reporting on steamboats on the Great Lakes. Occasionally, the authors acknowledge that the facts in evidence were not from the western rivers (e.g. p. 220); often they do not. There were regional differences in steam navigation; they were evident to contemporaries; they mattered.

What is more disappointing is that a major set of assertions is made with relatively little evidence to support it. Perhaps the major one is this generalization: "As demonstrated with the desire to attract cabin passengers, owners spent more than they brought in for the privilege of bragging rights." With minor variations, the claim is made several times through the volume. It may be the case, that in some instances, in

certain specific contexts, businesses deliberately engage in competitive behaviour where they lose money. It is difficult to construct a scenario where this was true for an entire sector of the trade for a generation. This reviewer would like substantially more evidence.

A tendency to hyperbole surfaces regularly. I would like to see the evidence that supports the statement where "over the course of a boat's life, she might be exposed to fifty such blazes." (p. 122) Or the rather grotesque statement that "often, hundreds of deck passengers would perish within a matter of hours, and dead bodies were frequently seen floating in the water as officers tried to rid the boat of those fatally stricken."(p. 239) This statement, at least, has a single contemporary reference, but use of the words "often" and "frequently" requires something more.

Beyond that, there are a number of odd references. Presumably a good copy-editor would have caught the fact that the "Eric" canal was not opened in 1835. It is more likely that the artists employed on p. 202 were painting the paddlebox rather than the wheelhouse (aka pilothouse). And I'm still trying to parse "The Ohio River at Pittsburgh measured eighteen inches at its lowest point and increased to three feet at the mouth; the Mississippi measured two feet at St. Paul, four feet at St. Louis and five feet at Cairo." (p.73)

The authors start by noting that "The Steamboat Era is one of the most fascinating and perhaps most romanticized times in American history." They have done relatively little to clarify the romanticism and have gone some length to perpetuate it. There is a solid literature on the western rivers: Mark Twain's reminiscences in *Life on the Mississippi* bring it alive, Louis C. Hunter's *Steamboats on the Western Rivers* still dominates the field, although more recent economic and technical studies have helped enrich our understanding. They are still a better place to start.

Walter Lewis
Acton, Ontario

A.G.W. Lamont. *Guns Above, Steam Below, in Canada's Navy of WW II*. Cambridgeshire, UK: Melrose Books, www.melrosebooks.com, 2006. xii + 203 pp., illustrations, drawings, tables, notes, index. £14.99, cloth; ISBN 1-905226-60-8.

As this reviewer has discovered with his self-published *Three Princes Armed*, it is difficult to reach much of a wider market with such often-worthwhile but self-published and self-marketed efforts. Archie Lamont, who has recently died (spring 2009) in Eastern Ontario, first published *Guns Above, Steam Below* on his own in 2003, to very little notice or acclaim. This reprinting in the U.K. makes a valuable contribution to the history of the Canadian Navy during the wartime, particularly because it is largely about the operations of the boiler rooms with a corvette's triple-expansion steam engine (in HMCS *Cobalt*) and an RCN destroyer's steam turbine in HMCS *Qu'appelle*.

Lamont joined the Royal Canadian Naval Volunteer Reserve (RCNVR) in the spring of 1943 as a graduate chemical engineer, and after very little naval introduction, became the Boiler Water Officer at the shore base of HMCS *Chatham* on the West coast. As a deck officer, who appreciated the care needed with such a simple product as boiler water? Lamont goes into just enough detail as he tells his story to make it, oddly enough, really very interesting, even enlightening. He notes there was an increasing awareness —usually by his COs—of the need to be very much aware of three vital engineroom concerns: amount of fuel remaining, Scotch boiler tube cleaning, and boiler water feed, which, in a ship's engineer's opinion,

controlled tactical events. A couple of useful diagrams and a table of speed and oil consumption make his points, as does an Engineering Department Watch & Quarters Bill. It is a quite different, nearly unique view of the Atlantic (and Channel) battles from the other end of the voicepipe. As *Cobalt*'s Boiler Room Officer, Lamont had considerable spare time, so he was soon standing bridge watches as well. He gives several appreciative assessments of not only his engineroom contemporaries, officers and ERAs, but of his various COs and others, so it is not all just the engine room perspective.

