

from Harvard Business School. One continuing thread of Gill's narrative is how he survived the economic hardships of the Great Depression to build a successful maritime career.

The book includes an introduction and an epilogue written by the author's son, Paul G. Gill, Jr., who also edited the manuscript. The epilogue follows up on what happened to his father and uncles, and the ships described in the memoir. There are no references or citations, but numerous images and personal photographs enhance the work. Editor Gill, Jr. is a medical doctor and writer, author of *The Onboard Medical Guide: First Aid and Emergency Medicine Afloat*.

An interesting personal memoir, Paul G. Gills' story is a notable addition to twentieth-century social and maritime history.

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Jamie L.H. Goodall. *Pirates & Privateers from Long Island Sound to Delaware Bay*. Charleston, SC: History Press, www.arcadiapublishing.com, 2022. 128 pp., illustrations, maps, notes, bibliography, index. US \$21.99, paper; ISBN 978-1-46714-827-6.

The Golden Age of Piracy, which lasted from the 1650s to the 1730s, has long lived in the imaginations of innumerable children and adults worldwide, spawning numerous books, plays, films, and television series. Famed for their rejection of mainstream society's social mores and hierarchies, as much as for their frequent violence and supposed riches, the prominence of pirates, is often up for debate. Looking at the Mid-Atlantic colonies, Goodall argues that these supposed scourges of all good people were, in reality, often welcomed by various governments in the region due to the economic and martial support they could offer. In particular, when it came to New York, she contends that a not insignificant portion of the region's economy was heavily dependent on piracy. Crews seeking to turn their captured ships and stolen goods to profit were welcomed in the newly English colony, with government officials happily condemning such illicit gains as the product of legitimate privateering. This willingness stemmed primarily from the precarious position of the colony itself. Having only recently been acquired from the Dutch, New York was well positioned but poorly provisioned for success, needing most of all ways to stimulate their economy. Stolen goods brought in by pirates allowed merchants to supply demand from both domestic and overseas markets and grow their shipping fleets at a fraction of the typical costs. The local economy was further stimulated by the ongoing pirate need to repair and outfit their ships for further

voyages as well as places to sleep, drink, cloth themselves, and otherwise carry out their daily lives. As Goodall points out, taverns, as places for food, drink, gambling, companionship, and informal trade, were often the largest beneficiaries of piracy and, in turn, produced some of the most ardent allies of the Mid-Atlantic pirates.

Importantly, Goodall notes that the economic benefits represented by these pirates extended across the Atlantic to Africa, where they proved to be crucial in undercutting the monopoly in selling enslaved persons held by the Royal African Company. Merchants in the mid-Atlantic colonies were fully aware of the value of this triangular trade and incessantly sought to force their way into the fray. One way to do this was to hire, or otherwise fund, pirates who would go to the African coast and acquire slaves through various means. These captives would then be carried to various ports in the Americas where they could be turned into a profit for the pirates' investors, while affording them deniability should their piratical employees be detained. Concurrently, the crews of these pirate vessels were an auxiliary military force that could be used by their governmental benefactors as needed, namely when the colonies themselves were threatened. Through their willingness to supplement the colonial government's authority, many pirates strengthened their bases of support, even as commercial interests increasingly began to complain to Parliament.

These growing protests eventually spelled the end of the Golden Age of Piracy. Parliament deployed new governors intensely hostile to piracy to multiple Mid-Atlantic colonies, particularly New York. Once in power, they began systematically hunting down and executing all pirates and pirate supporters they could find. Beyond fearing for their physical and financial well-being should they be caught, many pirate supporters were willing to turn on their former allies because they did not need them anymore. Increased economic viability in legal industries, such as ship-building, timbering, textile manufacturing, and agriculture, meant the once-desperate Mid-Atlantic colonies no longer needed to violate the law to remain profitable. Now that they were increasingly invested in successful shipping, it was in their interest that piracy, in general, be quashed, lest it be their goods that wound up being claimed as goods of war. As Goodall shows, however, piracy in the Mid-Atlantic remained alive, thanks to the continued financial boons of privateering. While not practised during times of peace, privateers could turn substantial profits during periods of war, particularly the French and Indian War and the American Revolution. In this way, the legacy of piracy would continue to help shape the future of the mid-Atlantic colonies as they became the mid-Atlantic states.

This book's short page length allows for a discussion of a relatively

complex topic in a manner that is generally guaranteed not to overwhelm readers of any level of prior knowledge while also not being overly simplistic. It admirably achieves its stated goal of showing how the Mid-Atlantic region was profoundly shaped by the influence of both pirates and privateers, while also pointing to future paths of scholarly inquiry which appear to have been previously overlooked or under-emphasized. Sure to be a well-thumbed tome for those interested in the history of piracy on the American continent, this book will neatly fit into almost any maritime book collection.

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Max Hastings. *Operation Pedestal. The Fleet that Battled to Malta, 1942.* Toronto, ON: HarperCollins Publishing, www.harpercollins.com, 2021. 464 pp., illustrations, glossary, appendix, notes, bibliography, index. CDN \$36.99, cloth; ISBN 978-0-0083-6494-6.

Operation Pedestal: The Fleet that Battled to Malta, 1942 explores the enormous effort to keep Malta supplied during the Second World War. Hastings' account provides a comprehensive examination of the people, equipment, and events that occurred in the course of accomplishing this goal, and Germany's opposing efforts to prevent the island from being resupplied. He also explains the role that Malta played in the Mediterranean campaign and why it was so important that Malta remain within Allied control.

The book opens with how and why the island of Malta was so vital to the Commonwealth war effort, briefly exploring Winston Churchill's personal commitment to the operation and his insistence that something be done. Hastings breaks down the composition of the supply convoys, examining the various merchant ships, what they carried, and why they were loaded the way they were. These details were governed by a series of strategic decisions driven by wartime necessity, and the critical need for ships to get through. Focusing on the convoy's escorts, Hastings addresses their role and that of the crews who manned them, placing the human component at the heart of the operation. Putting people front and centre makes the story more appealing to readers interested in people and events, as opposed to the technical aspects of convoy logistics, or how convoys were assembled and used. Nevertheless, the author explains how convoys and their escorts worked together to provide comprehensive protection against the many threats they faced creeping from England to Malta across the Mediterranean. Using a chronological format, Hastings closely follows the convoys, highlighting the almost incessant attacks they endured as they approached the Italian-controlled area of the