

remarkable the attack was and the massive difficulties that the Japanese had to overcome to not just try, but to succeed so dramatically. When matched with the political/foreign policy decisions that set the context for the war, it presents the reader with a good understanding of the road to war.

Unfortunately, there are some problems with the text. Discussion of the preparation for the attack on 7 December is remarkable. Butler provides incredible detail regarding the routine of many of the key players from prayers at the Shinto shrines on board the ships to what they ate for breakfast and the spotting of planes on the carrier decks. But such detail is not common knowledge and should be backed up with some form of attribution. Citation is an important aspect of every historical work, yet its spottiness imposes a limitation on the text. Sadly, it also means that the text needs to be used very carefully.

The account that Butler lays out is very clear and easy to follow. It provides a series of dramatic moments and hits all the key elements of the story of Pearl Harbor that have appeared in the existing literature. As such it is a useful text for anyone interested in the subject, especially if they are only starting to come to the subject. Unfortunately, the text does not provide a great deal of new information for readers already familiar with the history of Pearl Harbor. For example, Gordon Prange's more detailed 1981 study *At Dawn We Slept: The Untold Story of Pearl Harbor* is recommended. Clear and concise, Butler's text is a valuable account and as such is highly recommended. The citations and bibliography provide an excellent start for research purposes and would definitely be an asset to any student of Pearl Harbor. I would recommend it for not only the fan of American and military history, but for anyone working in the area. A valuable research tool to be sure.

Robert Dienesch  
Belle River, Ontario

**Aidan Dodson and Dirk Nottelmann. *The Kaiser's Cruisers, 1871–1918*. Barnsley, S. Yorks: Seaforth Publishing, [www.seaforthpublishing.com](http://www.seaforthpublishing.com), 2021. 320 pp., illustrations, maps, notes, glossary, appendices, bibliography, index. UK £35.00, cloth; ISBN 978-1-5267-6576-5.**

This work is a chronological history and technical data compendium for the Imperial German Navy's "small cruisers" and their predecessors dating from the empire's founding in 1871, through its dissolution in 1918, to the scrapping of the last vessel in 1954. Intended to tell the story of the Imperial German Navy "through the lens of a particular group of warships," authors Aidan Dodson and Dirk Nottelmann both draw and expand on their earlier

works to address a noticeable gap in the historiography and technical history of the *Kaiserliche Marine* (6). The inclusion of both political and strategic narrative allows for the authors to contextualize different design choices and schools of thought via the changing of emperors and key members of the naval staff over time. The influence these forces had on the evolution of the German cruiser in the decades leading up to the First World War is well covered, as is the combat performance of said vessels during the war years. The second half of the work consists of a detailed career and technical data repository for the Germany's cruisers, formatted in the style used by Dodson in earlier works. An impressive assortment of supplementary materials, such as a "Conventions, Abbreviations, and Glossary" section, appendices on Fleet Laws, post-1884 yearly organizational structures, standard armaments tables, shipyard construction lists, losses, and a thorough bibliography supports the work. Even the endpapers have been put to good use, offering a quick reference ship timeline for the service lives of 110 different warships.

The primary text offers both a contextual history of Imperial Germany's policies, designs, and use of small cruisers and their predecessors along with concisely detailed service histories of the various vessels, presented in chronological order based on their class introduction. The early organic nature of vessels under Kaiser Wilhelm I is well covered, as are the more rigid choices for the evolution of cruisers under his grandson, Wilhelm II. The combined coverage of political influences and the shifting of both naval strategy and command organization in the critical early years of Wilhelm II's reign aid greatly in the examination of cruiser design development, with such discussions often leading into the coverage of affected designs. Classes and individual vessels are discussed chronologically from their authorization, with each vessel's information and service life being documented. An impressive array of original period photographs and design blueprints accompanies this text, allowing one to visualize the steady evolution of German cruisers from pre-empire ships and former Confederate blockade runners, to the standard vessels of the Fleet Laws era that would see combat action in the First World War. The authors also cover overlooked topics, such as vessels built for export, with solid documentation on the vessels built for China, Russia, and Uruguay along with their final fates. The mine-steamers *Nautilus*, *Albatross*, *Brummer*, and *Bremse* are included due to the fact that "the last pair...were almost exclusively operated as ordinary fleet cruisers during the First World War" (185).