There is an appreciative introduction by the late Lieutenant-Commander Alan Easton, who commanded both corvettes and destroyers similar to those of Lamont, and just enough pages are devoted to strategic description to set the scenes for his own contribution. After *Qu'appelle*, Lamont also served in HMS *Battler*, an escort carrier, in preparation for the Navy acquiring HMCS *Warrior*, which only lasted briefly until his discharge in the fall of 1945. He includes an extended excerpt of a poem by naval historian Joe Schull on the qualities of leadership, which Lamont feels were exemplified by those in his ships—his engine room Chief, his COs and those with whom he stood watch. He was present in *Qu'appelle* in Iceland when HMCS *Skeena* went ashore and devotes a chapter to that sad event, with sympathies for those castigated for her loss.

But it is Lamont's hands-on descriptions of how boiler rooms and engine rooms actually worked that make this small volume worth the read.

Fraser McKee
Toronto, Ontario

Philip Macdougall (ed.). *Chatham Dockyard, 1815-1865. Industrial Transformation*. Surrey, UK: Ashgate, www.ashgate.com, Navy Records Society, Vol. 154, 2009. xvii + 410 pp., tables, appendices, list of documents and sources, index. US $125.00, cloth; ISBN 978 0 7546 6597 7.

Dr. Macdougall is no stranger to dockyard history. A founding member of the Naval Dockyards Society and the editor of its newsletter, he has also been a frequent presenter at the annual meetings of the NDS, and now teaches at Portsmouth College. The present volume is a development from his 1994 Ph.D. thesis at the University of Kent at Canterbury, "Somerset Place to Whitehall: Reforming the Civil Departments of the Navy." As long ago as 1982 he published *Royal Dockyards*, a brief history of all the home yards.

This volume of 407 documents focuses on the half-century after the end of the wars with France and the United States in 1815. It closes with the building of the 9,000-ton *Achilles*, a 26-gun screw-armoured iron frigate, the first to be built in a royal dockyard, and the *Bellerophon*, a screw, central-battery ironclad frigate, the first British warship to be designed from the outset as an ironclad. Following the design of the *Great Eastern*, the *Bellerophon* was given a double bottom. (p.47)

These fifty years witnessed the transformation of the navy from wind and wood to iron and steam. Hitherto, the largest part of a dockyard workforce was the shipwrights, who worked exclusively in wood. In 1833, of a much reduced workforce of 1,122, Chatham had 484 shipwrights, or 43%. (p.235) Faced with their gradual replacement by metalworkers, they opted for retraining as riveters and platers, when metalworkers were dismissed for downing tools in 1862. (p.256). The necessary huge expansion of Chatham resulted in employing up to 1,000 convicts on the building sites. (p.106)

The Admiralty was not quick to adjust to the new era. Woolwich, not Chatham, had been designated the navy's steam yard. Only after the navy's commitment to ironclads and the selection of Chatham as the initial building site did the yard acquire an expertise not at first shared by other royal dockyards.(p.55). Incidentally, it was only with the development of the massive pre-1914 battleships that could not be built at Chatham, that Chatham was able to develop as a builder of submarines, the last of these being HMCS *Okanagan* in 1966.

One of the most useful elements in Dr. Macdougall's edition is his use of newspaper reports to supplement his dependence on the official records, principally available at The National Archives in Kew and the National Maritime Museum in Greenwich.

A glossary would have helped, as I found myself frequently having to make reference to Smyth's *The Sailor's Wordbook* (1867). All in all, the volume is exceptionally well edited, and makes a substantial contribution to the industrial history of southeast England.

