

Book Reviews

Caroline Alexander. *The Endurance. Shackleton's Antarctic Expedition*. Barnsley, S. Yorks.: Seaforth Publishing. www.seaforthpublishing.com, 2017, 212 pp., illustrations, maps. UK £16.99, paper; ISBN 978-1-5267-0878-6.

Twenty years ago, Alfred A. Knopf first published Caroline Alexander's splendid account of Ernest Shackleton's ill-fated but magnificent Antarctic venture of 1914-16. Now, Seaforth Publishing in Great Britain has rescued this work from relative obscurity and in paperback form makes it available to the wider audience it deserves.

For those uninitiated in Antarctic lore, Shackleton first came to prominence as one of Robert Falcon Scott's subordinates on the 1902-04 British Antarctic Expedition that sought to be the first to reach the geographic South Pole. Later, Shackleton led his own expedition which came within a hundred miles of ninety degrees South only to turn back when he concluded with cold-blooded logic and superb common sense that reaching his destination and dying on return was not worth the

effort. The Pole having at last been reached by Amundsen and Scott in 1911-12, Shackleton subsequently devised a daring scheme to transit Antarctica by ski, sledges and dog teams from the Filchner (now Ronne) ice shelf to the Pole and on to the Ross Sea at McMurdo Sound. To reach the continent, his expedition would have to first transit the dreadful pack ice of the Weddell Sea—"the Hell-Hole of the Antarctic." Setting off from England aboard the stout little steamer *Endurance*, just weeks before the outbreak of the Great War, the Shackleton expedition reached the ice near the end of the year. Following months of planned drift toward the Filchner shelf, *Endurance* was finally squeezed to death by the gigantic pressures of enormous blocks of rafting ice, pitching men and supplies onto the dangerously unstable pack. This forced them to trek to its edge, followed by a daring sea voyage to uninhabited Elephant Island off the Antarctic Peninsula. From there, Shackleton and three others undertook a remarkable voyage by a single small boat through 800 miles of raging South Atlantic seas and across mountainous South Georgia Is-

land to the Norwegian Sealing Station at Stromness and salvation. Shackleton then returned to Elephant Island to rescue the rest of the party who had endured dreadful conditions of cold, storm and ice. Throughout the whole ordeal, he never lost a man.

Soon after his return to England, Shackleton recounted the story in his book *South*. But the war still raged and after a brief bout of glory, his tale lay largely beneath public consciousness until it was resurrected in masterful fashion by Alfred Lansing some forty-five years later. Several less compelling works followed. Exceeding Lansing's achievement was difficult, but Alexander finally managed it with dramatic prose supplemented with a bountiful number of remarkable black and white images by the expedition's extraordinary and courageous photographer, Frank Hurley.

In just 200 pages, she covers every aspect of the great ordeal, her always-captivating prose occasionally reaching the sublime as she paints word portraits of the beauty and frightfulness of Antarctica and its turbulent adjacent waters. "During the long dusk of the austral summer night, the broken pack appeared to float like so many giant white water lilies on an azure pond. The ship passed crabeater seals basking on the ice and crowds of always entertaining Adelie and emperor penguins, who would pop up unexpectedly on floes and clamor at her as she passed" (26); "Of all the memories the men would carry with them, this—the slow, measured rising of the white-throated whales in the dark waters around their boat—remained one of the most terrible and abiding. In their long months on the ice, the men had borne abundant witness to the great beasts' ice-shattering power. Whether they would attack humans, no one really knew. For the

men, these were the prodigies of the deep, mysterious and evil, possessed of chilling reptilian eyes that betrayed disconcerting mammalian intelligence." (123)

Her studies of Shackleton and his 21 men are equally striking. From start to finish, in understated style, Shackleton carried them all, and Alexander provides a powerful portrait of leadership as grace under pressure. Among the crew, some few occasionally faltered but while none exhibited the phony heroism of a John Wayne or Errol Flynn character, most projected an exemplary calm or at least acceptance of circumstance without going to pieces. A few rose above that condition with humour and grit, while the skilled upon whom survival ultimately relied never lost their professionalism. Alexander handles with particular poignancy the often-forgotten ordeal of those stranded on Elephant Island with no idea as to whether Shackleton and his three mates had succeeded in their desperate journey for help or perished without record.

In 1956-57, this reviewer was an enlisted man aboard a US Navy icebreaker that in nearly three months barely succeeded in smashing through the Weddell Sea ice pack to establish a scientific station on the Filchner shelf. At one point, the pack held us in its iron grip for seven days during which we "steamed" and maneuvered a total of 1,100 yards. Knowing something of Antarctica and having later revisited, researched and written about that incredible edifice of ice, storm and calm, I can suggest no finer account of this last great endeavor of the heroic age of polar exploration than Caroline Alexander's *The Endurance*.

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John U. Bacon. *The Great Halifax Explosion: A World War I Story of Treachery, Tragedy, and Extraordinary Heroism*. NY, NY: Harper Collins Publishing, www.harpercollins.com, 2017. 432 pp., illustrations; CDN \$34.75, US \$29.99, cloth; ISBN: 978-0-06266-653-6. (Available in paperback.)

The fortunes of Halifax have risen and fallen with the surge and ebb of Mars' fury. Swollen by a flood of Loyalists during the American Revolution, enriched by its privateers during the War of 1812 and fortified for defense during the American Civil War, its status as Canada's premier Atlantic port and the Royal Navy's western base sustained its economy during the troughs of peace. With the second largest harbour in the world protected by a narrow entrance, Halifax was made for a life of stevedoring and supply, enlisted men's entertainment and officers' balls. Even that was threatened in 1895 when Britain withdrew its army garrison and closed the Royal Navy Dockyard.

Though always on the cusp of conflict, Halifax was never directly involved until December 6, 1917, when a chain of errors and happenstance brought war with all its horrors to Haligonians. With the advent of the Great War Halifax became a funnel through which men and supplies passed in route to the Western Front. When the convoy system was established to provide defense against U-boat attacks, Halifax Harbour became the corral in which east bound ships and their protecting destroyers assembled and from which they set out.

One such vessel was the French cargo ship *Mont-Blanc*, an aged, minimally maintained vessel under a new skipper, Captain Aimé Joseph Marie Le Médec, who had never guided a ship full of high explosives or as large as

Mont-Blanc across the seas. At Gravesend Bay, New York, Le Médec was told his ship's cargo, 6 million pounds of high explosives: 62 tons of gun cotton, similar to dynamite; 246 tons of new and particularly combustible airplane fuel called benzol, packed in 494 steel drums and stacked three and four barrels high; 250 tons of TNT; and 2,366 tons of picric acid, a notoriously unstable and poisonous chemical more powerful than its cousin, TNT, which was used to make shells, the Great War's principle weapon. Captain Le Médec realized that he was transporting a virtual bomb more volatile and deadly than any employed in a war zone. When a candid assessment of *Mont-Blanc's* speed and other capabilities disqualified her from a New York convoy, Le Médec was ordered to proceed to Halifax and was given a sealed route to be followed to Boudreaux, if he was unable to join a convoy.

After hugging the New England and New Brunswick coasts, *Mont-Blanc* arrived at Halifax and picked up pilot Francis Mackey, one of the best in the business. Because the submarine gates had been closed, *Mont-Blanc* spent one night outside the harbour. Rules requiring ships bearing dangerous cargos to display a red flag had been relaxed to strike a balance between avoidance of accidents and attracting attacks. In this case, Captain Le Médec decided not to display the red flag.

While *Mont-Blanc* was waiting outside the harbour, the Belgian relief ship, *Imo* was inside preparing to depart. *Imo* had successfully crossed the Atlantic several times, whether due to its neutrality or good fortune no one can say, but her luck finally ran out on the morning of December 6.

At 7:50 a.m. *Mont-Blanc* lifted anchor and started for the outer gate to begin coasting into Halifax Harbour.

Meanwhile, *Imo*, at the other end of the harbour, began traveling in the opposite direction. In that age, ships communicated by whistles. At 8:46 a.m., after a series of mixed signals, lurches to starboard and port and reversal of engines, *Imo*'s bow carved a V-shaped hole in *Mont-Blanc*'s plating running from waterline up to her deck. The resulting sparks set the barrels of benzene on fire, sending flames across the deck and clouds of smoke billowing into the sky. Quickly concluding that no action would prevent an explosion, Le Médec ordered the crew to abandon ship. Pilot Mackey suggested pointing the ship seawards, away from most populated parts of Halifax and Dartmouth (cities on opposite sides of the harbour). He hoped to force enough water into the ship to douse the flames. Unfortunately, his idea went unheeded. By 8:48 crewmen were rowing away from the burning ship. At 8:52 *Mont-Blanc* settled into Pier 6 and a minute later tugboat *Stella Maris* was using its hose in a futile attempt to extinguish the flames. Ashore the curious assembled to watch the growing conflagration.

In one-fifteenth of a second, at 9:04:35. December 6, 1917 *Mont-Blanc* erupted in the most powerful, man-made, non-nuclear explosion in history. A flash of literally blinding white light was followed by a devastating air blast and a tsunami. The white flash was followed by an asymmetrical mushroom cloud as *Mont-Blanc* disappeared. Perhaps the best estimates were that 1,600 were killed instantly, 400 to 800 died afterward, 9,000 were wounded and 25,000 left homeless.

Recovery began immediately as the survivors began to rescue the trapped, collect and treat the injured, assemble supplies, identify and prepare the dead for burial and help all to begin to process the images indelibly burned into

their minds. The fates, however, were not finished with Halifax as that night the temperature fell from 40F to 16F and the region was blanked by 16 feet of snow.

Tragedies do not occur in a vacuum. They shatter and remold communities, regions and nations. Calls for help were sent from telegraphs beyond the blast's destructive power and the primitive wireless system then in operation. Eastern Canada responded as would be expected, but the most inspiring stories are often those least foreseen.

The United States and Canada had had an uneasy relationship as American ambitions against Canada were a recurrent theme. The 1911 statement by American Speaker of the House, Champ Clark that "I look forward to the time when the American flag will fly over every square foot of British North America up to the North Pole" may have been a crucial factor that propelled Halifax's Robert Borden into the Prime Minister's Office in the election of that year. Nowhere was the friction more pronounced than along the Halifax-Boston axis. From Revolutionary days to the Great War, the home ports of United Empire Loyalists and rebels nurtured their rivalry. When the telegram from Halifax was received in Boston at 10:13 a.m. the Massachusetts Relief Commission, established to prepare for such an emergency, sprang into action. At 11 a.m. the Governor of Massachusetts and Commission chairman sent a reply telegram assuring Haligonians "Massachusetts ready to go the limit in rendering every assistance you may be in need of." A little after 10 p.m. a relief train with eleven surgeons and doctors, an ophthalmologist and an anesthetist, ten nurses, six American Red Cross representatives, four leaders of railroads, five reporters and boxes of medical supplies began their journey through

the blizzard. More support from Boston and elsewhere would continue to flow into Halifax. Although the region got back on its feet, for the rest of the century the crippled, the blind, the deaf, the nervous and the story tellers would remind Haligonians of the day the Great War reached their neighbourhoods.

The survivors are mostly gone now, but memories and gratitude persist. It is said that December 6, 1917 was the day when the America-Canadian relationship transformed from one of hunter and prey to that of allies and on which traditions were born. Annually, Nova Scotians compete for the honour of having their tree selected to be the official Christmas Tree of the Boston Common, a gift from the people of Nova Scotia to the people of Boston in memory of their help after the Great Halifax Explosion.

That is the general outline of the history, but a book is more than a recitation of facts. It is a story to be told and author John U. Bacon has told it very well. He skillfully introduces the reader to the history and geography of Canada and the Halifax region and weaves the lives of several individuals into the narrative to set the scene of the tragedy and its aftermath. I have read at least one other book about the Halifax explosion and seen references to it in several works but *The Great Halifax Explosion* is by far the most engaging and edifying one I have found. It seizes the reader's attention and stokes a desire for more all the way to the last page.

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James K. Barnett (ed.) *Captain Cook's Final Voyage: The Untold Story from the Journals of James Burney and Henry Roberts*. Pullman, WA: Washington State University Press, www.

wsupress.wsu.edu, 2018. ISBN 978-0-087422-357-6. (Paperback available. US \$34.95.)

In his third voyage to the Pacific Ocean, the illustrious Captain James Cook, already famous as a navigator, explorer, surveyor and agent of British aspirations of increased influence beyond the great capes, Good Hope and Horn, brought his skills and strengths against the baffling problem of a Northwest Passage. Since the age of Henry VIII in order to discover "the short way to the Spiceries by our Seas" and "in the backe side of the New Found Land," various merchants of Bristol and London and later Boards of Admiralty had sought just such a shortcut to Cipango, China and the Spice Islands. In 1579 Drake had flirted with the idea of just such a passage when he was off the coast of Nova Albion, and thinking such a strait might exist in about 60 degrees North latitude made rather a superb guess. Deepening cold and fogs had checked any northern advance by his ship. Dampier had a similar imagining, but preferred the run to the Spiceries. Bering and Chirikov made voyages to America in northern latitudes from Kamchatka, and the Spanish out of Acapulco and later San Blas had dreams of countering the Russians coming south out of the Alaska mists.

By 1776, the year that Cook set forth in the *Resolution* and *Discovery* in quest of a western entrance to the Northwest Passage, the great and extensive flank of North America on the Pacific side was still largely *terra incognita*. Rumours were rife of various passages and straights through this mountainous western flank, and the most charming and seductive of these was the 1625 publication, by Purchas, of Michael Lok's interview in a bar in Venice with an intrepid though shadowy

Greek pilot known to the Spanish as Juan de Fuca of a passage in and around 47 and 47 degrees North—remarkably where the gateway strait proved to be. The suspicious Cook, however, would not hear of it, and in gale conditions that hindered any chance of a squint for just such a passage as the old Greek had described he passed it by in March 1778 and found shelter, there to take on wood and water, at Nootka Sound, before departing early the next month for northern waters, notably Cook Inlet in Alaska, Bering Strait, and high latitudes as far as Icy Cape, returning south via Kamchatka and then the salubrious Sandwich (Hawaiian) Islands. Cook was to die in Hawaii in the subsequent year, during a subsequent visit, and it will always be a subject of regret and intrigue as to why he was killed among peoples that he had sought so carefully (and on official orders) to cultivate lasting friendships, another story for another time and place.

James Barnett, historian and lawyer, and strong advocate for James Cook studies, most notably in the North Pacific, British Columbia, and Alaska contexts, has in the lovely book under review brought excerpts of two hitherto largely unavailable journals into print. James Burney, first lieutenant of the *Discovery*, was an outstanding officer and a good seaman, and became in due course a competent historian. He produced in five volumes *A Chronological History of the Discoveries in the South Seas or Pacific Ocean* (1803-17) and more specifically for our interest here *A Chronological History of the North-Western Voyages of Discovery; and of the Early Eastern Navigations of the Russians* (1819), still an essential reference work.

Henry Roberts had sailed on Cook's second voyage as an Able Seaman, and was a master's mate on the third. He

was an expert in drawing charts and coastal views. When it came time to prepare the charts of the third voyage it fell to Roberts. His expansive chart of the North Pacific remains the wonder of that age. Roberts's star was on the rise and he was to have been given command of what became the expedition led by George Vancouver that completed in much more definitive way this same coastal littoral 1791-1795. Eventually Roberts sailed for the West Indies where he died of yellow fever.

Taken together, Burney and Roberts were highly placed aboard Cook's ships, and this heightens their observations and fully justifies this important and beautifully printed book. The illustrations by John Webber are outstanding. So is the commentary from the sure-handed Barnett. The journal excerpts run in tandem across the advancing global spaces—Nootka Sound, Prince William Sound, Unalaska and others—and each contains a mini-introduction. All of these fit within a general introduction supplied by the editor, additional commentary from Glyn Williams, plus an appreciation by Richard Neville, State Library of New South Wales, from which repository the original journals and illustrations were so generously supplied. A bibliography is included and the editorial apparatus and journal entries are well referenced as to sources. This book, a credit to editor and publisher alike, is an essential addition to any serious collector of James Cook voyage literature.

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John Bockstoe, *White Fox and Icy Seas in the Western Arctic: The Fur Trade, Transportation, and Change in the Early Twentieth Century*. New Haven, CT: Yale University Press, www.

yalebooks.yale.edu, 2018. xvi+344 pp., illustrations, chronology, glossary, notes, bibliography, index. US \$40.00, cloth. ISBN 978-0-300-22179-4.

From the author of many texts on the Arctic, including *Whales, Ice and Men* (1986, 1993), comes this comprehensive and well-written study of the early twentieth century white fox pelt trade by Indigenous and “foreign” trappers across the Western Arctic. Bockstoce’s geographic range extends from eastern Chukotka, Russia, to the Boothia Peninsula, Canada. He could have been handicapped by the inclusion of different geopolitical entities but instead, this approach facilitates an interesting take on developments as well as many useful comparisons across borders.

