

of the bombing of North Vietnam (the appendices state that the bombing was not effective, either as a military or policy tool.

The narrative has many “I was there” anecdotes and is heavily illustrated. Those first-hand recollections keep the narrative flowing and prevent the book from being a monotone recitation of what were very dangerous missions. A few pilots were shot down and taken prisoner; their experiences as POWs are included and add to the disaster that was the Vietnam War. At the end of each chronological chapter is a stark reminder of the tragedy of war—a picture of each pilot killed during that period, together with a brief biography, remembrances of the deceased from family, friends, and crew, a listing of the deceased’s medals, and also the location of the deceased’s name on the Vietnam Wall in Washington, D.C.

Jack’s personal experience as a RF-8 Crusader photographer’s mate is a valuable asset to the book; he served with an RF-8 squadron in the Cuban Missile Crisis and again with an RF-8 squadron during Vietnam. He, therefore, knows the aircraft he writes about. He writes well and keeps the reader’s attention.

After Vietnam, the RF-8’s service days were numbered. It was gradually replaced in first-line USN service by the RF-4B Phantom. The last RF-8 in first-line service left for storage on 28 May 1982, though some RF-8s remained in reserve units until 1987. Many Crusader pilots, whether of the fighter or reconnaissance versions, remember the Crusader as their favourite airplane. *Eyes of the Fleet Over Vietnam. RF-8 Crusader Combat Photo-Reconnaissance Missions*, is a fitting tribute to an aircraft that served the USN and USMC well in dangerous airspace. It is recommended.

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Gareth Michael Jones. *The Development of Nuclear Propulsion in the Royal Navy, 1946-1975*. Cham, Switzerland: Palgrave Macmillan (an imprint of Springer Nature), www.link.springer.com, 2022. xxv+287 pp., illustrations, dramatis personae, chronology, technical definitions, notes, appendices, glossary, bibliography, index. US \$109.00, e-book; ISBN 978-3-031-05129-6. (Hardcover book available.)

Gareth Jones has done what (probably) very few former Royal Navy Chief Petty Officers have felt any desire to do, that is, to spend six years of their post-service life working towards a PhD – in his case, in History at the University of Plymouth. That time was no doubt spent well, for his 2019 thesis was published, with remarkably few changes, in Palgrave Macmillan’s

prestigious series “Security, Conflict and Cooperation in the Contemporary World” three years later. One reason for an uncomplicated progress from thesis to publication may be that the end result of Jones’ work, *The Development of Nuclear Propulsion in the Royal Navy, 1946-1975*, is the first scholarly monograph to deal exclusively with this subject.

To put that statement in context, it should be noted that academic histories of nuclear power, either civilian or military, are very thin on the ground. On the naval side, if one takes away American books – most of which, perhaps inevitably, deal with Admiral Hyman G. Rickover to a greater or lesser extent – the cupboard is essentially bare. Hence, the importance of this book to nuclear historiography is difficult to overstate.

Working within the time constraints imposed by his doctoral studies, what Jones has focussed on providing is more an administrative history of the British naval nuclear power program, and less a technical one. For the most part, the emphasis is on what was decided, by whom—including which of the many organizations involved in the program the individual worked for—when, and most satisfyingly, why. The “what” and the “why” inevitably intersect with the technology, of course, and a list of technical definitions is provided for the novice. This is important, because the discussion through most of the book is centred on the nuclear steam generating system and, even more so, the pressurized water reactor at its heart. Beyond the first two (of eight) chapters, which situate both the submersible and its various possible propulsion systems in their post-war context, the vessel itself is very much a secondary player. Therefore, while this volume will likely emerge as a milestone in the historiography of British nuclear power, its impact in the field of Royal Navy submarines, on which there is already a considerable literature, may turn out to be less extensive. Although it is impossible to disentangle the two entirely here, I think it is fair to say that this is much more a nuclear book than it is a naval book, and the prospective reader should keep this in mind.

As if to underscore the point, an entire chapter is devoted to the Royal Navy’s shore establishment at Dounreay, on the north coast of Scotland, where every British submarine reactor core design, except the most recent, has been subject to rigorous testing in a land-based prototype. While the facilities there have arguably made an enormous contribution to the success of the program, the reader whose interests tend more to the strictly seagoing side of things may find this chapter less engaging than others.

The date range in the book’s title may seem a little odd to some and is worthy of a brief explanation. 1946 saw the secondment of the first Admiralty scientist to the Atomic Energy Research Establishment at Harwell, as well as the first reference in an official paper to “atomic ship propulsion” (58). 1975 ought really to be 1976, because the author’s most recent documentary source

is from that year. Any documents more recent than that will inevitably deal with submarines currently in commission and are therefore strictly off-limits.

Overall, Jones has done excellent work, having created a strikingly important book in its field. As a reviewer, though, I would be remiss if I did not point out just some of the numerous minor problems that plague the finished product. Indeed, it almost feels as if my electronic copy were in fact an earlier draft awaiting a final stage of editing. How else to explain the fact that the text refers to Figure 2.1 as HMS *Meteorite*, while the caption to that figure has HMS/m *Excalibur*? (It happens a second time at Figure 8.1, where *Resolution* becomes *Repulse*.) Following no apparent pattern, “HMS,” “HMS/M,” and “HMS/m” all make their appearance as prefixes for RN submarines, sometimes for the same boat. (*Valiant*, in fact, is graced with all three.) The author is also prone to run-on sentences, but the reader gets used to this.

For reasons that are not clear, science publishers—of whom Palgrave Macmillan’s parent, Springer Nature, is one—are willing to charge prices that, for a comparable product, a typical humanities publisher would not dare. While one should never underestimate the willingness to spend money on the part of the dedicated enthusiast, at a price of US \$149.99 for the hardcover version, the private individual really has to want it. Institutional libraries are probably a more realistic customer base, particularly those with holdings in the history of British nuclear power, for which this volume is a must. Equally suitable would be any collection with a strong Royal Navy component, the only limitation, possibly, being their desire for a book on a purely propulsion topic.

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Richard M. Jones. *The 50 Greatest Shipwrecks*. Barnsley, S. Yorks: Pen & Sword History, www.pen-and-sword.org, 2021. 168 pp., illustrations, notes, bibliography, index. UK £19.99, cloth; ISBN 978-1-39900-800-6.

With an estimated three million shipwrecks globally spanning all continents, all types of water, and thousands of years of human history, selecting the 50 most significant is no easy task. Yet Richard M. Jones sets out to do exactly that in *The 50 Greatest Shipwrecks*, a list-cum-book dedicated to the greatest disasters in maritime history. The text fits comfortably into Jones’ growing corpus of publications meant to catalogue and memorialize maritime disasters. By focusing on what the author terms as the 50 most interesting shipwreck stories, this book brings novice maritime historians and history enthusiasts into the process of wreck identification and exploration.

The book breaks up into 50 short chapters, one for each wreck, plus an