Julian Gwyn
Berwick, Nova Scotia

Peter V. Nash. *The Development of Mobile Logistical Support in Anglo-American Naval Policy, 1900-1953*. Gainesville, FL: University Press of Florida, www.upf.com, 2009. xxxiv + 320 pp., illustrations, maps, tables, appendices, notes, glossary, bibliography, index. US $69.95, cloth; ISBN 978-0-8130-3367-9.

The author explores how the Royal Navy (RN) and the United States Navy (USN) evolved and eventually defined the art and science of mobile logistic support from the early 1900s to the end of the Korean War. While the essence of logistics is all about the supply of men, ships, facilities, bases, and combat support afloat, the author focuses on one process: planning and distribution.

He argues that sea power can provide the country holding it with the ability to control the geostrategic terms of a war. In that context, he argues that how a nation positions its logistic capability speaks volumes about its intent, both strategically, and tactically. The central premise of the book is that the logistic challenges confronting both the RN and the USN in 1945, the end of the Second World War, required innovative solutions that, if successfully implemented, would become the most radical turning point in the history of mobile logistic support and the yardstick by which future mobile logistic support would be judged, particularly for carrier-based warfare.

The book shows how the RN and the USN initially approached replenishment at sea from different perspectives. The RN, with its chain of bases and repair facilities spread throughout the empire, did not consider operations over long distances for extended periods probable, and consequently, replenishment at sea was effectively ignored. By contrast, the USN's approach to sea replenishment became more inclusive and forward-looking because a two-ocean strategy gave it no choice, especially as war loomed on the horizon. This became particularly evident during the Second World War in the Pacific, where carrier-based warfare with naval aviation covering huge distances over large swathes of water required the development of a "Fleet Train" that would ensure supply of all the ingredients of war to the fleet and its naval aviation.

The author points out that the "Fleet Train" for both navies came of age in 1945 but the RN experienced many travails before it got there. Indeed, while the USN

welcomed its participation in the final offensive against Japan, it was under the condition that the RN would have to organize and create its own "Fleet Train" for replenishment at sea. For the USN, a combination of military might, a large economy, and a clearer vision of what was needed logistically made that task somewhat easier.

After the Second World War, post-war demobilization, savage cuts in personnel and ships, in operating budgets, and in investments in new ships and technology, increased the risks of losing "corporate memory" in both navies. The USN, however, managed to raise "supply" as an educational need by elevating logistics to the same level as other strategic subjects in the various Naval War College curricula.

The Cold War was shaped by the threat of atomic weapons and the fast submarine with new technologies such as the jet aircraft. Logistic support needed to keep up, and the Korean War demonstrated that jet aircraft fuel was now determining carrier endurance, requiring a new approach in designs for both warships and auxiliaries. The Korean War also brought logistic support to the forefront for both navies in many other ways, the most important of which was added funds to enable both navies to restock with more ships and commissions in order to enable them to meet the requirements of a possible war to be waged on many fronts in Asia and Europe.

The Korean War also brought about a convergence in doctrine. Replenishment procedures had been harmonized and converged to provide vital operability between the RN, the USN, and the RCN (Royal Canadian Navy). That, in turn, provided the foundation for NATO's replenishment doctrine, which has more or less remained the same to this day.

The author has made very judicious use of primary sources both British, and American. The appendices are replete with charts and tables that provide the reader with a comprehensive and accurate picture of the evolving situation in mobile logistic support. Since there was more material available on the American logistic situation at the time of the writing of the book, the author places more emphasis on the British effort at creating a "Fleet Train". He constantly measures it, however, by relating it to the American effort, thus underlying and demonstrating how the endeavour was difficult to complete in time of war, thus stressing the need to maintain that capability in time of peace by elevating it to the level of other strategic concerns.

In a grand strategy scheme, sea power allows the powers wielding it the possibility of controlling the geostrategic terms of war by allowing them to choose the time and place of any amphibious operation in pursuit of the final objective, which is winning a war. It also allows them, prior to any amphibious landing, to secure or interdict maritime lines for themselves or the enemy. With the disappearance of Western empires and the coal bases spanning them, a new system of mobile logistic support had to be designed that would allow a naval power or a naval alliance, such as NATO, to project its power at sea in a sustained and autonomous fashion. In that context, mobile logistic support allowing for replenishment at sea was the new way of telling the difference between a true "blue sea" navy and one that is not.