Bockstoce’s archaeological work in the region began in 1969 and he moved gradually to anthropological methods. Through the 1980s, he interviewed many elders (he seems to use the word to mean aged, which differs from its Indigenous use) who had trapped fox. He supplemented this fieldwork with archival research and contemporary periodicals, from the local to the national. Bockstoce’s multi-method approach results in rich data and a complete picture of the white fox trade in the Western Arctic over the first several decades of the twentieth century from the pre-First World War period to its decline from 1929 to about 1950. Maps and photographs galore, including images of skinboats, schooners, and whalers, complete the package.

With a focus on one valued species, the Arctic fox, *White Fox and Icy Seas* is a story (or many stories) of adaptation beginning in 1789 when the Russians embraced the global fur trade in the Western Arctic followed by the Hudson’s Bay Company at Fort Good Hope in 1804 and so on. Fur fashion

trends in the cities of North America and Europe determined developments in the trade. Indigenous people often acted as middlemen and, Bockstoce asserts, did not see themselves as exploited. This stance in itself makes the book a mandatory read for any student of Arctic and Indigenous history.

For those of us with a particular interest in maritime history, the book is certainly worthwhile but a little less essential. Ships are not the focus or even a highlighted theme of Bockstoce’s enquiry, though many accounts of their important role in the Arctic can be teased out. The schooner *Challenge*, for instance, sailed from Russia’s Chuckhi Peninsula to Nome, Alaska in 1914 with 1700 fox skins and other furs. While she was at sea, the price of the furs dropped 75% because war had broken out. The *Challenge* was one of the first vessels to go to the Western Arctic with specific plans to trade in fox pelts but she was soon sold to Vilhjalmur Stefansson for Canadian Arctic Expedition work, only to be quickly resold.

Here, information about ships is often provided through fragmentary accounts. The very small *Immaculate* appears as she heads west across the Bering Strait in 1907; two years later the *Sea Wolf* arrives in Nome with 2320 white fox pelts. These and other vessels were a central part of the trade of over \$1 million worth of furs from Siberia to Alaska in 1913. The purchase of the schooner *Hazel* by Charles Nuqaghaq of Plover Bay, Russia, demonstrates the agency of Indigenous people in the fur trade.

Ships were also used to establish and reinforce claims of sovereignty. Tsarist Russia sent vessels from the Volunteer Fleet to visit the Chukotka region where Americans had become active. Russia also used government patrol cruises to this end but under-re-

sourcing and the length of the coast stood in the way of success. Narratives involving ships, such as the stymieing of shipping to the Western Arctic due to 1936 maritime labour strike in U.S. and Canadian ports, read almost as an aside.

One of the most compelling chapters is the first, a case study of Fort Ross, a folly that could have been disastrous; here shipping is key. Fort Ross is located on the Bellot Strait on Somerset Island just north of the Boothia Peninsula. The Hudson's Bay Company set up a trading post here in 1937, when the price of white fox skins was one-third of its 1929 price and Soviet control of the trade was in the ascendancy. Inuit and other staff were able to build wooden shelters before winter set in and were well aware of the historic significance of their achievement, having founded the trading post at the most distant range of the HBC's Eastern Arctic supply route. In addition, the *Aklavik* was the first foreign vessel to transit the Bellot Strait.

Although they noted the "really good" local hunting and trapping (14), ice conditions made it impossible for the supply ship, the *Nascopie*, to reach them until they had gone for three years without supplies—and without radio contact due to wartime restrictions. The Fort Ross trading post was abandoned after the *Nascopie* sank near Cape Dorset in 1947 on her way to the post. Closed in 1948, Fort Ross was "a daring experiment but a step too far" (14). As so often happens in the Arctic, the venture was defeated by winds, ice floes, and a short navigation season. The cautionary tale of Fort Ross illustrates the centrality of ships in any Arctic venture, including the fox pelt trade, in a book that is impressive but doesn't quite put ships at the centre thematically.

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Robert Brown. *Battleship Warspite detailed in the original builder's plans*. Barnsley, S. Yorks.: Seaforth Publishing, www.pen-and-sword.co.uk, 2017. 144 pp., illustrations, plans, bibliography. UK £30.00, cloth; ISBN 978-1-5267-1937-9. (E-book available.)

Robert Brown's exposition of the builder's plans for HMS *Warspite* pays suitable tribute to one of the most famous warships of the era-defining fast battleships of the *Queen Elizabeth*-class. As an experienced modeller and author of a number of books on the design and technical features of warships, Brown has an eye for the subtleties contained in the National Maritime Museum's collection of original documents.

Beginning with the initial 1912 designs, Brown describes each stage of the construction and refitting of *Warspite*, successfully parsing out the often overlapping edits on the original blueprints. There are minor substitutions of plans from her sister-ship HMS *Malaya* for the 1924-26 refit because the *Warspite*'s had been lost. About two-thirds of the work focuses on the 1934-37 major reconstruction, which is an understandable choice given the combat record of the *Warspite* in the Second World War and because it showcases the adaptation of a classic battleship to air power. *Warspite* was modified to improve its anti-aircraft defences, as well as carrying up to four aircraft and a steam catapult itself (62-5).

Brown provides an effective and comprehensive discussion of the essential features of the plans that is comprehensible for enthusiasts, while the plans provide sufficient depth to engage expert readers. Brown's introductory and explanatory material is clear and helpful, although the necessity of following the plans means that information is often dispersed throughout the pages and

it can be difficult to refer back to specific topics. Academic readers might miss having a more extensive introduction that covers the complex strategic and political background behind the original design, but this is beyond Brown's object of providing a thorough explanation of the schematics.

The high-quality reproductions in the book preserve the impressive detail of the original plans, some of which were 12 feet long. Readers would be advised to keep a magnifying glass on hand to avoid eyestrain when poring over diagrams. The original scale measurements on the blueprints are inaccurate for the reproductions and the author could have provided updated scale measurements for at least some of the larger blueprints.

The plans are a testament to the science of naval architecture and the difficulty of achieving the perfect balance of armament, armour (including underwater protection), sea-keeping and habitability in modern warships. The book is largely concerned with the technical details of armament, armour and engines, but it clearly recognizes the complexity of providing adequate accommodation and living conditions on board ship. The immensity of details plaguing naval architects is highlighted by the need for special rooms forward on the Main Deck just for the safe storage and application of paint (123).

Brown's work offers precious insights for readers especially interested in the technical details of a specific class of warship. Film makers, video game designers and model makers will benefit from the intricate detail incorporated in the plans, down to the furniture and accoutrements of cabins and the placement of hammocks. For this purpose, the book would benefit from a brief discussion of paint schemes, because these changed over time and are valuable to

capturing the visual appearance of the *Warspite* in its different incarnations. These small additions should not take away from an excellent assemblage of sources and explanations—this reviewer wishes he had had the book before making his own HMS *Warspite* model.

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Anthony Cumming (ed.) *In Action with Destroyers 1939-1945. The Wartime Memoirs of Commander J. A. J. Dennis, DSC RN.* Barnsley, S. Yorks.: Pen and Sword Publishing, www.pen-and-sword.co.uk, 2017. xi+208 pp., illustrations, maps, notes, bibliography, index. UK £19.99, cloth; ISBN 978-1-52671-849-5.

This work, the compiled memoirs of Commander Alec Dennis, covers the period from March 1938 to 20 October 1945. Penned by Dennis in the late 1980s to mid-1990s, the raw version was donated to the Imperial War Museum, where its future editor Anthony Cumming came across it in 2006. Set chronologically, the memoir is preceded by relevant maps and a brief editor's note before diving into Dennis's 1938 return trip from the Far East. The work has a heavy focus on the early to mid-years of the war when Dennis served aboard the HMS *Griffin*, largely because Dennis still retained his annotated Navigator Notebooks from the *Griffin* leading up to July 1941 (100). At the conclusion of the main text is a 14-page Historical Note by Anthony Cummings, likewise emphasizing the early-to-mid-war period. Additionally, there is a photo collection set in the middle of the book with images of Dennis throughout his career alongside other relevant historical images.

The memoir itself is divided into six parts, with over one-quarter of the text dealing with the early war. The first chapter contains a brief account of his 1938 return from the Far East, before concentrating on his 1939 to 1940 service prior to the Battle of Britain. After briefly serving on the dry-docked HMS *Sturdy*, he was transferred to HMS *Griffin* in Malta in early 1939. This ship proved to be the sole survivor of its nine-ship flotilla by the time of the Crete evacuation, and was considered “lucky” by Dennis and the crew (91). These early years were marked by the constant fear of mines and air attack, the latter for which Dennis repeatedly lamented their lack of proper anti-air defenses (6, 47, and 104). This chapter also contains his earliest experiences with what would become more famous engagements, such as receiving the final transmissions of the *Glowworm*, capturing German Q-Ship YP 2623, and evacuating forces from both Holland and Norway. The next two chapters cover his experiences with the Battle of Britain and continued service with the Mediterranean Fleet, where he engaged Italian and Vichy French surface ships, suffered constant air attacks, and continually lost friends and flotilla mates. Of particular note is the fact that Dennis witnessed the catastrophic demise of HMS *Barham*, followed by a note that he had become friends with the U-Boat commander who sunk her (106). The ship then received surprise orders to head to the Eastern Fleet in the Indian Ocean, where Dennis led the landing party which secured Mayotte near Madagascar in “the easiest conquest I ever made” (118-120). The fourth chapter covers Dennis’ time on the newly-constructed HMS *Savage*, primarily consisting of Russian Arctic convoys and notable for his participation in the sinking of the battleship

Scharnhorst (140-142). Interestingly, Dennis and his men found the Normandy Invasion to be a “huge anti-climax,” as they were assigned to patrol the edge of the engagement area and saw no action (154). The final chapter includes his assignment to command the HMS *Valorous* as part of the Rosyth Escort Force, the return to Norway, and the demobilization of German naval forces. The main text ends with Dennis, now in command of the HMS *Tetcott* in Gibraltar, returning to England after the declaration of victory over Japan. Anthony Cummings then follows up with his Historical Note, giving an overarching view of the important actions of the *Griffin* and *Savage* set into the context of larger wartime events, concluding with casualty statistics for the Royal Navy in the Second World War.

In terms of possible improvements, one of the most notable would be historical context. Dennis’ memoirs could be greatly improved by providing each chapter with introductory paragraphs from the editor to help with the context, the insertion of complete dates rather than the partial ones Dennis offers, and most of all, footnotes for some of the references that might be lost on readers. For example, Dennis tends to place a (D) and (T) after the ranks of several people. No explanation for this is given anywhere in the book, which could be easily solved with an abbreviation guide. Another example is a reference to seeing the “lady in white” while passing though Durban in South Africa, with nothing to explain to the reader that Dennis was referring to the internationally celebrated South African soprano, Perla Siedle Gibson (122). There are also clear references to events from earlier in Dennis’ career and life, such as referring to someone as his “term seven submariner,” which would have benefited from some clarification

(100), possibly in the form of a bibliographical introductory chapter. Of a less pressing need, but still worthy inclusion, would be the maps. While the presence of maps is greatly appreciated, only the map of Africa can be described as having a degree of geographical accuracy. The other two definitely need more cartographically accurate replacements, possibly with the inclusion of a scale to help readers grasp just how far some of these distances were.

In Action with Destroyers is an interesting wartime memoir by someone who experienced many key aspects of naval warfare during the Second World War, while serving as part of the often-neglected British destroyer crews. Dennis offers a rare glimpse into the mind and experiences of an early-war survivor, highly ranked enough to have access to the larger picture, but still in a place to experience the action firsthand. While the work could be improved with the inclusion of contextual historiographical and footnotes, it is still a solid primary source for those interested in destroyer actions in the Mediterranean, English Channel, Arctic, and off Madagascar during the Second World War.

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James M. D'Angelo. *Victory at Midway. The Battle That Changed the Course of World War II*. Jefferson, NC: McFarland & Company, Inc., www.mcfarlandpub.com, 2017. vii+198 pp., illustrations, maps, appendices, notes, bibliography, index. US \$35.00, paper; ISBN 978-1-4766-7071-3. (E-book available.)

Author James M. D'Angelo brings the Battle of Midway back to life in his book *Victory at Midway. The Battle That Changed the Course of World War II*. This narrative takes a unique look at

how decisions made by Marshal Admiral Isoroku Yamamoto turned a Japanese advantage in the Pacific theatre into an American victory. D'Angelo applies a counterfactual approach to a chronological series of events to punctuate how specific decisions made by Yamamoto brought the Japanese fleet into a perilous situation. Using a combination of interviews, medical records, films, and official correspondence, D'Angelo draws the reader through events to argue how each decision changed the course of this decisive battle. He then broadly evaluates how the overwhelming American victory at Midway crippled Japanese naval supremacy in the Pacific, allowing the United States to redirect its naval efforts toward European priorities during the Second World War. This book stands as a historical narrative which expertly redefines the value of war game outcomes, military intelligence, concentrated force, and timing to the strategic flow of naval success.

D'Angelo's systematic approach works well in building a comprehensive case detailing how the United States tactical advantage defeated Japanese forces in the Pacific. Examining war game outcomes, tactical priorities, and the emerging importance of aircraft carriers over battleships, the author identifies several critical flaws that had a significant impact on the Battle of Midway. The first was Yamamoto's failure to anticipate an ambush by the United States Navy. This was a result of Japan's lack of recognition of American technological skill which enabled them to break the Japanese JN-25B transmission code and their prioritization of advanced radar technology. Next, the author emphasizes Yamamoto's failure to apply recommendations resulting from practised war game scenarios. He then offers a thorough analysis of each

weakness, suggesting alternative possible outcomes had Japan made different decisions. His conclusion being; failures, rather than luck, dictated the outcome of this important military battle.

Adding to these miscalculations, the author determines that the island of Midway represented a stationary carriership due to its ability to launch forces during exchanges within this theatre. The author explains the tactical advantage of airpower facilitated by carriers over a traditional battleship attack strategy. During the Second World War, airpower became not just a necessary tactical component, but a superior one, compared to the brute force of battleships. For this reason, D'Angelo argues, each carriership lost in battle affected the outcome of engagements.

Additionally, D'Angelo explains the concept of net striking power, which calculates an immediate loss of at least one aircraft carrier affecting the party who is attacked first. Yamamoto launched an attack against the island of Midway using all available airpower which produced a defensive vulnerability gap allowing the United States Navy to gain a first-strike advantage as Japanese aircraft were attempting to land on or leave carriers. Japanese aircraft stored in the hangers of carriers *Akagi* and *Kaga* with their fuel tanks and fuel lines exposed, were ignited during the battle, causing massive explosions and ultimately sinking both carriers. Eventually, the Japanese fleet at Midway lost all four carriers engaged in this naval encounter including the *Akagi*, *Kaga*, *Soryu* and *Hiryu*. The United States navy lost one carrier, the *Yorktown*.

After outlining the advantages and disadvantages going into the Battle of Midway, D'Angelo guides the reader through events and outcomes by means of the excellent use of interviews. Based on his examination of

individual decisions made by military personnel, he attempts to evaluate the diverse factors that influenced those decisions. D'Angelo's disciplined and scientific approach merges with his passion for the subject. His background as a former member of the U.S. Air Force brings a tactical nature to his writing, while his medical background as an oncologist adds a scientific and diagnostic dimension to the dialogue. In addition, the author uses his clinical background to analyze medical issues which influenced personnel movement.

D'Angelo's lifelong fascination with the Pacific theatre and his establishment of *The International Midway Memorial Foundation* gave the author continuous exposure to war veterans which contributes a personal touch to this project. The book stands as an excellent resource for readers interested in the War in the Pacific. D'Angelo's use of photography adds depth to his narrative and a list of vessels and aircraft in the book's appendix increases its value as an historical resource tool. The author's final appeal incorporates an explanation of why the Battle of Midway represented a turning point in the Second World War and explains how this battle produced a domino effect which influenced global events and relations well beyond the war.

Diana Ritzie
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Stephen Davies. *Strong to Save: Maritime Mission in Hong Kong, from Whampoa Reach to the Mariner's Club*. Hong Kong: City University of Hong Kong Press, www.cityu.edu.hk/press, 2017. 605 pp., appendices, bibliography, index. US \$45.00, paper, ISBN 978-9-6293-7305-4.

Hong Kong has a centuries-old relationship with ships, the sea, and seafarers. The history of that relationship is complex, and author and historian Stephen Davies delves deeply into one aspect of it—concern for the spiritual and physical wellbeing of mariners as evidenced in the history of the Missions to Seamen and the Mariner's Club in Hong Kong. In so doing, he provides a detailed and comprehensive study of the endeavours of the maritime ministry.

Tracing its origins back to 1822 in Whampoa, when Rev. Robert Morrison raised the Bethel Flag aboard the U.S. merchant ship *Pacific*, the present-day Mariners' Club (1967) in Hong Kong was established to meet a specific need for the Anglo-Chinese maritime industry. It arose out of the larger twin impulses of the eighteenth-century and nineteenth-century religious revivalism enthusiasm that created strong social reform movements in Great Britain and the United States and the growing awareness of religions and cultures that were not a part of the western Judeo-Christian heritage as the British Empire and its merchant fleet expanded. For example, in the half-century between 1792 and 1842, there were more than 20 mission societies founded in Britain and 14 in the United States and Canada (xxxiv). In the nineteenth century, books such as Richard Henry Dana's *Two Years Before the Mast* (1840) and Herman Melville's *White-Jacket* (1850) increased public awareness of the harsh living and working conditions aboard merchant and naval ships respectively.

