

as members of the Women's Royal Naval Services (Wrens). The "Afterword" ties the book together and particularly traces areas that need further study.

The book succeeds in drawing out the place of the sea in every facet of the county's development. It is more than a common local history, enjoying the resources of a well-established archaeological society and the academic headquarters of the Anglican Church in its conception and publication to produce a fine academic work. This is an amazing physical production. The paper it is produced on is high quality kaolin stock that will last indefinitely and which allows production of high resolution maps and charts that are not only beautiful but convey very detailed information. Perhaps it betrays itself as a "local" history only in treatment of the bibliography. The first part entitled "Primary Sources (Excluding archival references)" oddly lists secondary, that is, published works, including monographs and websites as well as some primary sources. In the part entitled "Secondary Sources" there are listed journal articles, which are also secondary. This is a dense-packed academic book requiring time and effort. It is also physically heavy, with a high specific gravity. I wonder if it would float but did not find out.

A few of statements need checking: HMS *Achilles* was the first iron-hulled warship. (p. 156, para 1). HMS *Warrior* is commonly given. Average size of ships crossing the Atlantic in 1815 is given as 100 tonnes (p. 259, para 2), which seems low. "In terms of sheer number of ships deployed, the naval battles of the Dutch Wars are the largest Britain has been involved in" (p.5, para 4). Does this include the Second World War? Not likely.

This book is for libraries with big budgets but not limited to the county, because the political and military history of Kent is the history of Britain.

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Przemyslaw Budzbon, illustrated by Paul Wright. *The Polish Navy 1918-45. From the Polish-Soviet War to World War II.* Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2022, 48 pp., illustrations, bibliography, index. US \$19.00, CDN \$25.00, paper; ISBN 978-1-47284-700-3. (E-book available.)

The history and development of navies in smaller countries typically receive less attention than the major maritime and continental powers. The Polish Navy (*Marynarka Wojenna*), founded in its modern iteration along with the Polish state after the First World War, is today a growing and increasingly capable naval force in Eastern Europe within the context of the North Atlantic Treaty Organization (NATO) and European Union (EU). Addition of warships

by foreign purchases and indigenous planned shipbuilding has gained urgency since Poland stands as a bulwark against increasing Russian bellicosity and regional threats, especially as viewed by the United States and its allies. The Poles have experienced fighting for national existence and defying the odds with the military and naval forces available to them up against far superior adversaries. Przemyslaw Budzbon, a naval architect resident in Poland with several naval-related publications in Polish and English over many years, has researched and written this latest offering in Osprey's well-regarded New Vanguard series (no. 307), accompanied by Paul Wright's customary first-rate colour ship profile drawings, cut-away views, and original artwork.

Following Osprey's standardized format, this small book incorporates an engaging, readable narrative alongside pertinent photographs, information tables for particular ships and ship classes, and art illustrations, which pack an amazing amount of detail for just 48 pages in total. The book is divided into three distinct sections covering campaigns and battles during Polish-Soviet hostilities in 1919-20, build-up of the navy during the interwar years up to 1939, and participation and organization of Polish naval units during the Second World War serving a government in exile dependent on material and training assistance from allies.

Poland was land-locked in 1918, and the first naval forces originated with flotillas of river craft and armed steamers used to support the Polish Army and counter similarly equipped Soviet river flotillas. Offensives and counter-offensives depended on the seasons and the initiative of local commanders. The Poles managed to prevent the Soviets from crossing certain key rivers long enough for progress on land and signing of the Treaty of Riga in March 1921, ending the war and preserving the country's territorial integrity. As part of the Treaty of Versailles, Poland also received access to the Baltic Sea via a corridor that split Germany from its eastern territories and commissioned a small number of hand-off torpedo boats, river monitors, and minesweepers. Shore facilities for the navy duly developed at Gdynia. Naval missions from Great Britain and then France arrived in Poland to offer assistance and advice for the nascent Polish Navy and its expansion.

Based on a three-pronged political, military, and economic alliance between France and Poland backed by loans and other financing with French bankers and industrialists, three submarines (from a planned nine) and two destroyers were constructed in French shipyards and delivered to the Polish Navy, headed after 1925 by Admiral Jerzy Świrski. Selected Polish naval officers attended courses and training in France to increase their professional competence. The Polish approach was to acquire or build warships superior in their respective classes, manned by well-trained crews, to guarantee a measured advantage over any other naval forces that the Polish Navy might come up against in

the confined and shallow Baltic. The Red Navy was the most likely opponent until Germany began to rearm under Adolf Hitler and the Nazis. Poland was literally sandwiched between two antagonistic sides. As relations with France receded, Poland obtained two advanced destroyers from Britain's J. Samuel White shipyard on the Isle of Wight and two Dutch-sourced submarines of the latest design, *Orzel* and *Sep*. The German and Soviet invasions of Poland in September 1939 interrupted planned construction of more destroyers and submarines.