Yves V. Raic
Kingston, Ontario

Pitassi, Michael. *The Navies of Rome*. Woodbridge, Suffolk: The Boydell Press, www.boydellandbrewer.com, 2009. xxvii + 348 pp., illustrations, maps, notes, appendices, bibliography, index. US $90.00, cloth; ISBN 978-1-8438-3409-0.

The dust jacket starts boldly, claiming that this book "represents the first true examination of the Roman Navy as an independent arm of the military." This intrigued me, since most scholars think of it as part of a single military machine, though prompting significant questions too, such as "Did the Romans conceptualise the Army or the Navy in the same way that we do?" It also addresses a significant gap in Roman studies, since there is no comprehensive modern account of Roman naval warfare. In scope, the work immediately prompts comparison with N. A. M. Rodger's *Safeguard of the Sea* volumes. Still on the dust jacket, Roman seapower is explicitly compared with that of the British Empire in the nineteenth century. The introduction promises a focus on both blue and brown water actions as well as a traditional military history.

The structure of the work is chronological, with nine chapters covering Roman history from 753 BC to AD 476. A useful feature is margins containing dates for each paragraph. There are endnotes after each chapter which include precise references to primary sources, but secondary sources are mentioned only by author or title, without page references. Neither the notes nor the bibliography contain references to periodicals. The target audience is thus, the mythical general reader and certainly not students or scholars.

This is not a history of the Roman state from 753 BC to AD 476, since the battle of Cannae is not described (p. 91), there is no description of how Octavian/Augustus transformed a Republic into an Empire (p. 198), and nothing is said about Christianity (aside from a short box feature on pilgrimage (p. 305). Despite the lack of social, political, or religious history, Pitassi does provide a cursory survey of Roman military history, even if period experts would each want to quarrel with the chapter focussing on their area of interest. Throughout, the narrative is supplemented by box features, some short, some long, dealing with areas of particular naval interest, e.g. pumps and dry docks (p. 137) or ribbons of rank (p. 223). There are also 14 colour plates.

Of greater significance are the numerous errors of both omission and commission concerning naval history. Thus, the description of consular control of fleets (pp. 24, 44) can be read as if these were separate naval appointments rather than combined commands of naval and land forces. The description of Roman plans in 218 BC (pp. 89, 91), though aware of the planned landing in Africa from Sicily under the command of T. Sempronius Longus, devotes no time to analysing Roman strategy. The establishment of the *aerarium militare* by Augustus (p. 208) is described as "to fund the navy (and the army)", at best stretching the Latin *militibus*, "armed men" (*Res Gestae* 17.2), if not outright distortion. The ability of the Roman state to plan and launch an amphibious assault on Vandal Africa in 468 receives only cursory attention on the last page of the text (p. 313), possibly understating the logistical achievement that this operation represented; there is a similar minimal approach to landing Roman troops in Africa in the First and Second Punic Wars (pp. 61, 110). The same is true of dockyards and infrastructure. Although their importance is argued for well with respect to ship-building in the First Punic War (48-49), it is underplayed generally, an interesting contrast with Rodger's works, and one that would be well worth pursuing.

Another somewhat neglected fundamental is winter and weather.

Although there is a box feature on sailing seasons (p. 9) that mentions that Mediterranean sea travel was "largely suspended" between November and March, this is not well integrated into the description of Caesar's crossing from Italy to Greece in January 48 BC (pp. 170-171). Similarly, the differences between operations in the Atlantic and North Sea zone and the Mediterranean are summed up in a single sentence (p. 161). A more detailed analysis talking about the factors admirals and captains might take into account before setting out in the winter would have been interesting.