Divided into five parts with 23 chapters, the author presents a comprehensive study of the institutions of the Maritime Mission and the subsequent and present Mariner's Club that arose out of the Hong Kong Sailor's Home (1861) and the Seamen's Institute of the

Missions to Seamen (1884). At the beginning of the work, the author provides a very helpful few pages "A Note on Organization and Building Names" that assists the reader in clarifying the multiple names and institutions involved in the maritime ministry to Hong Kong's seafarers during the nearly two hundred years of records. These pages, coupled with the very helpful Prologue provide a broad overview of impetus for and nature of Hong Kong's seafaring communities. What one quickly learns is that the history, not unlike the tracing of one's genealogy, is diffuse and colourful.

As reformers, clergy, and laity sought to enhance the physical, social and spiritual well-being of mariners, their efforts occurred in an environment and taxonomy of mariners: western, indigenous, naval, commercial, fishermen, boatmen, dockside. Fishermen and dockside workers were outside the sights of reformers and the divide between western and non-western seamen was enormous (and itself subdivided by groups and nationality). For much of Hong Kong's history, the lascar sailor from the Indian sub-continent, Southeast Asia, and the Arab world was not part of missionary endeavours and their brief times ashore found them receiving services from the *ghaut serang* system.

Initially, Chinese policy prohibited western sailors from coming ashore except for the briefest of time to conduct shipping business. Later, when sailors of any ethnicity and background were allowed ashore, there was a practical issue of providing them a place to stay when they were either on leave or between ships. It was out of this need that much of the ministry in Hong Kong arose. Against the backdrop of empire, there was also the history of conflict that provided context for ministry. In the nineteenth century, it was the 1839-

1860 Opium Wars and in the twentieth century, the two world wars, especially the Second World War. Further complicating the history of maritime Hong Kong was the shift in technology from sail to steam, a shift that significantly increased the proportion of Asian seafarers.

In telling the story of the maritime mission in Hong Kong, Davis presents more than a history of a ministry. His work offers a maritime history of the Anglo and Chinese seafarers during the era of empire and extending through decolonization to the present. Although the book can be read as a history, the story of the Mariner's Club is also an example of a non-governmental colonial institution that has survived and thrived decolonization and the transition to a Special Administrative Region (SAR) of the People's Republic of China.

Around the story and history of the buildings, programs, launches, chaplains, managers, stewards, and other individuals and organizations supporting the work of the Mariner's Club, the author has woven a remarkable nautical tapestry of seafaring practices and shipping as Hong Kong has become a strong centre of international maritime industry and economics.

The author's use of archival records is excellent and he provides a well-written and extremely interesting history. *Strong to Save* forms parts of the Royal Asiatic Society's Hong Kong Studies Series and comes complete with timelines, numerous appendices, many black and white photographs, and an extensive 130 pages of notes and bibliography.

More than 30 years ago, Roal Kverndal published the landmark study *Seamen's Missions: Their Origin and Early Growth* (1986). In so doing, he poured a foundation upon which others

have been able to build with specificity historical studies of maritime Christianity—particularly religious outreach to seafarers in the last 200 years. The present volume adds enormously to such literature and readers will not be disappointed.

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Steve R. Dunn. *Bayly's War. The Battle for the Western Approaches in the First World War*. Barnsley, S. Yorks.: Seaforth Publishing. www.seaforth-publishing.com, 2018. Distributed by US Naval Institute Press, www.usni.org, 304 pp., illustrations, appendices, notes, bibliography, index. UK £25.00, US \$39.95, cloth; ISBN 978-1-5267-0123-7.

Bayly's War is an asymmetric triptych painted upon a complex section of a First World War canvas. Ostensibly, the central theme is a wartime biography of Admiral Lewis Bayly, RN, who served as commander of the Royal Navy base at Queenstown, Ireland. His distinctive character and undaunted leadership permeates this book, yet the vast majority of the narrative is devoted to the Queenstown command's vital role of securing safe passage of shipping for the western approaches of Great Britain during the war, the extremely critical sea-based supply-line for the British island nation. This was a unique challenge on two levels. The Germans were employing a sizable armada of stealthy submarines in order to interdict this transport organization. The effect was falling food reserves, frequent industrial strikes and economic chaos started to cripple England. On a second level, a breakaway group of Irish Nationalists known as Sinn Fein, was actively sowing mistrust and antipathy among the citizens that

lived in the countryside that surrounded Queenstown. The British Naval forces in Ireland and on Irish waters were neither welcomed nor wanted. The third somewhat diminutive panel of this literary piece is a multi-faceted synopsis of the effectiveness of Bayly as a leader, the usefulness of the numerous schemes to protect free ocean passage, and the thorny consequences of waging a war at sea, contending with a revolution ashore and dealing with the Royal Navy bureaucracy's pecking order.

To obtain flag rank in the tradition-bound British Navy, one usually had to be the son of a politically prominent family or have close connections to one, have had battle success in command of an important ship or have maintained a long unblemished record of naval service. Admiral Bayly was a great great-nephew of Admiral Sir Richard Goodwin Keats and joined the Royal Navy in 1870. He saw service in the Third Anglo-Ashanti War and against pirates in the Congo basin. Later, he served on HMS Agincourt and finally in the Anglo-Egyptian War. Of average height and stooped shouldered, he lacked charisma, a military bearing, and an aristocratic background. Competent but introspective, Bayly avoided the limelight, thus appearing shy. In his command, however, the admiral was blunt and demanding of his underlings. In January 1915 he was named President of the Royal Naval College at Greenwich and, in July 1916, appointed Commander-in-Chief, Coast of Ireland, the post he held at Queenstown until 1919.

Bayly's primary task was to keep the western approaches to the British mainland safe from U-boats attacks. It is interesting to note that at the beginning of the First World War, the British Navy considered submarines as coast or harbour defense weapons. Employing

them on the high seas to attack general shipping was deemed unscrupulous. In order to fulfill his mission, he procured a number of special vessels used for defense against U-boats. The simplest of these were slow moving trawlers that could sweep for mines and haul antisubmarine nets to block harbour entrances or direct enemy vessels into vulnerable areas where they had less chance of escape. The next were sub-chasing coastal sloops or patrol boats (p-class vessels). These ships had twin screws, a very low freeboard, bows of hardened steel for ramming, and a small turning radius. Many were fitted with 14-inch torpedo tubes removed from old torpedo boats designed to replace destroyers in defensive coastal operations. Next were the "flower class sloops", comprised of five sub-classes of sloops built under the Emergency War Program for the Royal Navy. All the vessels were named after various flowers and largely used as mine sweepers or smaller decoy-ships.

Finally, there were the innovative Q-ships, named for where they were first invented and deployed, Queenstown. These were clever heavily armed decoy-vessels, special service ships, or mystery ships, with concealed weaponry. These vessels were designed to lure submarines into making surface attacks, thus giving Q-ships the chance to open fire and sink them. A Q-ship might appear as a tramp steamer, a nondescript merchantman, collier or even a sailing vessel, but nearly all flew false flags while underway. Q-ships would appear to be easy targets, but they carried hidden armament. A typical Q-ship would sail alone in an area where U-boats were reported to be operating. By appearing as a suitable target for the U-boat's deck gun, a Q-ship might embolden the U-boat captain to make a surface attack rather

than expend one of his limited number of torpedoes. The Q-ships typically carried cargoes of lightwood or wooden casks, so that even if they were torpedoed, they would likely remain afloat. The apparently “defenseless sitting ducks” would encourage the U-boat to surface and attempt to sink them with low-cost cannon fire. Once attacked by the U-boat, they would let off smoke charges, send anxious distress signals, and a well-practiced “panic crew” would abandon ship. Once the U-boat came close to the “stricken merchant ship,” Q-ship’s panels would drop revealing several deck guns. At the same time, the White Ensign (Royal Navy flag) would be raised to identify the ship’s nationality and immediately open fire. With the element of surprise, a U-boat would, in theory, be quickly overwhelmed.

Much of Dunn’s book focuses on U-boat torpedo and surface attacks, sea battles and the sinking of ships—especially Q-ships. The detailed description of so many encounters became repetitious, although often stirring. Later, when the Americans joined the fight, destroyers and convoys added a new element to this type of warfare. As the war progressed, airships and airplanes were added to the mix as operational defensive weapons. It became distressingly obvious that, although the Atlantic sea-lanes were kept open, the cost in ships and men was extremely high. The U-boat proved to be an extremely successful weapon.

The third and briefest part of Dunn’s book is a retrospective look at all the factors that went into *The Battle for the Western Approaches in the First World War*. Dunn examines the character of Bayly and what led to the admiral’s professional future, the detailed effectiveness of the various vessels and their tactical deployments, why it was

so difficult to find U-boats, and finally, the difficulty of battling a bitter campaign at sea during an Irish political revolution on shore.

I highly recommend *Bayly’s War* on many levels. It brilliantly addresses an aspect of the First World War that has received little coverage; namely, the demanding struggle to keep a critical supply line open, and introduces the reader to a fascinating British Admiral who has largely been forgotten with the passage of time.

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Peter Graham Fish. *Federal Justice in the Mid-Atlantic South. The United States Courts from Maryland to the Carolinas 1836-1861*. Durham, NC: Carolina Academic Press, www.cap-press.com, 2017. xcix+734 pp., illustrations, maps, tables, graphs, appendices. US \$125.00, cloth; ISBN 978-1-61163-601-7.

No one with an interest in the maritime history of the United States in the decades before the Civil War should be without a copy of Peter Graham Fish’s *Federal Justice in the Mid-Atlantic South...1836-1861*. He provides a substantial overview of the workings of the Federal Courts and the decisions of it judges with sufficient biographical information on the judges to assist in the understanding and best use of a vast collection of Federal Records relating to the Courts that are now housed in National Archives facilities. More needs to be done on the lawyers practicing before the courts, but he does highlight a few of the more prominent members of the Bar who practice before the Federal Courts.

Federal Justice in the Mid-Atlantic South ...1836-1861 is the companion

volume to his earlier work on the same courts prior to 1836, which is also an essential reference work and guide to the workings of the court and its record in the first years of the Federal Courts..

Together the volumes are a readable narrative of the issues that came before the Federal Courts from Admiralty to Bankruptcy and from Slavery to Treason. In the volume under review, there are seven parts, Politics, Courts, and Judges, an analysis of support staff and where the courts were physically located, a geographical assessment of the courts at work from the Mason Dixon line to Charleston and Columbia, South Carolina, interpreting the Constitution in all the courts, confronting challenges to Federalism, coping with economic growth and its legal challenges, reviewing Federal criminal law including prosecuting the transatlantic slave trade and enforcing the fugitive slave laws, and facing the challenges of approaching disunion in the last decade before war.

Apart from his profound knowledge and understanding of the decisions and workings of the courts in the Mid-Atlantic South, Fish provides an enticing introduction to what more is to be learned from the mound of surviving court material. His chapters remind the reader without being definitive in its conclusions and associations, that there is much more to be learned from the details of the cases that came before the courts. For example there are stories of crimes on the high seas (thus Federal Admiralty jurisdiction) that remain to be told like that of Benjamin Brown who was tried in Baltimore and sent to prison for manslaughter:

About 9 a.m on the bright sunny morning of October 21, 1859 the Barque George & Henry was moored in the harbor of Arica, Peru, about ready with its cargo to depart for Baltimore.

Captain Travers was ashore. Three of the ships company were in a boat at the stern. While Henry Willis, the Ship's Carpenter, replaced a piece of moulding, Benjamin Fales and George Crozier were holding the boat steady, possibly standing at about eye level with the window of the Captain's cabin when a shot was fired from within. The bullet, an ounce slug, pierced Crozier skull over his left eye. He would die on deck a few minutes later. When Benjamin Brown appeared on deck he saw Crozier's body and cried out "My God, I did not go to do it; they'll hang me, and I hope they will."

Ultimately Brown, an African American, was pardoned by President Lincoln.

The wealth of historical and economic data contained in the surviving Federal Court Records is indeed enormous and only a sample can emerge in a work of this nature. What Fish's chapters do provide is a broad outline and specific examples of what is to be bound and the context for the decisions made by the courts. If there is a drawback, it is that there is little cross referencing to similar cases in the other Federal Courts and their surviving records, yet, for example, the maritime nature of the history of Federal Law and Federal Cases whether it be in Boston, New York, Baltimore, Charleston, or New Orleans is interconnected and the players appear before the courts in all those jurisdictions. Perfect examples are the domestic slave trade and the enforcement of both the fugitive slave laws and those against the international slave trade. Slave ships built in Baltimore taken as prizes and adjudicated in New York are directly related to similar cases and litigants before the Maryland Federal courts and cannot be understood or sorted out effectively without regard to the surviving records of each. The

same is true of slave ships carried into ports like Charleston. Fish has some excellent passages and a review of the case of the *Echo* as tried in Charleston, but does not mention that it was a Baltimore built Slaver out of New Orleans and that there are cases relating to those who were associated with the ship in both Baltimore and New Orleans (for leads to follow on the *Echo* see: <http://www.slavevoyages.org/voyage/4284/variables>). For what he intended such cross referencing is too much to ask and does not detract from the value of the work. Indeed it makes it even more imperative that similar volumes be written about the other Federal Courts and that what he does point to be mined even more so in an effort to better understand and explain the impact of the administration of Federal justice on the lives of those before the courts as well as on the economic, social and political history of the nation.

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Norman Friedman. *Fighters over the Fleet; Naval Air Defence from Biplanes to the Cold War*. Annapolis, MD: Naval Institute Press, www.usni.org, 2016. 460 pp., illustrations, tables, notes, bibliography, index. US \$72.00, UK £45.00, cloth; ISBN 978-1-59114-616-2.

Norman Friedman is one of the reasons I became a historian; in many ways, his work has inspired my own approach to history. This tends to affect my expectations of his books and, while I've rarely been disappointed, I haven't always been satisfied. Fortunately, *Fighters over the Fleet* has not had that problem.

This is a big book, from the seminal technical naval historian of the last 30 years, impressing with its heritage

as well as its sheer weight, even before the pages are turned. As a rule, such a wide-ranging subject presented in as inclusive a manner as Friedman does, makes heavy going. Yet, the author manages to make it readable. Yes, there are parts which feel repetitive, but that is understandable, considering how diverse the navies being examined are, the various solutions they pursued, and most importantly, how massive a question they were trying to resolve. Naval battles have been decided by artillery since the days of the Armada; *Fighters over the Fleet* is the history of how navies tried to not only combine the longest range artillery ever achieved with sea power, but also to defend against it, and the book explains all this in great detail.

Detail is something for which Friedman's books are renowned, and *Fighters over the Fleet* is certainly proof of it. The book starts with a layered, rather than strictly chronological, approach to chapters and structure. Unfortunately, it does skip lightly through the 1920s and 30s, but there is only so much space in a book and to cover the rich topic he is tackling, sacrifices had to be made. Nevertheless, thanks to Friedman's thorough research, the initial chapters, 'The Carrier Navies' and 'Fighters', provide a good starting point for any student or academic seeking to carry out their own research. It is not these chapters which show the book at its best, however. Chapter 5, 'The Collapse of Radar Control: Okinawa' contains a depth of detail and discovery which fuses events with technical information in an illuminating manner. From here on, the book levitates from a solid Friedman text (which, as rule, is better than many others can bring to the table) to something more eloquent and incisive. While it may not reach the heights of my favourite of his works,

British Carrier Aviation, it is certainly a must-read for those interested in not only military history, but also the story of naval aviation.

This story could not be told without the proper imagery and illustrations, again a traditionally strong area in a Friedman work. The most powerful image is a classic, cold-war photograph, which appears virtually at the front of the book. It is, of course, a Russian Tupolev TU-95 Bear being escorted by an F-14 Tomcat as it overflies a US carrier battle group. It is a timely image of what fleet air defence is about (especially with today's Russian resurgence and the Chinese stretching). It's about controlling not only the air space above a fleet, but the information that can be gathered about it. This is a message which flows through the book, making it worthwhile reading for modern practitioners as well as historians. The front cover is Hellcats over USS *Hornet*, the back is F/A-18 Hornets over USS *Harry S. Truman*—again, an important symbolic choice. Much like the Spitfire vs the Hurricane in the Battle of Britain, it is often the Corsair which attracts attention, yet the pugnacious-looking Grumman F6F Hellcat fighter—big and beefy, built around an oversized engine—was the real star of the USN in the Pacific War and it was the star of the RN as well. The same is true of the F/A-18, which, when in service, was always overshadowed by the F-14, which is now, in turn, being outshone by the F-35 before that has not even entered service. What Friedman seems to be saying with these pictures, and what comes through the work, is that to learn the right lessons from history, it is necessary to closely examine its reality, not just the popular perceptions of it.