Badly outnumbered Polish naval units were sunk or destroyed in the opening operations of the war, went into exile in neutral ports, or fled to allied countries to carry on the fight. An Anglo-Polish Naval Agreement, negotiated by a Polish government-in-exile, placed Polish naval forces under the operational control of the British Admiralty while administration remained with Świrski and his staff. After the fall of France, significant numbers of personnel from the Polish armed forces regrouped in Great Britain, where newer and older warships were taken-over. Polish-manned warships and submarines participated in most main European theatres of operations as well as the Battle of the Atlantic against German U-boats and supporting the Allied landings at Normandy on the coast of France. The Polish destroyer *Piorun*, operating in a British destroyer flotilla, even played a small part in hunting down the battleship *Bismarck* trying to reach the safety of a German-occupied French port, described in a side text box. Having the Soviet Union become an ally was awkward for the Polish provisional government and its armed forces, given the troubled history and distrust between the two countries. At war's end, the British recognized a Soviet-installed Communist government in Poland 'liberated' by the Red Army and disbanded the remaining Polish armed forces in Great Britain, an act characterized as a great betrayal. Most former officers and sailors from the Polish republic's navy chose to settle in the West rather than return to Communist Poland. Thirteen who did so faced execution. Budzbon ends the story here without mentioning that Communist Poland established its own navy post-war, which became a substantial force with distinct capabilities in destroyers, submarines, and landing craft as part of larger Warsaw Pact arrangements with the Soviet Union.

This primer on developments and warships in the Polish Navy between 1918 and 1945 carries on Osprey's high production standards and convenient format at an affordable price. The photograph illustrations predominantly come from the Polish Naval Museum (*Muzeum Marynarki Wojenne*) located in Gdynia and various private collections as well as the Imperial War Museum for the Second World War years. Wright's artwork and ship profiles are excellent and nicely done. As usual, the text does not contain research references, though a short list of English source publications appears at the end for further

reading focused on the Polish Navy and general Polish military history. The book cites neither academic journal articles nor Polish source materials, which the author no doubt used in his research. *The Polish Navy 1918-45* provides a good general overview for English readers interested in the Polish Navy up to the end of the Second World War as well as ship enthusiasts and scale modelers. In the modelling community, Poland is known for some diverse ship kits, multi-lingual information publications, and detailed ship plans. Making a model of a Polish warship from the period relies on such sources or modifying French and British variation ship kits similar in design type and function.

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Ian Buxton and Ian Johnston. *Battleship Duke of York. An Anatomy from Building to Breaking*. Barnsley, S. Yorks: Seaforth Publishing, www.pen-and-sword.co.uk, 2021. 264 pp., illustrations, appendices, sources, index. UK £45.00, cloth; ISBN: ISBN 978-1-5267-7729-4. (E-book available.)

Naval history over the centuries is replete with strategic and operational analyses. In recent decades the impressive output of David Brown and Norman Friedman (among others) has documented the parallel and symbiotic evolution of both naval architecture as a science, and the design development of various warship classes as driven by operational imperatives. Rarely, however, has the actual building and breaking of a particular warship been as completely and as uniquely illustrated as in this volume.

That this was possible stems from two happy circumstances: first, the remarkable foresight of John Brown Shipyard's management in very early establishing an in-house photographic department to record the progress of construction; and second, the preservation of this exceptional and unique consolidated record of Clydebank shipbuilding during the later decimation of the British shipbuilding industry. Ian Johnston's previous two books (*Clydebank Battlecruisers*, Seaforth, 2011; and *A Shipyard at War*, Naval Institute, 2014) provide additional details and examples of the photographic effort during and shortly after the First World War. This photographic record ultimately extended from 1887 until the collapse of Upper Clyde Shipbuilders in 1972 and encompassed 23,000 glass plate negative and another 20,000 celluloid negatives. Of this treasure trove, over 600 photographs were of the present vessel. This record was augmented by pictures of the scrapping at Faslane, February 1958-March 1960, photographs taken by the first author while serving a naval architect apprenticeship at the Dumbarton shipyard of William Denny & Co., and by warship enthusiast Tom Ferrers-Walker,