The book ends dramatically in AD 476 at the fall of the western Roman Empire. There is no conclusion, and thus no place to address the question of whether the Romans did have a navy in the modern sense of a separate arm of service. Since Roman fleets throughout Roman history were commanded by men who also led armies in separate land campaigns, the idea of a navy as we understand it seems unlikely. Unfortunately, this sort of analytical reflection gets lost within the narrative drive while the box features tend to be restricted to anecdotal rather than analytical content.

Overall, this is a solidly-researched book that reads well, is attractively produced, and contains few misprints or outright errors. It provides a good basic introduction to Roman naval history, but specialists will want to look more deeply into many of the issues that Pitassi raises only in passing.

Hugh Elton
Peterborough, Ontario

Quentin Rees. *The Cockleshell Canoes: British Military Canoes of World War Two.* Stroud, UK: Amberly Publishing, www.amberley-books.com , 2009. 320 pp., illustrations, appendix, bibliography, end notes. UK £19.99, paper, ISBN 978-1-84868-065-4.

On the night of 7 December 1942, the British submarine HMS *Tuna* surfaced off the French coast, ten nautical miles from the estuary of the River Gironde, which leads to the port of Bordeaux. Ten Royal Marine Commandos disembarked from the submarine in two-man canoes and paddled some 70 miles up-river over the next five nights. Two of the canoes reached the port and planted limpet mines on ships in the harbour. Subsequently, five ships were badly damaged by the mines, but only two of the Commandos evaded capture to return to the UK. All the others were captured and shot. The raid was fictionalised in the 1955 movie *Cockleshell Heroes*.

The canoes used in this raid were designed and built to specifications developed by Major H. G. Hasler, Royal Marines. Hasler led the raid and was one of the survivors. These canoes were designated Mark 2 "Cockles." "Cockle" was the official code name for the canoes used by the British Royal Marine Commandos until early 1943. The Mk 2 replaced the earlier folding kayaks in use by the British forces, known as the "Folbot" (which, oddly enough, was a German design!).

The development of a recreational vessel, the canoe, into an instrument of stealth warfare—although it was not described as such at the time—is the subject of this book. Although the vessels described in the book are called canoes, in North American usage they would more properly be called kayaks, as they have a covered deck and a cockpit with a spray-deck also known as a "skirt." Also, a kayak paddler normally uses a double-ended paddle, which was the case for virtually all of the "Cockles." The open vessel known

in North America as a canoe, and propelled with a single-ended paddle, apparently is a "Canadian Canoe" in British usage.

The author estimates that over 3,600 canoes were produced during the Second World War. There were ten Marks, or types, built, ranging from the Mk I Folbot to the Mk 10 four-man motorised canoe fabricated from aircraft type alloy. Some Marks were built in large quantities while others were prototypes or simply experimental. One of the major constraints on the designers was that the canoe had to fit through a submarine hatch–usually the forward torpedo loading hatch–and this placed limits on the length as well. The many variants within types reflected differences such as outriggers, lee boards, sail arrangements, steering configuration and minor construction details. There was one powered canoe that functioned as a submersible and was described, post war, as the world's smallest submarine (one of its features was a "Splashproof Cockpit Cover"). The canoes were used in operations in both the European, particularly in the Mediterranean, and the Far East theatres of war.

The book describes each of the various types of vessels in extensive detail with a chapter devoted to each Mark of canoe. The history of each design and its development is thoroughly documented. There are numerous photographs throughout the book which complement the text very effectively. The author has obviously done a massive amount of research in compiling what amounts to an encyclopaedia of the wartime canoes. He states in the Introduction that "...until this publication at least ninety-five percent of the information highlighted was not known of, or went unreported." (p. 9). Given the number of books that have been written on the clandestine operations of the British Special Forces during the Second World War (several of which are listed in the bibliography), it is more likely the latter case.