Given that *Fighters over the Fleet* has a definite value for students, academics and practitioners, at £45 (US

\$72.00) is it worthwhile for just those with more of a general interest in aviation, naval or even general history? I would say, yes. During the course of writing this review, (requiring several readings, I took it to the university where I work. As it sat on my desk, it was picked up several times by non-historians, in fact, mostly engineering students, who would open it, read a bit and wouldn't come out until asked if they'd come to visit for a particular reason... It is so well written that students without any great passion or interest in the topic were completely absorbed by it. How many books can do that?

Alex Clarke
Epsom, Surrey

John D. Grainger. *The British Navy in the Mediterranean*. Woodbridge, Suff.: Boydell Press, www.boydellandbrewer.com, 2017. xvi+306 pp., maps, notes, bibliography, index. US \$115.00, cloth; ISBN 978-1-78327-231-0.

John Grainger's latest work is an overview of the British naval presence in the Mediterranean Sea, from the time of the Crusades through to the post-Second World War era. His goal is to provide an account of the British Navy's "exercise of power in the Mediterranean" (xvi), across this period. It is a well written, basic introduction to the naval activity which took place in the sea.

Grainger begins by dividing the Mediterranean Sea into three parts, the outer entrance area (from Lisbon down along the coast of Morocco, from Gibraltar out to Madeira), the western basin (from Gibraltar to Sicily), and the eastern basin (Malta to the Ottoman Empire). This division works well for the book, serving to underline his argument of a slow incremental British incursion into the length and breadth of

the Mediterranean.

In the age of the Crusades, access to the Middle East was primarily overland, with ships entering the Mediterranean to carry forces across local bodies of water. The chapter on the crusade era is brief with a seeming lack of information and sea-based events. For the first few centuries covered, the English ships did not spend long periods of time in the sea. Protecting the Levant trade and dealing with the persistent interference of the Barbary Coast Corsairs, did come to necessitate the frequent appearance of naval ships. The ships needed local harbours to provide the facilities to replenish and repair. The first set were outside the sea, including at Tangier, Lisbon, and Cadiz, but these ports were ultimately not suitable, subject as they were to foreign policy changes of the host countries, and in the case of Tangiers, a truly unsuitable harbour.

The author makes it clear that the seizing of Gibraltar (in 1704) was the first real game changer for the British in the Mediterranean. From here, they could support a squadron of ships to enter the sea and protect British merchants, or exert political influence over longer periods of time, if not permanently. With this prime port the British could dominate the entrance to the sea. They also could, in the various wars, between 1739 and 1815, apply pressure to their enemies (mainly France and Spain), support allies (often Austria, and Naples) and expand and hold their grip on other key locations in the Mediterranean. Grainger goes on to spell out the significance of the capture of Minorca and Malta, and their enduring role in British Naval activity from the early nineteenth century through to the end of the Second World War.

His key point is that Britain was able to enter and stay a dominant political and military player in the Medi-

terranean because they had bases across the sea, at which they could replenish, and repair ships. They could also strike from these bases to frustrate their adversaries' movements, and threaten their harbours. After 1815, as British presence shifted to the eastern basin, various spots in this region served them as safe harbours (i.e. Alexandria). Port Said and the Suez Canal is the last position gained by the British. It allowed Britain much easier access not only to its Asian colonies, but also to naval resources from the Indian and Pacific Oceans.

This necessity for a string of bases across the Mediterranean is driven home most effectively in Grainger's description of the British Second World War effort. The Germans and Italians could not defeat the British forces in North Africa as long as the British held Malta. And the British could continue to work at supporting Malta due to their control at Gibraltar and Port Said, from whence convoys could head for Malta.

The final chapter captures the demise of the British naval presence in the Mediterranean after 1945. With ships seriously outdated, the pressing economic need to downsize the navy, the end of Empire, and, perhaps most of all, by the appearance of the new power, the United States Navy, British influence waned. Yet, Gibraltar (a British possession) remained a key position for the Mediterranean Sea.

At particular points in the book the author challenges historians' take on certain events. For example, he stresses that battles do not have to end with crushing defeats of an enemy to be significant. Admiral Sir Thomas Mansell's attack on Algiers was an immediate failure, neither releasing English captives nor stopping Algerian Corsairs from seizing English merchant ships. But Grainger suggests that in the larger

picture, Mansell's efforts contributed to seeing Algiers as an independent state with which Britain could negotiate. (22-26) A point Grainger returns to is the suggestion that Corsairs were not simply pirates but the martial forces of nation states (51). Similarly, he suggests that the Battle of Malaga (1704) and that of Admiral Mathews' encounter with the combined French and Spanish fleet off Toulon, in 1744, both seen in a less than positive light by historians, were nonetheless strategic victories for the British (74, 104).

Grainger is a skilled writer. His description of the effort to maintain Malta during the Second World War, with repeated convoys that were more often than not devastated by enemy attack, makes for compelling reading. Likewise, his chapter on the sieges of Minorca and Gibraltar is not only informative but gripping throughout.

The research for this work comes largely from a handful of Royal Navy Society publications and secondary sources. Even the reference to the *Naval Chronicle* is from Nicholas Tracey's five-volume edition (Chatham Publishing, 1999), rather than the original, contemporary issues of the journal. There is little new information, as most sources are pre-2000, but Grainger does tell the overall story of British exertion of power in the Mediterranean, as he set out to do.

Three maps help with the location of sites mentioned in the text. The lack of illustrations does not necessarily detract from the book. Noted for its absence is an acknowledgement passage, for certainly there are people to thank in the production of any book. Unfortunately, the reading pleasure of the book, is disrupted by the typos that appear more frequently than they should.

This overview of the British Navy's presence in the Mediterranean Sea will

appeal to those wanting to read a general survey of the topic. It is a very good place to start to explore the British involvement in the Mediterranean.

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Pam Hall. *Towards an Encyclopedia of Local Knowledge: Chapters I and II*. St. John's, NL: Breakwater Books Ltd., www.breakwaterbooks.com, 2017. 208 pp., illustrations, maps, bibliography. CDN \$79.95, cloth; ISBN 978-1-5508-1674-7.

Almost thirty years after the closure of Newfoundland and Labrador's northern cod fishery in 1992, it is easy to imagine the history of that industry as being one of two separate and distinct stages: the historical salt fishery of small boats and family operations; and the frozen-fish industry of trawlers and processing plants that replaced it. One is 'traditional', genuine to Newfoundland, and part of a timeless past; the other, a ruinous aberration of industrial modernity. Newfoundland and Labrador's fisheries have rarely remained the same for long, with new methods and technologies constantly changing the practice and knowledge of fishing. Fishing methods that we recognize as traditional and sustainable today—such as cod traps and jiggers—are, in fact, relatively modern. They were highly controversial at the time of their introduction, while sophisticated offshore trawlers continued to use older 'vernacular' techniques for success in the modern fishery.

Pam Hall's 2017 book, *Towards an Encyclopedia of Local Knowledge: Excerpts from Chapters I and II*, offers numerous examples of a fishery (or fisheries) in a continual state of flux, and of coastal communities applying their own marine skills and backgrounds to shift-

ing markets and ecological conditions. The *Encyclopedia* began as a collection of unbound 11 x 17-inch panels that could be assembled in any order and in any space, democratising access and allowing “community owners” to “put the pages to use together or alone or in groups or whatever way they felt most fruitful to their needs.” (40) Ranging from Bonne Bay on Newfoundland’s west coast to the communities of the Northern Peninsula and the old schooner hubs of Change Islands and Fogo, the panels explore “knowledges” acquired over centuries by coastal peoples that were vital to their survival. Berry picking, moose cutting, sock knitting, and bottling practices are explored in richly illustrated detail, as is boat building, cod trapping, net mending, and salt fish preparation.

Hall challenges the ‘traditional’ and ‘modern’ binary that has come to define our view of rural Newfoundland and Labrador, and which has slotted its fishing communities firmly in the former category. The re-emergence of handlining in the coastal fishery, a growing return to subsistence agriculture, and the development of a new kind of cod trap (the ‘cod pot’) on Fogo demonstrate that knowledge and “knowledge holders” change continuously, and the idea that some knowledges assume the mantle of ‘traditional’ with age or because of some specific historical event—such as the cod moratorium in 1992—is a false one. As Hall writes, many of us “imagine that the traditional is already dead or dying and that what our elders knew or how they knew is neither useful nor relevant in our current technological modern era...” (21) While it is important to document and preserve “heritage practices,” Hall continues, they can also “inform us about other ways to live in place that might contribute to more sustainable futures.” (21)

A fine example of this emerged on Fogo Island, off Newfoundland’s north-east coast, in response to the smaller numbers of cod available to inshore fishermen in the post-moratorium period, and a growing market appetite for high-quality, undamaged cod. Developed in 2008 by a partnership between the Fogo Island Co-op and the Shorefast Foundation and drawing inspiration from the iconic Newfoundland cod trap, the cod-pot was designed to catch live, undamaged fish for the high-end restaurant market (gill nets were unsuitable as they drowned fish and damaged them in bad weather). At the time of the book’s publication, several St. John’s restaurants were serving cod caught by Fogo Island’s cod-pots, and “most agree that the quality of cod-pot fish is excellent, and thus, worth more.” (169)

Other ‘traditional’ fishing methods were not material and never went out of use at all. In “Seeing Deep: Naming Invisible Ground,” (153) Hall explains how modern offshore crab and shrimp fishers equipped with GPS plotters, radars, sonars and digital charts continue to use older vernacular methods of naming to identify and relocate favoured fishing grounds. Just as older, inshore fishing grounds were commonly named after the shape of the seabed or a nearby feature used as a ‘mark’ for relocation, so too are the contours of modern charts used by offshore shellfish vessels. Colloquial names such as the porkchop, the rabbit, the duck, and the boot have imprinted a vernacular stamp on modern methods of navigation.

Despite the book’s blurring of traditional and modern, however, the idea that older methods were more sustainable remains. The cod jigger, for example, which Hall describes as “simple but sustainable,” was considered neither when introduced in the mid-nineteenth century. Its ability of catch even glutted

cod overcame an important biological threshold and accelerated the depletion of local cod populations. And while hook and hand lining has been (re)introduced amidst much fanfare off Fogo Island, how sustainable is it when the catch is frozen and transported as air cargo to Toronto and Montreal?

Nevertheless, in an era of scientific fisheries 'management', vertically integrated and internationally financed seafood companies, and increasingly destructive fishing technology, the *Encyclopedia* offers a valuable reminder that fishing is an intensely personal activity that continues to require intimate sensory-based knowledge of a largely invisible world. This knowledge not only remains vital to coastal fishing communities but will have important new applications in years to come. As Hall writes, how "to make sea salt and wind power, how to farm cod or what to do with edible seaweed, where and how to harvest sea urchins, where tidal or wave power might be generated and harvested" are knowledges that "might soon be known locally in ecosystems like our own." (33)

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Peter Hart. *The Last Battle: Victory, Defeat, and the End of WWI*. Oxford, UK: Oxford University Press, www.oup.com, 218. x+453 pp., illustrations, maps, notes, index. US \$34.95, cloth; ISBN 978-0-19-087298-4.

Peter Hart, author of many books on the First World War, including *The Great War*, *Gallipoli* and *Fire and Movement*, focuses his attention on the final year of the war on the Western Front, beginning in August 1918. He does have an entire chapter on the Battle of the Sambre in November 1918, the "last battle", but

it is more about the final battles of that last year than just the final one.

The final months of the First World War are often neglected in general accounts of the war in favour of covering the more dramatic and costly struggles at places such as Verdun, Passchendaele, and the Somme. By focusing on the battles in the final year, however, the author highlights the hard-won lessons the Allies had learned in the previous four years of fighting.

In the preface, Hart acknowledges that his emphasis as a British historian is on the British Army, yet this is not apparent to the reader. He is critical of British Forces when he believes they deserve it. He also gives an appreciative reflection of the massive contributions to victory on the Western Front made by the other Allied forces. He lauds the French Army during the Second Battle of the Marne, and credits them with being the unsung heroes of the war. He remains amazingly objective when praising (at different times) the Canadian, New Zealand, Australian, Belgian and American Forces. I was pleasantly surprised by his even handling of the German enemy forces as well. Hart also shares the successes and failures of each senior leader, as well as of each Allied or Central Powers Force. It is an amazingly balanced history.

Naval and maritime historians might be disappointed that the author does not cover the naval aspects of war. Hart argues that by 1918, the U-boat was ineffective due to the Allied adoption of convoys and the only thing it really accomplished was to draw the United States into war. He also gives scant coverage of the Eastern Front, because a provisional armistice was declared there in December 1917 and the formal peace was signed in March, so the Eastern Front had no bearing on the final year of the war. While he does

include a discussion of American flying ace, Captain Eddie Rickenbacker, he also omits any discussion of the role of aviation in the final year of the war.

What sets Hart's history apart is that it is not the typical narrative description which includes the movements of major ground forces and the strategy behind those movements. While he does provide a well-structured chronological account of what happened in each of the final battles, he also tells that story through the words of hundreds of the men who were there and were lucky enough to survive. In fact, the bulk of the book is passages from their memoirs, letters, diaries, and interviews. This gives the reader real insight into what it was like for those involved in the final year of the First World War. As a result, we learn not only the strategy and outcome of each of the final battles, but also what that battle was like for the participants.

But we do not just hear from the soldiers in the trenches, we also hear the reflections of high ranking generals. By including the writings of senior officers on all sides, Hart replaces the caricature of unfeeling wretches who blithely sent long-suffering front line troops to their deaths by the thousands while they whiled away their days at luxurious chateaus behind the front, with images of men who agonized over the high casualty rates inherent in trench warfare and continually sought ways to both reduce casualties and break through the hard shell of trenches to bring the war to as swift a conclusion as possible.

While focusing on the importance of the military battles on the Western Front, Hart acknowledges that a number of political factors precipitated the Armistice of 11 November. In October 1918, the Turkish government had signed an Armistice with the Allies. On 3 November, Austro-Hungary, Germa-

ny's last remaining ally, signed an Armistice with the Allies. Germany was now alone. On 9 November, Kaiser Wilhelm II abdicated, was placed on a train and sent into exile in Holland. Two days later the Armistice was signed by Germany, bringing the fighting to an end. For Hart, however, it was the Allies' merciless application of superior numbers, greater military resources and a tactical flexibility gained by harsh experience that finally defeated Germany in 1918.

This is an excellent history that provides an in-depth analysis of an often glossed-over period of the First World War—its final year. Although it offers little in the way of maritime information about the war, it would, nonetheless be a good addition to the library of any military historian of land warfare, or anyone interested in the Western Front in the First World War.

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Jacques Heers. (Jonathan North, trans.) *The Barbary Corsairs: Warfare in the Mediterranean, 1480-1580*. Barnsley, S. Yorks.: Frontline Books, www.pen-and-sword.com, 2017. 272 pp., illustrations, maps, notes, bibliography, index. UK £14.99, paper; ISBN 978-1-47389-425-9.

A long-awaited English-language translation of the author's *Les Barbaresques*, first published in 2001, this important book departs from most other works that examine the history of the Barbary corsairs by focusing almost exclusively on the century loosely bound between 1480 and 1580. This was a period when the corsairs operating out of North Africa experienced their greatest success, as they checked the maritime power of Christian States and played a significant

role in influencing the balance of power in Europe. Rather than describe the steady escalation of hostilities between the Barbary States and the nations of the West that resulted in the two Barbary Wars of the early nineteenth century, this well-told measured study enhances our appreciation and understanding of the complexity and nuance that characterized an earlier period of Mediterranean piracy and warfare from which these later events unfolded.

Heers opens his study with an all-too brief discussion of the terminology used to describe the subjects of his book. Though the term 'Barbary' was initially coined to apply generally to 'barbarian' peoples, by 1500 it came to be associated with the Berber region of North Africa and its inhabitants. As Heers makes abundantly clear throughout his book, however, the governments and corsairs who operated in the region were hardly a ragtag group of uncivilized rabble. These figures were deeply connected to the objectives, strategies and campaigns of the Ottoman Empire and the wider struggle between it and Christian Europe. The Barbarossa brothers, who are most associated with the corsairs of this era, were, of course, themselves Turks and their soldier Janissaries hailed from the eastern Mediterranean. My one major qualm with Heers' book is the absence of any discussion around the term corsair, which derived from the Medieval Latin *cursus* and the French *corsaire*, the latter referring to privateers and eventually used to refer to all Mediterranean pirates. It is a complicated and often misused and misunderstood term, which is at least part of the reason why the Barbary corsairs have been inaccurately compared to the buccaneers of the seventeenth century Caribbean—a practice with which the author takes some issue.

The remainder of the introduction

is devoted to setting the scene, tracing the development of piracy in the Levant and Western Mediterranean from the initial spread of Islam to the rise of a new Ottoman Turkish empire in Anatolia bent on conquest and domination of the Mediterranean world. The Turks needed to develop a strong maritime fleet in order to accomplish this, and turned to celebrated pirate captains to wrest control of the sea lanes from their European adversaries. Piracy thus became state-sponsored, and the movements of the pirates, or corsairs, were largely dictated by the sultan as part of an overall strategy to make war on Christendom.

