

along the east coast. A fuller, detailed and contextualized account awaits to be written. Edwards tells the story of one of the many conflicts the British navy was involved in during the nineteenth century. As such, it will be of interest to those examining British foreign policy in early Colonial Africa, the Victorian British navy and the slave trade.

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David Ellery. *RMS Queen Mary. 101 Questions and Answers About the Great Transatlantic Liner*. London, UK: Adlard Coles, www.bloomsburypublishing.com, 2021. 128 pp., illustrations, bibliography. US \$28.00, paper; ISBN 978-1-4729-9311-3. (E-book available.)

Many *Northern Mariner* readers have some ideas about RMS *Queen Mary* but more questions. This, small, quick read has questions of its own, 101 in fact. It begins with a short history and a timeline running from the idea of two superliners in 1926, through construction interrupted by the Great Depression, *Queen Mary's* maiden voyage in 1936, service as a troop carrier during the Second World War, return to the North Atlantic route, retirement, repurposing as a hotel/community focal point in Long Beach, California, to its current, uncertain state.

The questions are categorized by ten topics: Facts, Building and Launch, Design and Technology, Crew and Passengers, Life Aboard, War Years, End of an Era, New Beginning, and Heavy Weather. The questions and answers are concise, averaging three to four per two-page face without pictures. Those photos, both black and white and colour, add visual images to the text. They cover the vessel from stem to stern, from construction at Clydebank to berth at Long Beach, depicting rigging and propellers, shops, dining and play rooms, kitchens and lounges, captains, kings (think Duke of Windsor) and stars (like Bob Hope). Even those vintage advertisements still seize the imagination. Finally, seven diagrams illustrate the deck layout. The bibliography offers a guide for those thirsting for more.

Author Ellery has packed a lot into 128, undersized pages. I knew the name and had some vague conceptions about *Queen Mary*, but I gained a much broader understanding from these pages. I now realize just how unique this massive ocean liner, not cruise ship, truly was with its art deco style and three, segregated classes, and the wide variety of roles it played. The Great Depression extended this ship's gestation by 27 months. At the ocean liner's debut, *Queen Mary* was the monarch of the seas. In its youth, a war-time makeover transformed the ship into a maritime Boudicca, as it transported

troops across the Atlantic. With peace, *Queen Mary* returned as a bejeweled matron who pampered its passengers even as they were wooed away by new, speedy, Pegasus-fleets that forced the ship into a sheltered semi-retirement.

RMS *Queen Mary* is an easy but great introduction to the golden age of Transatlantic liners.

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Paul G. Gill. (Paul G. Gill, Jr., ed.) *Armageddon in the Arctic Ocean. Up the Hawse Pipe from Galley Boy to Third Mate on a Legendary Liberty Ship in the Biggest Convoy Battle of World War II.* Ashland, OR: Hellgate Press, www.hellgatepress.com, 2022. ix+389 pp., illustrations, maps, tables. US \$21.95, paper; ISBN 978-1-954163-38-6.

This memoir of mariner Paul G. Gill centres on his life during the Great Depression, chronicling his experiences aboard cargo ships and passenger liners before becoming a US Merchant Marine officer during the Second World War, and concluding with a brief summation of his post-war life. Recurring themes in the episodic account are the adolescent's attempt to earn a living while pursuing his calling for a nautical career. Gill's engaging story culminates with the firsthand account of his experience as an officer aboard the *SS Nathanael Greene*, an American-built Liberty ship, operated for the War Shipping Administration, and part of Convoy PQ 18, a fleet of forty Allied merchant ships under military escort, delivering supplies to the allied port of Archangel in the Soviet Union.

Paul and his twin brother, Phil, were the fifth and sixth children born to Sarah Welsh Gill and Captain William Francis Gill of South Boston. The Gills had a long history as fishermen off the west coast of Ireland, emigrating to America in 1864. Much of the narrative involves Paul's adolescence and his difficult life leading up to the convoy battle.

Paul recalls gathering driftwood on the beach with brother Phil, in the winter of 1931 – fuel to be burned in their mother's kitchen stove. After the driftwood was gone, the ten-year-old boys scavenged coke from the local electric company's coal-fired generating plant. As a teenager, he left home, signing up to work for the CCC, Civilian Conservation Corps, one of President Roosevelt's New Deal programs established in 1933. After 15 months living and working in a camp in Vermont's Green Mountains, he returned to Boston and signed up for the Merchant Marines; he was not yet eighteen. Gill's first position was as galley-man (cook's assistant) aboard an oil tanker. In 1937, he signed on as Ordinary Seaman aboard the *SS Manhattan* – the biggest and