Despite the major investment in research, or possibly because of it, there seems to be too much information for the reader to absorb easily. Because the book is primarily organized to deal with the various Marks of canoe as essentially stand-alone subjects, the chronology becomes disjointed, bouncing back and forth across the wartime years. The author is obviously deeply familiar with his subject, but he has difficulty imparting much more than a mechanical recitation of facts with little interpretive analysis. His predominant use of the passive voice merely serves to emphasise this.

The author criticises the Admiralty, in particular the organisation of the Director of Naval Construction (DNC) in Bath, strongly and frequently as being obstructive in the design and procurement process. On the evidence presented, this may be an overly harsh judgement. The DNC staff, as naval architects, had a vested interest in the stability and safety of the vessels and the representatives mentioned were senior staff (one, Neville Holt, later became the number two man in the DNC). That they took their task very seriously shows in one delightful photograph (p. 135) where two DNC representatives are sailing a canoe fitted with outriggers on trials in the Solent in June 1943. With Holt at the helm, and each smiling broadly, they are dressed in business suits and ties–a vote of confidence in the seakeeping qualities of the design perhaps!

While the basic story is fascinating, it could have been better related and presented. An index would also be beneficial. The review copy was poorly bound. When I turned to page 24 and smoothed the book, the first twenty-four pages detached themselves from the

backing as a unit, thus making cautious handling necessary afterwards.

Michael Young
Ottawa, Ontario

Sara Sheldon. *The Few. The Proud.: Women Marines in Harm's Way.* Santa Barbara, CA: Praeger Publishers, www.greenwood.com, 2008. 200 pp., photos, index. US $49.95, cloth; ISBN 978-0-275-99993-3.

Frustrated by the absence of human interest and non-combat stories emerging from Iraq and concerned that the majority of Americans are oblivious to the contributions of female Marines serving in the area, Sara Sheldon embedded with the 1st Marine Expeditionary Force at Camp Fallujah, determined to generate greater awareness of and respect for the women Marines deployed in harm's way overseas. Seeking insight into female Marines' motives for entering the Corps, as well as their respective obligations and experiences in Iraq, Sheldon interviewed women functioning in various capacities at Camp Fallujah and elsewhere in the Al Anbar province. The resulting book, *The Few. The Proud.,* is a compilation of Sheldon's interviews and observations, structured to provide an overview of women Marines' roles in the war effort while documenting their perceptions of nascent Iraqi democracy and the Corps' humanitarian efforts in the region.

In the preliminary chapters of her book, Sheldon focuses foremost on the environment in Camp Fallujah and the personal histories of the women serving there. Far from demonstrating differences between male and female Marines, her interviews reveal significant similarities between the two groups, from their motives for enlisting to their future plans and homecoming expectations. These parallels and the general acceptance of women Marines by their male counterparts, Sheldon notes, have done much to reduce the inequality that earlier afflicted female Marines; however, because U.S. law prohibits women from serving in combat situations, the fallacy that female Marines are safely removed from hazardous conditions continues to persist, dramatically downplaying both the risk that women Marines are subject to and the enormity of their contributions to the war effort. Discussing the prohibition barring women from combat operations, Sheldon draws on the testimony of female Marines to demonstrate the ambiguity necessarily associated with distinguishing combat operations from supporting endeavours in Iraq. Lance Corporal Jessica Kane, for instance, is responsible for driving her commanding officer into Fallujah and providing him with security while he addresses citizens' complaints, thus taking her far outside of the relative safety of the base. Women Marines frequently accompany convoys on the Abu Ghraib road, where transports are assaulted weekly by enemy gunfire, missiles, and IEDs. Sheldon observes that female Marines in Iraq are regularly exposed to danger, contending that since neither male nor female Marines detect any discrepancy between their relative abilities to perform effectively in high-risk situations, the rule denying women Marines combat roles is more political than practical. Particularly in Iraq, Sheldon asserts, the separation between combat and non-combat operations is necessarily obscured, as insurgent attacks can happen anywhere and at any time.