The first of the book's six chapters provides an effective overview of commerce, trade and piracy between Christians and Muslims before the emergence of the Barbarossa brothers—Aroudj, Elias, Isaak and Kheir ed-Din. Chapter Two chronicles the actions of the brothers as they collectively dominated most of the sixteenth century Mediterranean maritime world. Seizing North African kingdoms and waging war for the sultan as his admirals, the Barbarossa's exploits and reputation for ferocity and courage became legendary. The defining moment of the era would be the Holy League's victory over the Ottomans at the Battle of Lepanto in 1571—the subject of his third chapter. The declaration of peace between the King of Spain and the Turkish Sultan in 1581 brought an end to the era of the Barbary corsairs as a potential invasion force, though they would continue to wield enormous power and wreak immense havoc on Christian commerce and coastal populations for the next 250 years.

The second half of the book takes the reader on a more focused treatment of life and war on the Barbary Coast. Chapter Four affords a particularly en-

lightening look at “the Africa of the corsairs,” remarkable in its diversity, as delivered through eyewitness testimony of soldiers, pilgrims and captives. As corsairs expanded their operations from scattered pirate nests to major fortified cities such as Tunis and Algiers, the region also became the burgeoning source of Christian slaves. Slavery, as practiced in Africa and Mediterranean Europe, by both Muslims and Christians, is the subject of the fifth, particularly insightful chapter. Heers draws his study to a close with a discussion of the wartime realities of fear and dangers on both land and sea, as well as the legends and instruments of propaganda that eventually made their way into the collective consciousness regarding the Barbary corsairs.

Heers, who passed away in 2013, authored numerous works on Mediterranean trade, commerce and society during the Middle Ages while serving as professor at several French schools including the Sorbonne. His remarkable feel for the period, the geography and the dynamics of the fifteenth- and sixteenth-century Mediterranean world is evident here. Sixteen pages of plates, half a dozen attractively designed maps, and additional reference tools, including a chronology and a list of sultans and kings over the period, greatly assist readers in navigating their way. Finally, Jonathan North must be given his due for a supplying an English translation that animates these events, engages the reader and propels the narrative forward. He ultimately makes Heers’ fine scholarship accessible to English-speaking audiences which will include scholars, students and the general public. Translated studies have been woefully scarce, also evident from Heers’ list of sources, made up almost exclusively of non-English language titles and publishers. The notes and the

bibliography are, as a result, a treasure trove for primary and secondary source material which may well have escaped the attention of researchers and scholars working on this side of the Atlantic.

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Peter Holt. *The Resurgam Submarine. ‘A Project For Annoying the Enemy.’* Oxford, U.K.: Archeopress Archaeology, www.archeopress.com, 2017. xiv+118 pp., illustrations, maps, tables, glossary, timeline, bibliography. U.K. £18.00, paper; ISBN 978-1-78491-582-7. (E-pdf available)

In the large panoply of histories of the development of submarines, the *Resurgam* gets little mention. Not surprising, as her construction was a private venture never accepted by the Admiralty, she only lasted for three months, was lost off Cornwall on her voyage to Portsmouth for inspection in 1880, and her remains not found until 1995. This well researched small book tells the story of her builder, her design and loss in only the first 48 pages. Then follows a detailed description of *Resurgam’s* re-discovery, identification, the recovery of some artefacts, and a plea for better protection of historic ships and sites remaining in the world’s waters. Searches for the remains occurred in 1925, 1975 and 1983.

George W.L. Garrett’s scientific interests included the study of chemistry, usefully the effect on humans of respiration in enclosed spaces. Due to his father’s financial difficulties, however, Garrett became a teacher, then a deacon by age 25. Holt gives a commendably brief history of submarine development and experiments, such as John Holland’s boats, later accepted by both USN, and reluctantly, by the RN. By

the late 1800s, the Admiralty had considered some dozen submarine design proposals, one being Garratt's. He had already designed and constructed a 14-foot one-man submersible unit, referred to by some locals as "the Curate's Egg", to test some of his theories. His second, for this "Project for annoying the enemy," was both practical and quite amazingly efficient for a non-maritime private individual. It is not known why he became interested in designing submersibles, aside from his general scientific interest, but he appreciated the necessity for a motor rather than manpower, as well as a method for breathing while submerged. Thus, he made use of what is referred to as "a fireless engine," which although oil-fed, superheated water and stored the resulting steam in an overhead reservoir. Although Holt's description of this engine, and of Garrett's semi-snorkel air intake for the minimal crew, is somewhat difficult to follow if one wishes exact details, this is more the general story of the development of Garrett's test bed that he proposed to the Admiralty. Although it had no provision for weaponry (Whitehead's locomotive torpedo had been in use for over ten years), and simply had a finely tapered bow and stern section bolted to a cylindrical centre section 16 feet long, surmounted by what passed for a 'conning tower' in which the 'operator' controlled the central hydro-planes. There were no ballast tanks, and the potential diving depth of about 60 feet was to be achieved simply by the forward motion of the hull, the nearly neutral buoyancy and the effect of water over those hydroplanes. The ship was built by civilian boilermakers in the Liverpool area, of iron rather than steel due to their ability to form the hull shapes. Holt reviewed the considerable correspondence between Garrett and the Admiralty and the latter's files as his

basis for the history. Garrett's company also developed a wearable breathing apparatus, his 'pneumatophone,' rather in the style of that later used by mine rescue workers or Drägermen.

Holt's description offers a useful view of the building trials proceeding in various countries at the time, England, the U.S., Italy, France, and Spain, mostly by private individuals, like Garrett. All were at best experimental, and as Holt comments, provide some information about how it could be done, or more importantly, how it should not be done. There are examples of two or three early boats illustrated for comparison, as are descriptions of breathing arrangements in various models of the day. *Resurgam* deserves its place as an early example of a steam motor-driven submarine, with an attention paid to the necessity for a breathing arrangement for the crew, not well thought out in other models. Garrett's boat was tested in December, 1879 at Birkenhead, Liverpool. With Garrett and a crew of two others, she left in February, 1880 for a demonstration in Plymouth of the boat's future, if further developed.

The briefness of the story is also probably sufficient, as this one vessel was lost about 50 km west of Liverpool in Colwyn Bay during Garrett's voyage in a winter's storm. The three crew members were rescued by an accompanying yacht, lost herself when run ashore, still with no loss of life.

As was the case with almost all nineteenth century submarine development, the major navies had little interest in such progress, as such a weapon would only threaten their surface ship supremacies. While the Admiralty did, in fact, examine as many as 30 various model suggestions, they showed only modest interest in Garrett's submarine.

Despite several searches for the sunken vessel over the years, *Resurgam*

was not located and positively identified until 1995, during an underwater pipe-laying survey. Holt includes some dozen photographs and as many drawings of the location conditions, sonar scans, the boat as she now lies, still on the bottom. A three-page table of the marine biological species adhering to the wreck is probably overkill, but useful archaeologically. The book ends with an assessment of the vessel's position in the status of submarine development, Garratt's actions following her loss (he went on to work on the Norwegian Nordenfelt boat), and a final plea in the form of an open letter to preservationists to raise and make available *Resurgam* as an example of early private venture submarine development. It would go nicely alongside similar American vessels recently unearthed.

Well worth its shelf space in any collection of early submarine history.

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Peter Hore (ed.). *The Trafalgar Chronicle, New Series 2*. Barnsley, S. Yorks.: Seaforth Publishing, www.seaforthpublishing.com, 2017. 234 pp., illustrations, maps, tables, notes, biographies. UK £20.00, paper; ISBN 978-1-4738-9976-6.

This edition of the annual 1805 Club annual *Trafalgar Chronicle* is dominated by the Royal Marines. The marines receive short shrift in most works studying navies, so it is good to see this collection of articles. The 16 authors include naval and marine veterans, academics, museum curators, independent scholars, journalists, and various combinations thereof. As is the 1805 Club's purview, the focus of the research is between 1750 and 1820. The collection provides a good overview of the Royal

Marines combining biography, battalion and campaign history, and organizational perspectives. The issue also features articles on American marines, British Sea Fencibles, Danish privateers, and the Bourbon Armada.

Ten articles deal with the Royal Marines. Julian Thompson provides an excellent overview of the history of the Marines, from conception through the distinction, in 1802, of Royal Marines. Britt Zerbe describes how the Royal Marines were used in ship engagements at the time of Trafalgar. From their role with the great guns to small arms, boarding or resisting boarders, Zerbe succinctly summarizes their place in battle. The tactics developed did cost them dearly at Trafalgar, but their sacrifice helped to win the day.

Anthony Bruce details the involvement of the Marines in the area round Boston, between 1774 and 1775, with details of their activity at the Battle of Bunker Hill. John Rowlinson writes about Captain James Cottell, a marine officer with a talent for drawing and painting illustrating it with 33 images of his work. They are exceptional, ranging from a rough, folk-art style to more refined and detailed works. Cottell's views of the British squadron reaching Gibraltar after Trafalgar (162-3) and the night assault on the Isle de Passe (167) stand out. He was a prolific artist but unfortunately, many of his works were given away and are now lost to our study.

John D. Bolt examines the sinecure of appointing naval officers to command ranks in the Royal Marines. This commonplace practice of rewarding service (or followers) was economically beneficial for the naval officers, but a clear frustration to marine officers who watched naval officers taking places in the higher chain of command, making it difficult for marine officers to be pro-

moted past lieutenant, or captain. An additional rub, of course, was that naval officers, almost to a man, never actually led the marines under their command. The granting of such 'charade' commands was ended in 1833. This interesting article is well researched.

Alexander Craig reviews the Royal Marine Battalions that fought in the War of 1812, including the volunteer Colonial Marine Corp created by Vice-Admiral Cochrane, made up of escaped slave who went over to the British. Robert K Sutcliffe does the same for the First Royal Marine Battalion service between 1810 and 1812 in Portugal and Spain. Both pieces serve to highlight the versatility and effectiveness of marines deployed ashore.

A short excerpt from Sim Comfort's *Naval Swords and Dirks* provides good detail of what a marine's uniform sword was like. A brief autobiography by Stephen Humphries provides an eyewitness account of life afloat for a marine between 1805 and 1827. Joining, in time to serve at Trafalgar, he went on to see action at Washington and Baltimore in 1814, and was present at Algiers in 1815. In the later battle he was on HMS *Impregnable*, which was severely punished by enemy fire.

Allan Adair writes about two brothers; Royal Marine Captain Charles W. Adair, who fell repelling boarders on HMS *Victory*, and Master's Mate William R. Adair, on the frigate HMS *Sirius*, who survived the battle. The author deftly teases out the details of Charles' death from sources which differ slightly.

The United States Marine Corp is examined in two articles concerning the American War with the Barbary Pirates. Charles Neimeyer covers Commodore Thomas Truxtun and Captain Stephen Decatur's engagements with the Barbary Pirates, but also examines another

expedition by William B. Eaton, former U.S. consul to Tunis. Eaton went from Alexandria to Tunis to overthrow the Pasha waging war with America. As he and the proposed usurper waited outside Tunis, the Americans came to an agreement with the man they had intended to replace eliminating the need for fighting. In his article, Benjamin Armstrong demonstrates that the Americans did not fight the Barbary Pirates alone, but had assistance from the Kingdom of the Two Sicilies. Even the British at Malta offered material assistance. Though both articles are about roughly the same events the two pieces complement each other, building a greater picture of what took place.

Tom Fremantle explores the naval career of Captain Philip G. King, focusing on his journey to Australia with a convoy carrying convicts and his time there as the third governor of New South Wales. King's major contribution centred around his efforts to make Norfolk Island a sustainable, prosperous colony. Illustrating the article are four images from Fremantle's private collection depicting King's arrival in Australia. They are the work of Lieutenant W. Bradley who was part of the original convoy.

David Clammer adds to our understanding of the workings of the British Sea Fencibles, organized to thwart the threat of French invasion. He writes of the leadership provided by Captain Nicholas Ingram, an unemployed naval officer, who led the Fencibles protecting the coast of Dorset, England.

Larrie D. Ferreiro discusses the French and Spanish naval alliances from 1744 to 1805, dubbed the Bourbon Armada. This well researched and written article lays out "a little-studied aspect of naval warfare during the age of sail, coalition warfare between allied navies." (200) At points during the time

period covered, France and Spain had a powerful combined fleet, but failed to bring Britain to the ultimate battle. When that engagement finally occurred off Trafalgar in 1805, the allied navy was in decline, vulnerable to the British expertise. The last article concerns the success of Danish naval and privateer vessels against British merchant ships during the Anglo-Danish War, 1807-1814. Jann M. Witt's dynamic piece explores a topic overshadowed in the literature by larger events. Though the British ultimately managed to keep access to the Baltic open, the Danish vessel design and tactics deserve further study.

As is the custom of the *Trafalgar Chronicle*, this volume is generously illustrated, in both colour, and black and white. Not just a plethora of pictures, the images are, more often than not, rare or unique. They are often from private collections to which most people will not have access. On this footing alone, editor Peter Hore and the 1805 Club deserve kudos. Beyond the artwork mentioned above, other noteworthy images include: the detailed illustration of the Danish gunboat (203), part of Jann Witt's collection; the two images of HMS *Sirius* and convoy, in Fremantle's article (146-147); and the coloured images of Geoff Hunt's artwork on the British and United States navies (96-97).

There are ten maps in the volume, the best of which is of Dorset (64). The notes for the articles are arranged at the end of the volume and demonstrate the depth of research.

This collection of articles will certainly appeal to those interested in the Royal Marines and the United States Marine Corp, during the latter half of the long eighteenth century. It will also be of great use to those concerned with combined operations (sea and land).

The marines were an integral part of the navy in the age of Nelson, and this volume advances our appreciation of that fact.

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John Jordan (ed.). *Warship 2017*. London and New York: Conway (Bloomsbury Publishing), www.bloomsbury.com, 2016. 208 pp., illustrations, tables, notes, bibliographies. CDN \$64.33, cloth; ISBN 978-1-8448-6472-0. (E-book and PDF available.)

The *Warship* annual for 2017 generally follows the format of previous editions, but contains two interesting articles that are not descriptions of ships or their equipment or of wartime actions. Instead, they concern policy and the interaction between government, navy, shipbuilders and suppliers. "The British Armour Plate Pool of 1903" explores price fixing and the creation of cartels in the period leading up to the First World War. At that time, there were five major British armour plate manufacturers: Armstrong, Beardmore, John Brown, Cammell-Laird and Vickers. There is little doubt that they agreed to fix pricing, not only among themselves, but with the main manufacturers in the United States, France and Germany who were all making similar agreements. They also created a form of insurance by paying 20% of the profits of successful bids into a pool fund which was distributed among the losing bidders. Between 1906 and 1914 the American, British and French governments all tried to prove that price-fixing rings existed, but the enquiries went nowhere. They were, at any rate, receiving the armour they required for the ships of the pre-First World War arms race. This article is by David Bours-

nell who has covered the subject more broadly in his book *Forging the Fleet: Naval Armour and the Armour Makers 1860-1916* which is reviewed in this issue of *Warship*.

In "DDL: The Australian Light Destroyer Project of the early 1970s," Mark Briggs describes an Australian effort to design and build a destroyer or frigate of their own design. In the post-war period, Australian yards had already built three destroyers and six frigates to modified British plans, besides two destroyers and 12 frigates during the war. An Australian firm, a subsidiary of Yarrow's in the UK, won the new contract. By the time a design had been decided, the ship had become less "light": about 4000 tons (comparable to our *Algonquin* class of the same period). Following an election, the new Australian government cancelled the project on the grounds of cost and the naval architects and other experts dispersed. Instead, four *Oliver Hazard Perry*-class frigates were built in the United States. These ended up being more expensive than the projected costs of the DDLs (but we all know what happens to projected costs).

Two articles: "The Japanese Battleships *Kawachi* and *Settsu*" by Kathrin Milanovitch, and "From *Danton* to *Courbet*" by John Jordan, trace the evolution of the navies of Japan and France through a transitional period in which they constructed powerful "semi-dreadnought" battleships instead of immediately adopting all big-gun ships like HMS *Dreadnought*. Both countries built very similar ships, larger than *Dreadnought*, with four 12" and twelve intermediate guns (9.4" in the six *Dantons* and 10" in the Japanese *Satsuma* and *Aki*). The reasons why they were built, however, were different. Like the British, Germans and Americans, the Japanese read the lessons of the Russo-Japanese war (1904-1905) as

indicating that future actions would be at long range, which called for fire control and a uniform armament. Japan wanted their next two ships to have ten 12" guns distributed in twin turrets fore and aft and three single turrets on either side amidships (which would have been a unique arrangement). But due to financial constraints and production difficulties, they could not get enough 12" guns and substituted a larger number of 10" ones. The French, on the other hand, thought that closer ranges would be more likely and faster-firing smaller guns were preferable. In both navies, however, the subsequent *Kawachi* and *Courbet* classes mounted twelve 12" guns in twin turrets.

