

Battle in the Baltic is recommended as a very readable and up-to-date narrative that puts the Royal Navy's operations in the Baltic after the First World War into context and pays homage to the men who served and died there. The sources and perspective are mostly British and share many similarities to Geoffrey Bennett's *Freeing the Baltic* (TNM XXVIII/1 Winter 2017, pp. 39-41), which it builds upon. Greater appreciation of the Russian, Finnish, Estonian, Lithuanian, Latvian, Polish, Danish, and French sides is achieved to a limited degree. Historians and general readers interested in that part of Europe and the time period will find the book worthwhile.

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Anthony Dymock, Lutz Feldt, Patrick Hebrard, Fernando del Pozo, and Ferdinando Sanfelice di Monteforto. *Europe and the Sea—A Continuing Story*. Hamburg: Mittler im Maximilian Verlag GmbH & Co KG, www.mittler-books.de, 2021. 184 pp., illustrations, maps, bibliography. Euro 29,95 €, hardback; ISBN 978-3-8132-1110-8.

The relationship between Europe and the sea has been the subject of many books and exhibition projects over the last decades and thus, it needs to be asked if this book brings something new to the table or not?

First, it must be recognized that the authors are not maritime historians or scholars, but rather, five retired admirals who have served with five different European navies and, more importantly, have worked together for a substantial period on European maritime security issues. Consequently, instead of presenting a traditional, scholarly analysis, the book discusses the maritime past and present of Europe, mainly as a background for present and future decisions on the maritime dimension of European security policy.

Basically, *Europe and the Sea* is divided into three main sections (past, present, future) plus one shorter section that deals with European strategies related to regional seas. This structure, while obvious, is most appropriate. The historical section covers the whole period from antiquity to the present day in less than 75 pages, making a broad-brush approach unavoidable. Unfortunately, it remains unclear to the reader why certain innovations like the Viking sun-compass are described in detail, while major ship innovations like the medieval cog are not mentioned at all. Since the authors were not aiming for an historical study, however, but an analysis of contemporary and future challenges, such details may be irrelevant for an evaluation of this book. In the end, the whole historical section is simply an easy-to-read and understand history of how and why some European nations developed into

maritime powerhouses, and that combined European naval and maritime activities clearly outnumbered comparable activities from all other continents throughout history. Despite being somewhat oversimplified and more uneven than a professional maritime historian might have liked, the overall story is largely convincing. Interestingly enough, the section ends with a chapter asking the reasons for the “indisputable European maritime primacy.” The answer, simply described as superior maritime technology combined with “applied organized violence” presents a western-European, post-Second World War bias, not unsurprising given authors and the aim of the book.

The next chapter focuses on the present day but is less an actual description of contemporary maritime and naval Europe than a summary of current maritime and naval politics and policies. Given the many descriptions of the industry itself already available, this book offers a simple, comprehensive overview of a topic that is normally characterized by hundreds of highly specialized papers, white books, etc. without a lot of the detail such studies entail. The final chapter on the future of Europe and the sea once again highlights future policy needs and maritime naval strategy. Here the authors make a convincing claim that maritime and naval affairs need to be an integrated element of any future European and EU policy development and that European politics without integrating the sea is simply not possible.

Europe and the Sea—A Continuing Story is a book that can be recommended to every maritime and naval historian dealing with contemporary (European) maritime history, not for its historical analysis, but as a snapshot on how naval leaders see current and future challenges for European maritime security. This makes it more of a primary source than a historical analysis. The production values include high technical quality and a small, but convincing, selection of illustrations, making it somewhat of a coffee-table book as well, suitable for everybody who has an interest in the state of maritime affairs in Europe. Unfortunately, the brief bibliography is somewhat haphazard and offers no real help for readers not already familiar with the most important literature on the subject. As a book that clearly explains the importance of maritime and naval affairs for past, present and future European politics and policy, it should be recommended to colleagues dealing with other fields of European history who might benefit from learning that maritime and naval affairs form an integrated and central element of European history, not an obscure topic only of interest to some highly specialized historians. With a retail price of € 29,95 for a large-format high-quality hard-cover book of nearly 200 pages, it is moderately priced. While this reviewer would not assign it as mandatory reading for a class, he would happily recommend it to the library of any institution dealing

with European history or as an addition to a private study collection devoted to the same subject.

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Bernard Edwards. *Royal Navy Versus the Slave Traders: Enforcing Abolition at Sea 1808-1898*. Pen and Sword Maritime, www.penandswordbooks.com, 2021. x+197 pp., illustrations, maps, bibliography, index. £14.99, US \$29.95, paper; ISBN 978-1-39901-350-5.

Bernard Edwards provides an overview of the British efforts to suppress the slave trade after the British parliament outlawed it in 1807. He tells the story from the perspective of the British seamen, marines and officers engaged in the fight. To underline this vantage point, the eight chapters bearing directly on patrolling, chasing, and fighting the slavers begin with a quote from a memorial tablet to one or more of the men who lost their life stamping out the African slave trade. This is the paperback edition of a book originally published in 2007.

Edwards gives the reader a tour d'horizon of slave trading from the Greeks through British, Spanish, Portuguese, Dutch, and French involvement. Light on details, it does illustrate the long practice of various groups of people enslaving others, after capture in battle, or in raids on settlements, to provide labourers for large-scale projects, or workers for mines or plantations. After a synopsis of the British movement to end the slave trade, Edwards describes the first attempts to stop the slave traders. The British effort stretched along the West African coast from Cape Bianco (in present-day Mauritania) to the region around the Calabar River, (the border region of present-day Niger and Cameroon) where most of the seaborne portion of the trade originated. The first African Squadron, sent out in 1808, consisted of two vessels, a frigate, and a sloop. Given the scale of the task, this was a mere token force, but Britain's Napoleonic War commitments would not allow any more resources. By 1819, that force had been increased to six ships under Sir George Collier, a step in the right direction, but still woefully short of what was required. In 1820, the United States sent one ship to assist the British, the former British frigate *Cyane*, captured in the War of 1812. This was an interesting choice to send, as Collier had failed to retake the *Cyane* when it was in the company of its captor, US frigate *Constitution*, in March 1815. Another frigate, a brig and two schooners were later sent across to assist. Within a year, the entire United