While Sheldon largely avoids disseminating her own comprehensive policy judgements and subjective political analyses, she does not shy from including her subjects' personal political observations and beliefs. This adds depth to the text, producing a book that ultimately stands as

witness to far more than the experiences of women Marines in Iraq alone, instead encapsulating the individual trials and military challenges that exemplify the current war effort and the situation in Iraq as a whole. In including accounts that stray away from focus on women's rights and policy debate and embrace discussion of complex issues such as Iraqi culture, the transition to democracy, and American influence on tradition in Iraq, Sheldon simultaneously chronicles the move toward gender equality in the Corps and captures invaluable commentary on the overall state of affairs in Iraq. Remarkable in its role jointly as a feminist text and an examination of all Marines' humanitarian obligations and experiences in Al Anbar, *The Few. The Proud.* is a strikingly intricate and important addition to the canon of oral histories on the War in Iraq.

Tori E. Giordano
Elizabethtown, Pennsylvania

Donald G. Shomette. *Flotilla: the Patuxent Naval Campaign in the War of 1812.* Baltimore, MD: Johns Hopkins University Press, www.press.jhu.edu, 2009. 520pp., illustrations, appendices, index. US $38.95, cloth; ISBN 9780801891229.

Donald G. Shomette has revised and expanded his 1981 history of Commodore Joshua Barney's Chesapeake Flotilla. New maps and charts illuminate the narrative, while the footnotes show up-to-date consideration of the most recent scholarship. Lengthy appendices including muster rolls for both the flotilla and the British Marine unit formed with runaway Maryland slaves provide the kind of social detail that campaign histories often neglect. Shomette hopes his improved volume will provide "a substantially enhanced and sharper focus."(p. i) This masterfully enhanced volume does exactly that in minute detail.

During the War of 1812, the American government struggled with limited means to defend the Atlantic coast against the threat of attack from the world's foremost maritime power. Desperate times called for desperate measures. Revolutionary War hero Joshua Barney's plan for a flotilla of shallow-draft barges to defend the inland waterways of his native Chesapeake region had little to commend it beyond frugality. But against formidable odds, Barney's force of roughly six hundred sailors and marines offered Rear-Admiral George Cockburn's Royal Navy squadron several months of meaningful resistance during the summer of 1814. Shomette celebrates Barney's brave four-month stand without hiding the ultimate futility of his task—Barney eventually abandoned and destroyed the flotilla, only delaying General Robert Ross' successful assault on Washington, D.C.

Though detailing only a single campaign in one theatre, *Flotilla* captures several significant themes in the war's wider history. Shomette forcefully documents the complete state of American unpreparedness. Local militia offered no real resistance to hardened veterans of the Napoleonic War and too few U.S. regulars were available for the task. After Barney's marines tenaciously held the center of a crumbling line at the battle of Bladensburg, a British general commented that the flotilla men "have given us the only fight we have had!" (p. 326) The same Congress that had voted for war viewed matters less clearly and did not appropriate funds to pay Barney's men until late 1815. In contrast, British forces operated with clear instructions and specific goals with generally adequate resources. Devastating amphibious coastal raids provided valuable prizes and sapped American support for the war. Vice-Admiral Alexander F. I. Cochrane, Commander of the Royal Navy's America Station, once commented to

Cockburn that he hoped "to give them a complete drubbing before peace is made."(p. 71) Shomette clearly demonstrates that British leaders intended to enforce a humbling peace and had no designs whatsoever against American independence. Royal Navy officers executed that plan with chilling precision during the 1813-1814 Chesapeake campaign.

Flotilla offers considered treatment of both the British and American sides of the Patuxent campaign, even though Shomette's style occasionally slips into a nationalistic bias. He repeats the standard characterization of British plunder as "terror," at one point questioning the truth concerning claims that Cockburn's men desecrated graves as "too time consuming and ghoulish even for the British."(p. 207) What separates Cockburn's Chesapeake campaign from the celebrated careers of American privateers during the same war? Nonetheless, *Flotilla* is an invaluable resource: a mine of information for scholars of the war, and more-than-penetrable for the casual reader.

Samuel Negus
Fort Worth, Texas