In "From *Elba* to *Europa*", Michele Cosentino looks at the first efforts of the Italian Navy to add aircraft to its fleet. In 1913, the old cruiser *Elba* was selected for conversion to a seaplane carrier and fitted with a hangar and a take-off ramp aft. At the same time, an eight-year-old merchant ship was purchased, renamed *Europa*, and given a more extensive conversion with two hangars. She was also equipped to maintain submarines. Both ships carried varying complements of Curtis and Macchi seaplanes, built in Italy from American or French designs. The conversions were a success and the ships served in the Adriatic during the war and just after. They were not fast enough to accompany the battle fleet, but were stationed in harbours close to where their aircraft were needed. (Note: In the 2015 and 2014 issues, Commodore Cosentino described the later developments of Italian naval aviation.)

In his studies of Japanese naval ship designs, Hans Lengerer has chosen the light aircraft carrier *Ibuki*, a conversion from a heavy cruiser hull after the losses at the battle of Midway. She was incomplete at the end of the war and the

hull was broken up. Another vessel that never sailed was HMS *Surrey*, which would have been the last development of the County class 8" gun cruisers but was cancelled under the 1930 London Treaty. This article is by David Murfin.

Continuing the cruiser theme, Aidan Dodson reviews the fate of the German light cruisers that remained at the end of the First World War. A few older ones were allowed to remain in German service, while others were allocated to France and Italy along with Austria-Hungarian ships. One went to Yugoslavia. Dodson describes their subsequent service and alterations.

Peter Marland has continued his very intensive studies of the Royal Navy's technical developments. In this volume, he presents a detailed description of the High Angle Control System (HACS) which was under development from the mid-1920s to the end of the Second World War, only reaching full effectiveness at a later period and even then, inferior to USN anti-aircraft directors. Marland judges it as half as effective as the U.S. Mk.37 while costing two-thirds as much.

Although Conrad Waters is now the editor of Seaforth's *World Naval Review* annual, he continues to provide the articles in *Warship* about modern vessels and systems. This year, his subject is 'Modern Mine Countermeasures' and he covers developments from the fifties to today. There is also a short article by A. D. Baker III on the US Navy's last Monitors, the final ship completed in 1902, as well as the usual *Warship* Notes and book reviews. All articles are illustrated by photographs, plans and diagrams of the highest standard. For scholarship, accuracy and production standards today, nothing beats the *Warship* annuals.

C. Douglas Maginley
Mahone Bay, Nova Scotia

Jack Kelly. *Heaven's Ditch. God, Gold and Murder on the Erie Canal*. London: St. Martin's Griffen, www.us.macmillan.com, 2017. xi+290 pp., illustrations, maps, notes, bibliography, index. US \$17.99, paper; ISBN 978-1-25013-152-2.

Over the last half century there have been a number of very good books on the building of the Erie Canal including Shaw, *Erie Waters West* (1966), Condon, *Stars in the Water* (1974), Sheriff, *Artificial River* (1997), Bernstein *Wedding of the Waters* (2005), Koeppel, *Bond of Union* (2009), and McGreevy, *Stairway to Empire* (2015). A search of Amazon yields hundreds of titles, including children's books, volumes of historic photographs, cruising, hiking and cycling guides, songs, posters and videos. As Kelly deftly points out in *Heaven's Ditch*, the Erie Canal was, and apparently continues to be, a cultural phenomenon.

And it is the larger cultural experience that Kelly wants to write about. The part of the story that tells of the "ditch" is drawn from the titles just mentioned. If you have those on your shelf and are largely interested in the Erie Canal as a public work facilitating the transportation of people and goods, then you can give this title a pass.

A number of scholars over the last half-century have debated a "Market Revolution" in the United States, in the first half of the nineteenth century. This is not that debate. The story Kelly is telling is much more about 'Heaven' than the 'Ditch'. More specifically, it is about the religious response of a variety of people confronting the modernizing, commercializing, industrializing, uncertain world that the Erie Canal brought to the frontier of western New York State.

A variety of people make cameo

appearances: the spectacle of a drunken Sam Patch jumping into the Genesee River, and the Shaker community in Sodus amongst others. But the core of the volume is the interweaving of a number of other tales. “Murder” in the title is largely the tale of William Morgan, the poor and desperate author of a book which purported to reveal the secrets of Freemasonry. That Morgan had been kidnapped and spirited across western New York to a cell in Fort Niagara was established by a variety of testimony. What happened next was never proven, but the furor raised by Thurlow Weed and others led to a full-fledged, if relatively short lived Anti-Mason Party that challenged the legitimacy of a wide range of established politicians and other public figures.

Murder also brought to an end the career of Joseph Smith Jr., the prophet and founder of the Mormon church. Kelly relishes Smith’s early career, searching for hidden treasure in the back country of New York and Pennsylvania. His neighbours were apparently much more interested in the gold in the plates he claimed to have found than in the purported messages from the prophet Mormon. A growing number, however, accepted Smith’s translations on faith and followed him to settlements in Ohio, Missouri, and Illinois before the great trek west to Utah.

A more traditional faith was preached by evangelist Charles Finney (whose picture appears on the cover along with the canal) and by the supporters of William Miller. Finney’s story most closely intersects with that of the canal, with the great revivalist meetings in Rochester in 1830-31. Miller had calculated that the apocalypse was due in 1843 (or 1844) and that the world as they knew it would end with Christ’s second coming. Other scholars have investigated the “Burned-Over District”

as the starting point of the Second Great Awakening, and Kelly uses their work to extend his argument that some of same players were instrumental in the temperance movement, the anti-slavery movement and the early struggle for women’s rights.

There is relatively little maritime in Kelly’s volume, but it is a fascinating collection of interwoven stories well-told.

Walter Lewis
Grafton, Ontario

Huw Kingston. *Mediterranean. A year around a charmed and troubled sea.* Dunbeath, UK: Whittles Publishing, www.whittlespublishing.com, 2017. x+214 pp., illustrations, maps. UK £19.99, US \$25.95, paper; ISBN 978-1-84995-274-3.

This is a very different book, it’s a one-off and a journey—not just in terms of history, but in terms of geography. The tag line describes it best with the words “17 Countries and 13,000km by Kayak, foot, rowboat and bike”. The subject could also be summed up as personal experiences and travels through the cradle of western history. It is not an academic work, but then again, it never makes any pretence to be. Any reader disappointed by the lack of references or bibliography, will have missed the point of this autobiographical work. The author writes about experience; it is a personal adventure and it is about the maritime Mediterranean and the land around it.

From the start, it is the imagery that sets this work apart, whether through the words or copious photographs that illustrate the high and low points of the journey. The author makes us feel like we are travelling with him, as if it were we are making the once-in-a-lifetime

journey. Huw Kingston is an adventurer, he is someone who believes obstacles, including possibly laws (not the big ones), are things to be overcome or worked around, not to be defeated by. His writing leans more toward a nature/adventure journalist or an environmental activist than a basic writer/author. This has shaped the nuance and style of prose he uses, sharpening his observations and broadening its content. The way he mixes history with current events and the story of the journey, could have been a distraction, but instead, have made the work stronger, adding to the atmosphere. For example;

“On a grey day, 26 November 2012, I was riding from Jervis Bay on the south coast of New South Wales up to my home in the Southern Highlands, when it came together. I didn’t have to kayak all the way around; I could also walk, ride, perhaps tour by ski to mix it up. Could I start at Gallipoli on the 26th of April 2014 and finish my journey in time for the Anzac Centenary? One year in the Mediterranean?” (3)

The quote is from the book’s autobiographical, introductory chapter, explaining why there is an ANZAC connection. Despite being born in Britain, Kingston’s home, his life, and his family reside in Australia. The ANZAC references, found in sections on Gallipoli and at other places throughout the journey, are the touch stones of not only their chapters, but mark the passage of the book.

With all these positives, there are still some negatives. Yes, it is refreshing to read a ‘warts and all’ account of his experiences, good and bad, with sea kayaking but we do not need to read so much about the lack of toilet facilities. Kingston seems to be a very lucky man, fortunate in his contacts and friends, and able to rely on the kindness of others. While undoubtedly true, it oc-

asionally feels a little contrived. For example, when the author lands back in Turkey towards the end of the year;

“...’Emma told me about you,’ said the man on the beach at Hayitbuku. Emma Dunnage, a friend of mine in Bundanoon, my hometown back in Australia, had worked on charter yachts in Turkey more than 20 years ago. She’d told some of her old contacts of my voyage, and Ogun was one such. It was unbelievable that of all the beaches I might have landed on, this was where he lived. And not only that, but that Ogun happened to be on the beach when I landed.”(177)

This is the real-life equivalent of the hero in a movie suddenly producing a gadget which hadn’t been mentioned at all before, but which saves the day. Emma Dunnage suddenly appears out of nowhere, yet why was she not a part of Kingston’s planning if she had experience and contacts in the area? These, though, are minor gripes and merely prove that real life is often stranger than fiction. This story is worth reading for the context it provides. It is not an academic book, and without sourcing, it’s not a historian’s book, but it should still be read by those who enjoy history and travel. It will give readers images and understanding of the difficulties faced in moving around a world before we had all the assistance we now take for granted. It offers a different perspective on travels both past and present.

Alex Clarke
Epsom, Surrey

Christopher P. Magra. *Poseidon’s Curse: British Naval Impressments and Atlantic Origins of the American Revolution*. Cambridge, UK: Cambridge University Press, www.cambridge.org, 2016. xiv+335 pp., illustrations, notes,

index. UK £29.99, cloth; ISBN 978-1-107112-114-8.

This book contends that Royal Navy impressments of seafarers in American waters between 1763 and 1776 made a significant contribution to the revolution that brought British rule in the Thirteen Colonies to an end. It contributes to a long-running debate, one that produced a considerable literature of late. Recently, J Ross Dancy and Denver Brunsman have used administrative records to demonstrate that the scale of impressment was significantly lower than older accounts assume. The same reality applies to the period between 1803 and 1812. Contemporary rhetoric about 'liberty' and 'enslavement' focussed on specific cases, rather than numbers and processes. Magra contests this approach.

Britain did not impress men from malice, it did so because it was essential to man the wartime navy, upon which the security of Britain, the Thirteen Colonies and the immense trade than connected them had depended between 1688 and 1763. It was only applied in wartime, and in much the same way that labour coercion applied in eighteenth century Europe, notably for road-making. Furthermore, it was only applied to skilled mariners: the Navy was rarely short of unskilled landsmen. The connection with corporal punishment was equally unremarkable: working class people were chastised, not incarcerated; incarceration was for middle-class debtors and aristocratic traitors, who had pay their own prison costs. Impressment and flogging only became enmeshed in the nineteenth century, when reformers campaigned to abolish both. This campaign generated a literature of 'memoirs' in the 1820s and 1830s, ostensibly penned by old sailors, but all too obviously ghost-written by

abolitionists. One British memoir, that of Robert Hay, is cited without noting that Hay's complaints about the Navy occur within a narrative filled with examples of his being defrauded or worse, by merchant skippers. Indeed most complaints reflect lost economic opportunity; merchant ship wages in wartime were high, making service in the Navy unattractive.

Magra focuses on the cultural impact of impressment—a rhetoric of grievance that became part of the narrative of revolution. The authors of this rhetoric are obvious: it remained central to the Democratic Republican agenda of Thomas Jefferson, James Madison and their partisans until the 1820s. New England Federalists took a very different view, accepting impressment as an economic risk, inherent in their use of skilled British seafaring labour during the Napoleonic conflict, rejecting the call for War in 1812, and continuing to trade with the British. Magra concludes with a throwaway line about the War of 1812 freeing Americans from British impressment. Nothing could be further from the truth. The British refused to discuss this issue, or the right to stop and search neutral merchant ships, at the Ghent Conference: the American government acceded to this demand, because it was not a serious concern for Virginia plantation owners. The British had fought to preserve the bases of their strategic power, sea control and economic warfare, along with the remaining North American colonies; and they won.

The real issue for Americans after 1763 was land and boundaries. When Britain tried to become an effective territorial power, restricting westward expansion to ensure good relations and trade with the Native Americans, they sparked a conflict with land speculators and plantation owners and the lawyers

they retained to handle their business. Among them were men, including Thomas Jefferson, who had exhausted their lands through cotton cultivation. The sea, in all its forms, was a very minor issue for an increasingly land-minded population, the 26th of 27 complaints. It is not clear what standing Virginia planters and Philadelphia lawyers had to complain about concerning the woes of sailors. In 1812, impressment angered backwoodsmen in Kentucky, not New England sailors.

In reality, the American Revolution was about land. The 'Founding Fathers' were far more concerned by what Max Edelson has called 'the rise of an imperial state that had grasped the technical methods needed to enforce a more perfect dominion over distant colonies'. (Edelson, S. M. *The New Map of Empire: How Britain Imagined America before Independence* Harvard 2017, pp.334-5). After 1815, America turned its back on the ocean, heading west to subjugate and dispossess Native Americans and Mexicans, to a very different kind of empire, one where some white men had liberty. Without a wider context, this book's claims about the link between impressment and revolution must remain unproven, not least because major anti-impressment riots in Britain did not lead to similar types of political action. The grievance was economic, and personal. The British would not abolish impressment for decades after 1814, even if they never needed to use it. They understood that their hard-won maritime belligerent rights, which included impressment, were critical to the survival of their global trading empire. If they were to compete with the advancing territorial empires of Europe and North America, they needed to maximise the leverage of seapower. The rights of sailors were restricted to serve this end: if American

wanted Imperial protection, they would have to pay for it, in manpower and taxes. In 1782, Britain was prepared to sacrifice the colonies, but not command of the sea. In 1812 they were unwilling to sacrifice either.

Andrew Lambert
London, England

Peter Newall. *Ocean Liners: An Illustrated History*. Barnsley, S. Yorks: Seaforth Publishing, www.pen-and-sword.co.uk, 2018. 192 pp., illustrations, appendix, index. UK £30.00, cloth; ISBN 978-1-52672-316-1. (E-book available)

The ease and speed with which people cross oceans today can obscure just how uncomfortable and time-consuming such journeys were until recently. Yet air travel represents merely the most recent form of using technology to resolve transportation problems. In many respects, the introduction of steam power to overcome the limitations imposed by winds and currents generated a far more dramatic change in the nineteenth century. Peter Newall sees these seagoing steamships as the first true ocean liners, created to meet the growing demand for travel that the globalization of the time created. His book features these vessels and their descendants as a visual catalogue of the class, one that follows their evolution from the early, mast-festooned boats to the sleek, clipper-bowed ships that represented the pinnacle of their form before jet airplanes rendered them obsolete.

The scope of Newall's book differs from most of its predecessors. Instead of just focusing on the glamorous vessels that crossed the Atlantic on routes between Europe and the United States, Newall offers a more comprehensive presentation that includes ships that traversed the Pacific and Indian Oceans, as

well as the passenger-carrying steamships that crossed the Atlantic to and from Latin America. There are black-and-white images of each ship class, which are then described in extended captions that detail the history and features of the ships themselves. These are grouped into nine chapters which provide a rough chronological survey of ocean liners, from the first paddle-driven steamers built by the British in the nineteenth century, to the sea-going products of national rivalries by the start of the twentieth century, and the increased competition of the interwar period, before concluding with the last vessels of the glamorous post-war era.

Overall, the production values of Newall's book are impressive; a dramatic or revealing image appears on every page. Although there is no general text to provide an overarching analysis of the liners, the succession of images, the organization of the chapters and the details within the captions provide an informative overview of the development of these ships. From the first, the ambitions behind the construction are evident, with the massive scale of the *Great Eastern* and the first *Oceanic* embodying the latest concepts in ship design. Innovation quickly emerged as a constant of ocean liner development, particularly with regard to propulsion. Steam power grew in appeal, moderated mainly by the need for the space for fuel. This problem was as great a motivation as the need for speed, as shipping companies adopted ever-more-advanced ship designs in pursuit of engines that made more efficient use of steam power. The compound engine was a notable success in this regard, enabling ships to carry less coal and more cargo on their voyages. Subsequent improvements in engine design led to increases in size, with vessels equaling the displacement of the *Great Eastern* commonplace by

the early twentieth century.

As Newall points out, innovations were not confined to engineering, however, as liners also enjoyed simultaneous improvements in passenger accommodation. Travellers on some of the earliest vessels enjoyed such breakthroughs as hot and cold running water, and electric bells for communication. The increased size and power of these vessels also allowed for more opulence in their decoration, with large saloons and dining rooms accommodating wall hangings and other decorations. Though some lines chose to specialize—Cunard's ships were known for their speed, while the White Star Line was renowned for its luxury—by the early twentieth century, even smaller steamships on less-prestigious routes possessed first-class accommodations worthy of the designation. National pride contributed to this, with latecomers such as the United States, Italy, and Japan seeking distinction in one form or another for their vessels, many of which were subsidized by their governments. As Newall makes clear, the heyday of these vessels was the interwar period, with diesel engines powering ships of growing size and speed transporting ever greater numbers of people in increased comfort. Unfortunately, two world wars took a toll on the liners, as their utility led to their wartime requisition and frequently rough use. While many liner companies recovered from the First World War, the growing popularity of air travel after the Second World War coupled with the subsequent emergence of container shipping proved too much for them. By the early twenty-first century, the ocean liner was virtually extinct as a class, with barely a handful spared from the breakers to serve as museums and floating hotels.