The discussion of the First World War takes place across 36 pages, with an initial chapter covering mobilization, ongoing cruiser construction, the requisition of vessels under contract for foreign navies, and initial engagements at Heligoland Bight. Foreign waters engagements are then discussed, with

actions in the Mediterranean, Western Atlantic, Far East, the Falklands, and Africa all receiving subsections. The famous voyage of the *Emden* and her fellow cruiser *Geier* occupies its own section, with the ships' voyage denoted on one of the maps at the beginning of the work. The second half of the discussion focuses on the "War in Home Waters," primarily dealing with Baltic operations, 1915 alterations to cruiser armaments, the famous Battle of Jutland (30 May-1 June 1916) and post-Jutland engagements. Battle damage and repair photographs are used throughout this section, offering an excellent visual understanding of the damage inflicted in some of these naval operations in a way that is more visceral than mere words. Finally, the post-Armistice fate of the various cruisers is discussed in a chapter rightly titled "Afterglow." The survival of several ships in the Weimar, Yugoslavian, French, and Italian interwar and Second World War navies is well documented, with accompanying images to show the modification of several vessels into floating anti-aircraft batteries and accommodation hulks (243-244). In a final retrospective, the authors examine the evolution of the cruisers for a final time, coming to the conclusion that while growth of the ship type was initially organic, it truly was the hands and minds of Admiral Tirpitz and Kaiser Wilhelm II that dictated the formation of their final generations.

The second half of the work following the main text consists of technical, career, legal, and logistical data, arranged in both main body charts and appendices. The "Ships of the German Navy" section is an excellent reference section in and of itself, with the various stand-alone and ship classes of vessels that fell within the authors' range of coverage represented in a succinct, standardized format. Displacement, dimensions, machinery, armament, complement, key construction dates, and service-life history accompany vessel renderings. Normally, these consist of a simplified inboard profile highlighting deck arrangement, armour placement, and the location of both engine and boiler rooms. This is also often paired with outboard or waterline profiles rendered to scale, with multiple renderings illustrating changing appearances, such as SMS *Charlotte*'s five different appearances from 1890 to 1910 and the evolution of the *Magdeburg* class from initial construction through the post-war period (261, 277). This, paired with the Summary of Small Cruiser Authorizations, full English translation of the 1898 Fleet Laws, listing of yearly ship organization from 1884 to 1918, basic armament information, shipyard data, and losses make the work's end matter an invaluable quick reference guide. The efforts of Dodson and Nottlemann to compile such a concise summation of what was doubtlessly a vast array of German language sources is to be commended.

A few small suggestions involve adding an introductory statement or date notation to the maps section at the beginning, as their minimalist captions

are not fully clear upon initial reading. Some expansion on the fate of the accommodation-hulked SMS *Amazon* in the Afterglow chapter might be warranted, as her transfer to the American Navy is largely reduced to a photographic caption, with no real discussion of her status as the last non-wrecked Imperial German cruiser to survive into the 1950s (243). Finally, an appendix showing colour profiles of some of the vessels, or perhaps some examples of period naval art as seen on the dust jacket, would better illustrate the various paint schemes used by the Empire and in post-Imperial service. Some mention of the patterns are present in photograph captions, but the black and white images preclude a true visualization of the changes in ship coloration. These are just minor suggestions, however, and would only aid in increasing the work's already impressive nature.

*The Kaiser's Cruisers* is an excellent resource for those interested in the Imperial German Navy's cruiser forces, both in design and service history. Dodson and Nottlemann provide a strong core of basic information paired with an excellent standardized data guide, creating a solid research tool for historians, scholars, and those generally interested in the time-frame. This work not only fills a hole in the historiography of German naval history, but also provides English-language readers with one of the first proper dives into the subject of Imperial small cruisers and their predecessors.

Charles Ross Patterson II  
Yorktown, Virginia

**Helen Edwards. *Dutchy's Decades: Life as a Canadian Naval Officer, 1930-1950*. Victoria, BC: Edwards Heritage Consulting, [www.edwardsheritageconsulting.ca](http://www.edwardsheritageconsulting.ca), 2022. 140 pp, illustrations, appendix, CDN \$20.00, paper; ISBN 978-0-9697282-6-9. (Available from publisher: [heritagelady@gmail.com](mailto:heritagelady@gmail.com))**

This is the second volume of the story of Canadian naval officer John Crispo Edwards (1896-1978) by his daughter-in-law. Edwards was a member of the second class at the Royal Naval College of Canada, which graduated just as the First World War started. They spent their war years with the Royal Navy, doing sea training, and then gaining experience in operational ships. By 1939, they were in their early forties and would become part of the small professional core around which the Canadian Navy expanded in the Second World War. They would fill senior positions in the war and early post-war years. Most of J.C. Edwards' wartime service was in command of shore bases on both coasts, drawing on his interwar executive and administrative experience. His most notable contribution was as the first commanding officer of a large new