This is the story that emerges from Newall's pictures and captions. Though

it is one that will hardly be new to readers familiar with the subject, it is one that is handsomely presented. The small print of the captions allows Newall to pack a considerable amount of detail about the vessels illustrated by the large black-and-white photos, paintings, and lithographs that he uses. His passion for ocean liners is evident on every page, reflected in both the breadth of his knowledge and the occasional strong opinion about the aesthetic merits of the ship he is describing. Together it all makes for an entertaining read, one that serves well as a coffee-table book or a handsome gift for an admirer of these majestic craft from a bygone era.

Mark Klobas
Phoenix, Arizona

Richard Perkins. *British Warship Recognition: The Perkins Identification Albums, Volumes I–V*. Barnsley, S. Yorks: Seaforth Publishing, www.pen-and-sword.co.uk, 2016-18. 192 pp. each, illustrations, notes, bibliography, index. UK £60.00, cloth.

Volume 1: Capital Ships 1895-1939 (2016 – ISBN 978-1-84832-382-7)

Volume 2: Armoured Ships 1860-1995 (2016 - ISBN 978-1-84832-386-5)

Volume 3: Cruisers 1865-1939 Pt 1 (2017 - ISBN 978-1-47389-145-6)

Volume 4: Cruisers 1865-1939 Pt 2 (2017 – ISBN 978-1-47389-149-4)

Volume 5: Destroyers, Torpedo Boats and Coastal Forces, 1876-1939 (2017- ISBN 978-1-47389-145-6.

This series of books is one that I would likely have passed over, had I not seen them at the bookstore where I work. I am so very glad I did come across them, because they are a brilliant example of the kind of content that can result from

good partnerships between libraries, archives and publishers. The introduction by Andrew Choong (of the National Maritime Museum) makes clearly just how special this series is. The Richard Perkins collection at the NMM is composed of 11,000 photographic negatives of Royal Navy ships (from the nineteenth century through to 1939), as well as eight beautifully illustrated ‘recognition’ volumes. In association with the museum, Seaforth has photographed the contents of those volumes, and reproduced them full size, and in colour. These volumes contain an as complete as possible a collection of Perkins’ albums, in which he drew side-profiles of the Royal Navy’s warships, beginning in the late-nineteenth century and continuing through to the beginning of the Second World War. Some ships appear a number of times, especially if they were refit several times. In some cases, where ships of a class were very similar, he provides other specific details, for example the variation in the smoke-stack cages, the organization of steam pipes and other fittings. Perkins also provides details of the ships’ careers and service, in handwritten tables.

These books cannot be critiqued as if they were a deliberate reference resource, such as Rif Winfield’s *British Warships in the Age of Sail* series. It would be utterly unfair to complain, for example, that it can be confusing to follow the different visual presentations of a single ship throughout its career, or that the volumes don’t contain all the kinds of information a reader might want. Frankly, that doesn’t matter. Perkins created these volumes for his own use, and it’s also very clear from the quality of the drawings and the accrued details that he also enjoyed the creative process. The documents have been reproduced full-size, and Perkins’ handwritten notes are perfectly legible

as he documented changes to the previous image or example, either of an individual ship or class. I very much enjoy the fidelity to the original sources, such as faithfully reproducing where Perkins crossed out something he wrote. These books are beautifully printed, and simply beautiful. The photographs and the printing absolutely capture the texture of the original document's inks and paper. I have spent hours leafing through them, comparing images, wondering at the dedication with which Perkins systematically tracked and depicted many varied details that frankly would escape most observers. This is particularly impressive given the many differences between ships of the nominally same classes prior to the First World War.

This series is certainly an investment, as if you have one, you'll almost certainly want the entire set. They are very large books (measuring approximately 32cm x 41cm), and are quite heavy, especially Volume V which is larger than the others. They are, however, well worth a place of pride on any coffee table or bookshelf. I especially recommend these books for those who are interested in the Royal Navy 1870-1939, and anybody who enjoys studying the minutiae of warship design, fittings and decorations.

Sam McLean
Toronto, Ontario

Charles C. Roberts. *The Boat that Won The War. An Illustrated History of the Higgins LCVP*. Barnsley, S.Yorks.: Seaforth Publishing, www.pen-and-sword.co.uk, 2017. 128 pp., illustrations, tables, appendices, notes, bibliography. UK £25.00, cloth; ISBN 978-1-5267-0691-1.

Anyone who has built his own yacht in his garage or owned, for instance,

a 1965 Buick which he (or she) maintained himself will recognize the format of this book. With it, one could build a Landing Craft Vehicles & Personnel (LCVP) with almost no other manual. It opens with some 16 pages of the design's development, largely from Higgins Industries' precursors in New Orleans, and ends likewise with about the same amount of wartime history. Otherwise it is essentially a *very* detailed description, with accompanying photographs, design and cut-away drawings, building progression photos, installation guides for building one of the craft. There is even a 22-page parts list with associated details for the boat, its usual gasoline engine, and associated wiring and piping—down to the last bolt, levelling shim and screw.

One can certainly quibble with the sub-title as to whether 23,000 Higgins model LCVPs actually “won the war,” compared to, for example, the ‘carriers’ or submarines. But given the work Dr. Roberts has put into this volume, his claim is understandable. While referring back to Greek amphibious landings and other nation's efforts in the field, he concentrates on this one model that, with very little variation, certainly was widely used by the US Army in almost every landing from mid-war on. Several engine models were fitted, as much from building and supply capacity as from need for improvement it seems. When the war started for the USN after Pearl Harbor, their Navy had almost no landing craft or amphibious experience. A few such boats had been tried, but they essentially had to be run ashore with the troops jumping over the side. Quick learners, the USN was impressed with the Japanese landing craft used in their 1937 attacks on China, a respect reinforced during their surge south in 1941-42. Within the year, the navy had contracted with Higgins to mod-

ify their civilian Eureka 36-ft.-model work or pleasure craft, from which, after the briefest of trials, the bow ramp LCVP was developed. As well as the craft itself, a system for major amphibious landings, again based in part on captured Japanese Daihatsu craft, had to be designed, tested, modified and brought into production. In the LCVP, for instance, a requirement for propeller protection when grounding on an invasion beach, plus necessary keedge anchor arrangements for the craft hauling themselves off again, plus gun tubs for support firepower. Roberts covers this developmental stage adequately in Chapter 2. By page 37, he moves into the detail of hull construction (usually started as inverted, then rolled upright for ribs and fittings), then the power plant, and an assessment of the boat's handling qualities. He completes the text with a 10-page assessment of its wartime service. The photos are all of excellent quality, including advertising copy.

Since these small craft get but frequent reference and little careful study in other more general operational histories, this slight volume fills an interesting, and in its way, valuable niche in the wartime invasion histories.

Fraser M. McKee
Toronto, Ontario

Heinz Schäffer. *U-boat 977. The True Story of the U-boat that Escaped to Argentina*. Barnsley, S. Yorks.: Greenhill Books, www.greenhillbooks.com, 2017. xviii+213 pp., illustrations, maps, translators notes. UK £19.99, cloth; ISBN 978-1-78438-249-0.

The U-boat division of the Second World War German Navy was Nazi Germany's most effective combat arm. Winston Churchill once stated that the

only real threat to Britain in the war was the U-boats. This group had the highest casualty rate of any German military force: fully 82% of U-boat sailors died in combat. In *U-boat 977. The True Story of the U-boat that Escaped to Argentina*, Heinz Schäffer relates the story of his life, early naval training, wartime service, and the basis of the book, his ship's escape to South America after the German surrender in May, 1945.

Schäffer begins his story with a prologue that explains why he wrote this book and the surrender of his ship and crew to the Argentine Navy in August, 1945, after an incredible trip which included 66-days' travel submerged. From there, he relates his desire to join the German Navy, his officer cadet training, and his wartime service. This is valuable material, as these recollections provide primary source material for the historian.

The 'heart' of the book is the very last section. On 4 May 1945, *Grossadmiral* Karl Doenitz, the last leader of Nazi Germany, the immediate past commander-in-chief of the German Navy, and for years, the commander of the U-boat arm, ordered his submarine crews to cease all combat operations and ready themselves for surrender to the Allies. In command of U-boat 977, Schäffer wondered what his true course of action should be. Doenitz had just a few days previously stated that Germany would fight to the end. Now all that had changed. Schäffer noted that he had sufficient supplies on board to sail to Nazi-sympathetic Argentina. He then offered his crew choices: sail to Argentina; sail to Spain, or surrender. Most of his crew opted for Argentina; a couple of crewman for Spain; and a few for surrender to the Allies. Those wishing to return to their families were put ashore in German-occupied Norway, where they would then surrender

to the Allies.

So, starting from Bergen, Norway, U-boat 977 sailed around the British Isles west of Ireland, down through the North Atlantic. The U-boat sailed submerged by day for 66 incredible days. When U-977 finally reached the Cape Verde Islands, Schäffer decided that it was now safe to run submerged by day and surface-run by night. From there, U-977 crossed the Equator, traversed the South Atlantic, and entered the Argentine port of Mar del Plata where the submarine and crew were interned. It is a credit to the men of U-977 that German naval discipline never ceased during this most incredible and arduous voyage.

When U-977 finally docked, immediately the “legend” of U-977 sprang up. Schäffer was instantly confronted by an Argentine naval officer, who accused him of transporting Adolf Hitler, Hitler’s wife, Eva Braun, and Hitler’s chief aide, Martin Bormann, out of Germany to South America. This allegation was given further credence a few years after U-977’s epic voyage, when a German newspaper printed a story that Hitler and other Nazi notables were alive—having escaped to South America in U-977 and another U-boat, U-530. It is worth noting that the allegation of Hitler’s escape still persists today and is a favourite (among many theories) of conspiracy theorists.

Schäffer’s book is valuable. It was one of the first memoirs of U-boat service and contains first-hand accounts of his training and U-boat service. He writes clearly and the narrative is easy to follow. His accounts of combat put the reader IN the U-boat with its crew and at times, the reader feels that he is sharing the dangers of U-boat service. A good selection of photographs is included and the endpapers contain a schematic of U-977 and a map of the

submarine’s voyage from Norway to Argentina.

Like Schäffer’s service and U-977’s epic voyage, this book has had many tribulations over time. It was first published in Germany in 1950 and an English version, much abridged, was published two years later. The present version is a translation of the original German-language edition and restores the previously-abridged material. Thus, the reader has Schäffer’s full story, in front of him or her, for the first time in the English language.

After the voyage to Argentina, Schäffer was repatriated to Germany. He spent time in a Prisoner of War camp, entered civilian life in Germany, returned later to Argentina, and then returned to Germany in 1964. He passed away in the 1970s. His granddaughter wrote an evocative Foreword to this edition—a fitting tribute to a sailor who simply served his country and would not surrender.

Robert L. Shoop
Colorado Springs, Colorado

Crosbie Smith. *Coal, Steam and Ships: Engineering, Enterprise and Empire on the Nineteenth-Century Seas*. Cambridge, UK: Cambridge University Press, www.cambridge.org, 2018, xxi+449 pp., illustrations, tables, notes, bibliography, index. US \$137.95, cloth; ISBN 978-1-107-19672-8.

This is an ambitious and erudite study about the how five British shipping companies started using steam-propelled vessels on regular services between the 1830s and the 1860s, persevered, and prospered. This is not a traditional history of business decisions, commercial rivalries, fleet sizes, or of how particular liner services were expanded. It is rather an examination

of connections between innovative ship and marine-engine builders (a group dominated by Scots and, to a lesser extent, companies from Liverpool), shipping entrepreneurs (described by an archaic use of “projectors”), how marine technology was improved through operating experiences and scientific study, and how companies were structured and financed. The moral belief system shared by these thrusting engineers and businessmen is an ever-present dimension in the narrative. The author introduces this theme very early by quoting an address in 1856 to distinguished guests on board the new Cunarder *Persia*, the world’s largest steamship, by Rev Norman McLeod: “The men who worked out problems in diagrams and algebras at home were not seen, and their names were never known or thought of in the trial of the steam-engine. So, perhaps, the names of ministers might never be thought of; but if they made the men who made the steam-engine—if they made them more sober, more honest, more faithful, and more trustworthy, —then, perhaps, the clergy had more to do with that occasion than the world thought.” (12) This inclusion of the Calvinist and Church of England lenses through which entrepreneurs and engineers viewed their Victorian world illustrates the multi-dimensional nature of Smith’s rich study.

Crosbie Smith is a retired historian at the University of Kent who has been involved for decades in examining the history of science, technology, and maritime history. This book is one of a new series being published by Cambridge University Press on the history of the sciences from 1850 to 2050. *Coal, Steam and Ships* is the direct result of a special project called “Ocean Steamship: A Cultural History of Victorian Maritime Power” which enabled Smith to conduct a multi-year study. But, the

author explains, this new book is also based on years of the exchange of insights in seminars and lectures. This academic back-story helps to explain why *Coal, Steam and Ships* is presented in an academic manner.

The 18 chapters and Epilogue are carefully constructed. They begin with an apt contemporary quotation and a succinct summary of what is to come. Each chapter ends with a straightforward summary. The chapters are divided into numbered sections. The narrative is rich in laying out the backgrounds of individuals described, whether it be their early years, family connections or professional development. This mass of biographical detail is one of the book’s strengths, explaining as it does the various webs that connected those behind the development of steam-powered vessels in Britain the early Victorian decades. These details also shed light on upward mobility in society. The reader, however, must follow these sections closely because, in his enthusiasm to expose all the connections his project discovered, the author piles on peripheral details. The thrust of a paragraph can, thus, become obscured.

The author frequently describes an event or development by extensive use of lengthy contemporary accounts, such as newspaper stories or verbatim records of company stockholders’ meetings. This demonstrates that his presentation is based on how things were experienced and viewed at the time. On the one hand, this lends immediacy to the narrative, but on the other, Victorian descriptions of events used language that sounds extravagant to modern readers. In describing a marine disaster for example, Smith often presents these almost entirely through newspaper or eyewitness accounts and sometimes does not follow up with what subsequent investigation possibly

learned.

The availability and supply of suitable coal is an interesting theme running through the narrative. One of the audacious endeavours described was the creation of regular steamship service to the West Indies and western Caribbean by the Royal Mail Steam Packet Company (RMSP) starting in the 1830s. The logistical challenges were formidable; the author notes that an RMSP mail steamer required one, or even two, sailing-ship-loads of Welsh coal every ten days (176). Long coal delivery voyages by sailing ships were costly. The Pacific Steam Navigation Company (PSNC) faced even more formidable time and distance barriers in supplying coal to the west coast of South America, even though sailing vessel colliers hauled guano on the return voyage (221, 308). Another interesting theme is the role of mail subsidies in encouraging new liner services.

The author traces how paddle wheels remained the choice of some builders and operators, even after screw propulsion was introduced and reduced coal consumption. He also discusses the steady improvement in propulsion technology due to innovative engine designs and starting in the mid-1850s, the introduction of superheated steam in boilers which, at last, brought more economical coal consumption.

Coal, Ships and Steam has an exemplary 62-page index and a useful list of abbreviations at the front of the book. The number of illustrations—40—is generous. Unfortunately, they are small and almost entirely mundane reproductions of paintings of ships (an engraving on p. 184 of survivors shipwrecked when their paddle wheeler stranded off Mexico in 1846 is an exception). Since the illustrated newspapers popular at the time were using dramatic drawings of events, including marine disasters, a

more imaginative selection would have been welcome.

This new book presents a prodigious fund of detail about just how steam propulsion was introduced at sea, and how successful builders and operators gradually achieved reliable performance. The story is told by following the development of five celebrated shipping companies: Cunard, the Royal Mail Steam Packet Company (RMSP), the Pacific Steam Navigation Company (PSNC), Peninsular and Oriental Steam Navigation Company (P&O), and the Ocean Steam Ship Company (better known as the Blue Funnel Line). It is a compendium of information based on detailed research presented in an academic style rather than a narrative likely to appeal to general readers. Sadly, the astronomical price of this volume puts it out of reach of all but specialist libraries. *Coal, Steam and Ships* is a rich and noteworthy examination of the early decades of regular global operations by steamships as exemplified by the development of five successful shipping companies.

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Craig L. Symonds. *American Naval History: A Very Short Introduction*. Oxford, UK: Oxford University Press, www.oup.com, 2018. 169 pp., illustrations, notes, bibliography, index. US \$11.95, paper; ISBN 978-0-19939-476-0.

From the U.S. sailing forces led by George Washington to today's modern force, U.S. Navy planning and development has fluctuated between two opposite poles—increasing the number of ships in preparation for and during conflict—then minimizing the fleet and tightening the budget during times of

peace. Craig L. Symonds, naval historian and Ernest J. King Distinguished Visiting Professor of Maritime History at the Naval War College in Newport, Rhode Island (*World War II at Sea: A Global History; The Battle of Midway*), expertly guides readers through a comprehensive overview of U.S. naval growth and development in his Oxford primer, *American Naval History: A Very Short Introduction*, chronologically tracing the evolution of the U.S. Navy from 1775 through 2014.

Symonds addresses a general audience—while providing enough detail for those interested in studying U.S. Naval history—helping readers quickly understand key inflection points in ship and fleet development. He analyzes multiple levels of detail including, but not limited to, international conflicts that exposed the need for a U.S. naval military option, national policy, and technical design of vessels.

Symonds summarizes distinct time periods in U.S. naval history in ten chapters, including the “Steam and Iron” Civil War navy in the mid-1800s and the “two-ocean” navy that dominated the seas during the Second World War. The brief is punctuated by eleven illustrations, including “Relative sizes of U.S. Navy warships in the Age of Sail” (17) and a map of the Pacific Theatre in the Second World War. (90-91) Several chapters are of particular note:

In Chapters 1 and 2, “An ad hoc navy: the Revolutionary War (1775-1783)” and “Establishing an American Navy: the Age of Sail (1783-1809), Symonds recounts the first stages of naval conflict that jump-started U.S. Navy development. He highlights not only events but individuals who used innovative fighting tactics with varying degrees of success. Leaders such as George Washington, for example, fought against the powerful British fleet

with ad hoc forces cobbled together from civilian ships. Leaders continued to shape the fleet as naval sea power shifted from conflict with the British to battles with the French Navy after the end of the Revolutionary War: “the interminable Anglo-French conflict, which had worked decisively to America’s advantage during the Revolution, proved troublesome after 1793” (13), when Algerine raiders began attacking American ships along the Barbary coast. Symonds explores the technical composition of the navy through the years, from details on frigates in the Revolution to numbers of gunboats built and equipped during President Jefferson’s tenure.

After surveying the continuing timeline of U.S. naval change and introducing such gripping topics as privateers, frigate duels, the slave trade, and blockades, Symonds documents significant technological transformation in Chapter 5, “Steam and iron: the Civil War navy (1850-1865):

For more than two centuries naval warships had changed little. Wooden-hull ships propelled by sails carried muzzle-loaded iron gun tubes that fired solid shot. By 1850, however, that was changing, and changing swiftly... Over the ensuing decade steam ships became more ubiquitous as they became more efficient. Naval guns became much larger, measured less often by the weight of their cannon balls (e.g., 24-pounders) than by the size of their muzzles (e.g., six inches)...the projectiles they fired were no longer merely solid iron balls but explosive shells. All of this occurred just in time to have a dramatic influence on the navies that fought in the American Civil War. (45-46)

In his lore-based style, Symonds fashions dense paragraphs packed with description: sailors and their ships, commanders wielding power on the

seas and waterways, and emerging ship technology. New ways of sailing and fighting on the seas affected battles, shifting the global balance and changing the course of our history as explorers, warriors, merchants, and nations.

Following the American Civil War, the U.S. finally committed to building up the Navy during peacetime to execute a strategy espoused by Alfred Thayer Mahan to dominate the seas and “duplicate Britain’s rise to power” (63). The new U.S. Navy, armed with six battleships including the USS *Maine*, would test this strategy in the following periods of the First and Second World Wars and the Cold War. Symonds summarizes these conflicts in Chapters 7 through 9, respectively. Key events include Germany’s unleashing unrestricted submarine warfare, the development of aircraft carriers, President Franklin D. Roosevelt’s Lend Lease program providing material assistance to Great Britain, and the Pacific Theatre after Japan’s December 1941 attack on Pearl Harbor, Hawaii. Extending past the Second World War, the author also touches upon subsequent wars to the current day, including those in Korea and Vietnam.

As Symonds concludes, our understanding of the arc of U.S. Naval evolution may begin with the events enumerated in this short volume, contending:

. . . an appreciation of the dramatic transformation of America itself, and especially its role in the world. In the Age of Sail the ambition of American policymakers was to avoid overseas entanglements. In the age of steam and steel the [U.S.] began to look outward, and in the later years of the nineteenth century, the country embraced a Pacific empire. The twentieth century—the American century—saw the nation, and its navy, emerge to assume the status of global prominence, if not preem-

inence” (119).

Indeed, the evidence Symonds culls and so eloquently presents persuades the reader that the development of the U.S. Navy was a primary factor ensuring the rise of American world influence in the twentieth century. The gradual decline of asymmetry in nearly solely wielding this power and advantage will surely affect U.S. control of the seas and our country’s status for centuries to come. The author masterfully addresses his topic and aptly fulfills the goal of the series. Readers will not be disappointed.

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Conrad Waters (ed.). *World Naval Review 2018*. Barnsley, S. Yorks.: Seaforth Publishing, www.seaforthpublishing.com, 2017. 192 pp., illustrations, tables. UK £35, cloth; ISBN 978-1-5267-2009-2.

This comprehensive review of the world naval situation (as of mid-2017 despite the title) follows the layout of last year’s edition. First there is an overview by the editor which includes tables which show the relative strength of the world’s navies and the expenditures on defence by the same countries. This is followed by regional reviews, also by the editor: the Americas, Asia/Pacific, the Indian Ocean and Africa, and finally Europe and Russia. Within the Asia/Pacific section, there is a Fleet Review of the ROKN (South Korean) Navy by Mrityunjoy Mazumdar, who is a regular contributor to many naval publications, while in the Europe/Russia chapter, Richard Beedall, also a writer on naval matters, reviews the rebuilding of the British Royal Navy.

In the “Americas” review it is noted that the already dominant USN is

increasing its fleet carrier strength by completing the first of a new class, USS *Gerald R. Ford*, restoring the number to the 11 vessels authorised by Congress. Also significant is the return to building *Arleigh Burke*-type destroyers instead of the land attack *Zumwalt* class. Canada is mentioned particularly in respect to the 2017 White Paper, *Strong, Secure, Engaged* and the budget plan to increase defence spending from 1.2% of GDP to 1.4% by 2024/25, but we will have to wait and see if promises result in keels and aircraft. Brazil has retired its old second-hand carrier (ex *Foch*) and there is little else of note in South America.

The Asia/Pacific section is, not surprisingly, dominated by China's expansion and sovereignty claims in the South China Sea and the increase in all categories of ships in the Chinese Navy (the PLAN). M. Mazumdar's special essay in this section, however, concerns the South Korean Navy (the ROKN). He traces its progress from the end of the Second World War, through the Korean War to its present ability to maintain a powerful navy (for a comparatively small nation) and build sophisticated modern warships.

In the next section, the Indian Ocean and Africa, India is the most powerful nation. In the Indian navy, domestically-built designs continue to replace older vessels, but construction times are long. Many small African countries are concerned with local piracy and are acquiring suitable patrol craft, while Egypt and Israel are updating their fleets. Note that while Israel is included in this section, Turkey is listed with the European navies. There is no Mediterranean section as such.

Conrad Waters believes that the increase in Russian adventurism in the Crimea and Syria and the resumption of significant submarine construction

has caught NATO's European members off guard. This has caused a sudden increase in naval expenditures in Britain and France, both of which are updating their SSBN assets. The Royal Navy's two big new aircraft carriers, *Queen Elizabeth* and *Prince of Wales*, along with new submarines and frigates, are reversing to some extent the decline of previous years. Richard Beedall analyses this trend and other Royal Navy developments in his special article. He remarks that in the 38 years he has been involved in naval matters, every year until now has been marked by managed Royal Navy reductions.

The third section of the book is concerned with important ship designs. Norman Friedman features a destroyer class—the USN's *Arleigh Burke*-type, a frigate class, the German *Baden-Wuerttemberg*, and the *Otago*-class offshore patrol vessels used by New Zealand. Each is considered a very successful example of its type.

Section Four (various authors) deals with technological advances and new naval weapons. The first part reviews large carriers and other big-deck ships which are now more effective with the F-35B STOL strike-fighters. New naval weapons include electric or rail guns, which rely entirely on kinetic energy to do damage. No explosives need to be carried, but they require the release of enormous jolts of energy from a bank of capacitors, a hit on which would have much the same effect as a hit on a magazine! The time for these has not yet come. Another development is the use of lasers, some of which have been experimentally deployed by the USN and perhaps by others, but this system still has problems. The last item in this section deals with accommodation and habitability.

In no way does *World Naval Review* replace references such as *Janes*.

Rather it fills the place formerly occupied, from 1886 on, through the 20's and 30's, by *Brassey's Naval Annual*: an annual update with knowledgeable articles on current developments. The book's quality is excellent and the illustrations and diagrams are outstanding. This is a valuable annual publication.

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Robert P. Watson. *The Ghost Ship of Brooklyn: An Untold Story of the American Revolution*. New York, NY: Da Capo Press, www.dacapopress.com, 2017. 288 pp., appendices, illustrations, notes, bibliography, index. US \$28.00, cloth; ISBN 978-0-306-82552-1.

Men who represent their nations in war incarcerate captured enemies. The means and measures employed in this endeavour mirror a deficient morality. As the American Revolution progressed, the British had to deal with several quandaries: first, the war was lasting longer than they had anticipated; second, many of the men they captured, including soldiers, sailors and privateers, were reluctant to classify themselves as prisoners of war, because this implied that their rebellion was in fact between two sovereign states. Insufficient prison facilities in the small territory of New York that Britain controlled meant that, in time, they resorted to using derelict hulks (former warships) as floating prisons. The British chose to moor them not too far from an inhospitable shore where the local populous could see, smell and hear the suffering of the prisoners confined there. Thus, the prisons also served as psychological deterrents to those who might rebel against the crown.

In fact, the Revolution was an uncivil war. Atrocities were committed on

both sides, but the prison and hospital in the hulks anchored in Wallabout Bay, off the Brooklyn shore, were arguably the site of the worst of these brutalities. Watson painstakingly documents these facts in *The Ghost Ship of Brooklyn*. His secondary title, *An Untold Story of the American Revolution*, is not, however, completely true. Perhaps not emphasized in many historiographies of the war, these accounts still figure prominently in maritime histories of the conflict. The author masterfully weaves many primary source stories into his cogent chronicle. The words of Thomas Andros, Thomas Dring, Christopher Hawkins, Philip Freneau, and Andrew Sherburne become the fountainhead of much of Watson's narrative. The graphic horrors that these men lived through are a potential wellspring of multiple nightmares for the reader. These images may be best expressed in a section of a Freneau's poem "THE BRITISH PRISON SHIP," Canto I:

Hail, dark abode! what can with thee compare—Heat, sickness, famine, death, and stagnant air—

Pandora's box, from whence all mischief flew, Here real found, torments mankind anew!

—Swift from the guarded decks we rush'd along, And vainly sought repose, so vast our throng:

Three hundred wretches here, denied all light, In crowded mansions pass the infernal night,

Some for a bed their tatter'd vestments join, And some on chests, and some on floors recline; ...

Living in extremely overcrowded conditions, at times with over a thousand men, the inmates had to overcome lack of food, water, fresh air, and exercise, as well as the unlikelihood of repatriation. Life onboard seemed like being on a perpetual hell ship. Yet, in spite of the obvious inhumane condi-

tions and loss of American and foreigner prisoner lives, the British officers repeatedly denied that they were mistreating detainees. Although powerful, the graphic, repulsive images Watson describes become rather repetitious.

A variety of chapters deal with rare escapes, freedoms, occasional prisoner exchanges and prisoners who opted to join the British Navy as a way of saving their lives. One of the most moving episodes describes patriotic prisoner defiance during a 4th of July celebration. The men were particularly frustrated by General George Washington's reluctance to exchange half-dead sick men for relatively robust British and Hessian prisoners of war whom his army would likely have to soon face again in battle. Watson's chapter called "Turning Point" is a well-written digression about the division in numbers of Patriots, Loyalists and others who were lukewarm about the revolution and quite willing to accept whatever the war's outcome was. He also points out that the landowning farmers had crops to plant, tend and harvest. They had much to lose while being away fighting for an uncertain cause. Also it was British policy to forestall building prisons in the British Isles and instead to transport relatively non-threatening convicts on distant shores across the Atlantic. Watson points out that many American soldier-recruits were poor immigrants who did not own land. Many of those refugees, forcibly banished from England, Scotland and Ireland, were hostile to the crown for their deportation to North America.

Where this book differs from others is the specifics surrounding these hulks and the *Jersey* in particular. Watson documents the so-called sister vessels that were moored nearby in the shallow bay at various times. He also gives the history, dimensions and an in-depth

description of *Jersey's* conversion to an infamous prison and its operation. Uncommonly cited in other *Jersey* references are detailed descriptions of the jailors, such as *Jersey* Captain David Laird, Provost William Cunningham, and the cruel commissary, David Sproat.

The author describes the different treatment of the various classes of prisoners: Americans, French, Dutch, and Spaniards; officers, ordinary seamen and landsmen; Continental and State Navy rebel sailors and, worst of all, privateers. Finally, Watson tells what happened to many of the people who took part in the *Jersey* affair at many levels. Ultimately, he brings the *Jersey* story up-to-date by describing the current memorialization of this despicable chapter of the Revolutionary War.

The book focuses on the British Revolutionary War penal system with several historical introductory digressions. Because of this, there are two other departures that seem pertinent, the American use of a hulk as a prison for British prisoners of war and some mention of prominent Continental Navy officers who served time on the Brooklyn-based hulks; among them, Joshua Barney, Gustavus Conygham and Silas Talbot.

Although not exactly *An Untold Story* about life, suffering and death onboard the *Jersey*, *The Ghost Ship of Brooklyn* is a very studious account of a most unpleasant chapter of the Revolutionary War. Because it is a readable, if sometimes melodramatic compendium of the cruelties that took place during this time, this book is particularly recommend for maritime historians of the American Revolutionary period.

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Rif Winfield and Stephen S. Roberts. *French Warships in the Age of Sail 1626-1786. Design, Construction, Careers and Fates*. Barnsley, S. Yorks.: Seaforth Publishing, www.seaforthpublishing.com, 2017. viii+438 pp., illustrations, tables, appendices, index to named vessels. UK £60.00, cloth; ISBN 978-1-4738-9351-1. (Originally published 2015. E-book available.)

French Warships in the Age of Sail 1626-1786 is a well researched, developed, and comprehensive book providing readers with detailed information on each of the French naval vessels in service between 1626-1786. In fact, it is the first comprehensive listing of these ships in English. Every ship is described in complete detail, from the most prestigious warship in the French Navy to the lowly cargo, supply and patrol vessels. Detailed illustrations offer the reader an in-depth overview of France's naval activities on their own coastline and internationally during this period.

The writing is clear throughout the book which is comprised of different well-labeled sections held together by the common theme, each section introduced by a brief overview of the information to be discussed. It is organized by ship class, classification and rating as used by the French Navy. Each section begins with an explanation of the vessel and its purpose, including distinguishing characteristics. An operational history of each ship follows. Details include dimensions, any technology employed, advancements when applicable and any weapons on board. The extensive illustrations provide additional clarity.

The authors' comprehensive and enthusiastic knowledge of French warships of the period is revealed in their extensive bibliography and sources sec-

tion. Throughout the work, Winfield and Roberts use specific examples to demonstrate their points and illustrate ship development and rating over time. The numerous references make this book user-friendly for both experts and beginning academics or general readers.

Warships from other countries, such as England and Spain, are discussed in order to demonstrate the national differences in naval style and design and how vessels from various navies were rated. Despite discussing so many ships, the authors manage to explain these details without confusing the reader.

The book is well labeled and organized. Maritime vernacular is effectively explained but any reader in need of further clarification can consult the glossary and abbreviation section, where items are further expanded upon. This work is comprehensive and the extensive bibliography section presents academics with a solid foundation for further research.

French-built ships differed from their international competitors in multiple aspects, including design, weaponry and building techniques. French naval vessels of the period were generally larger, but they were lighter than their international counterparts, and consequently, they were also generally faster. Another innovation developed in this period was the use of guns of the same calibre on the same deck of the vessel. Prior to this, guns of several different sizes were used on a deck. Standardizing the size of guns and shot resulted in less chaos during pivotal points in battle.

As with other aspects of French life during his reign, Louis XIV promoted advances in ship design to transform French warships into grandiose work of art. The sterns of the ships were lavishly painted and non-structural elements

were added, designed by the same artists the king employed on his grand estates like Versailles. The attempts of Louis' successors to further embellish their warships was discouraged by navy officials who advised that such structures did not provide any tactical advantage and were actually a potential fire hazard during action.

In addition to the 160 years of ship design and development promised by the title, the authors cover the trends from previous eras to show how those developments affected the period 1626-1786. Winfield and Roberts do a tremendous job reminding readers that these vessels were not simply war machines; they also functioned as a home for the ship's crew. The authors' passion for French vessels is unmistakable and contagious as the work develops. Along with the effective use of illustrations throughout the book, a few maps would be helpful in pinpointing the locations where French warships were involved around the world.

This book is a valuable research tool for all those interested in French naval vessels in the period between 1626-1786, regardless of their previous knowledge of maritime history. Winfield and Roberts have produced a superb addition to maritime history resources.

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