

general design, protection, machinery, armament, and complement of these warships and their role within the navy by means of technical specifications and photos of each variant of the class discussed. For those looking for a technical reference this provides an excellent entry point, illustrating how these ships were built without getting thoroughly absorbed in the construction and function of each individual system. Those already familiar with the engineering and construction principles involved in warship design will remain interested, while newcomers will find the detailed presentation a useful and comfortable introduction.

What is not included in this work is a detailed examination of the various ships' career histories, especially the battles they participated in during the Second World War. There is a brief description of each ship, along with its construction timeline, but the summary of each ship and its wartime role constitutes a brief paragraph at best. Though thin on operational details, the descriptions do encourage curious readers to research individual battles and engagements, and examine the contribution that these ships made to Japan's role in the Second World War and when and how each ship was either lost or disposed of at the end of the war. Each ship is extensively photographed, offering readers an opportunity to appreciate the final product visually.

Students of warship design will find a great deal of useful information here, even though there is not much new or novel research involved for those of a more academic interest. While endnotes are provided for each chapter, there is neither an index or a bibliography. Although endnotes do reference additional reading, that information might better have been consolidated into a selected bibliography. In fact, the notes themselves need more clarification to make them useful academic resources. As a technical analysis, however, the work fulfills its role in describing the technical design and construction of Fubuki-class destroyers. Certainly, students unfamiliar with warship design, and particularly Japanese warships, will find this book a valuable introduction and explanation of the subject.

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John Looker, Colin Heywood, and Edmond Smith (eds.). *The Levant Voyage of the Blackham Galley (1696-1698): the Sea Journal of John Looker, Ship's Surgeon*. Oxford, UK: Hakluyt Society and Routledge, www.routledge.com, 2022. 248pp., illustrations, maps, appendices, notes, bibliography, index. US \$160.00, cloth; ISBN 978-10322-221-10. (E-book available.)

“Satterday about 2. a clock in the after noone I took water at Billingsgate ... [there was] a great Quantity of Ice in the River in so much that our boate stuck....” Thus begins the sea journal of John Looker, a man in his twenties, who served as surgeon on the second voyage of the recently-built *Blackham Galley* from London to the Levant. This would last fifteen months from that cold December day in 1696, spanning two of the worst winters of the Little Ice Age. Looker’s is the first English account of a later-seventeenth-century sea voyage in the form of a daily diary to be published. It is unvarnished, raw as he wrote it, and is a unique account of life aboard in the early modern Mediterranean. Heywood (Smith’s role in the enterprise was belated) – who has written prolifically about the English in the Ottoman Mediterranean and is the foremost scholar of the Constantinople embassy of Lord Paget during whose tenure the *Blackham Galley* sailed east – has meticulously deciphered its content and commented on it in forensic detail.

The *Blackham Galley* was a three-masted merchantman of 250 tons burthen, a typical ship for the Levant trade at the time. It had been built at Deptford in 1694, carried 26 guns, and a crew of 60. Whereas those sections of the journal written at sea are, for the most part, a record of the frequently foul weather conditions: the various occasions when the *Blackham* made landfall saw Looker penning what the editors describe as “startling, visceral accounts” of his own experiences, of those of his crew, and of the local people he came across. On the outward voyage to Istanbul, the *Blackham* called in at, inter alia, Messina and Smyrna (today, İzmir). On the return journey, the vessel was held by the Ottoman authorities at Smyrna for over eight months, and once headed home, docked at Messina, Malaga, and Cadiz. The *Blackham* was at sea for 129 out of 440 days and, although a “sea journal,” Looker’s account of his months away also falls within the significant body of literature on early modern travel in the Levant.

The *Blackham Galley*’s voyage to Istanbul was undertaken in the heat of the Nine Years’ War. The Ottomans were aligned with France, and although the vessels used by French and other, predominantly North African, corsairs were an annoyance, they were too small to cause much anxiety. The ship’s detention on the homeward voyage arose from the *Blackham*’s captain’s decision to fire at a French-flagged vessel out of Alexandria, and with some Ottoman soldiers and a high-ranking official aboard, then run it aground. The vessel was captured and towed into Tenedos (today, Bozcaada), from where the official was allowed to continue by sea to Istanbul with his goods – the rest of the cargo (coffee, rice, cloth, hemp, and wool) being the *Blackham*’s prize. The captured goods were certified by the commander of Tenedos fortress as a “Lawfull Prize,” the captured vessel was sold back to its captain (88), and the *Blackham* sailed on to Smyrna.

The seizure of the French-flagged vessel had ramifications, however, and the French had the upper hand in the ensuing diplomatic spat. Their consul in Smyrna demanded the return of the goods that had been aboard as well as compensation, and the *Blackham Galley* was forbidden to leave port. Looker records the ins and outs of the dispute, along with the day-by-day happenings during the months of immobility. Immobile but not dull: ships of various nations came and went, bringing news from far and wide; plague spread in the city; those on board were struck by illness and death – being Looker’s professional concern, these misfortunes are related in intimate detail. When on shore leave, the *Blackham*’s crew got drunk and disorderly, and eventually mutinied owing to unpaid wages. A Dutch sailor was eaten by a “shirke.” The idle ship required maintenance and, eventually, preparation for its long-delayed departure. This included the lading of a variety of cargo, including boxwood, cotton, silk, galls, sponges and gum arabic, that Heywood has helpfully tabulated, as well as supplies for the return voyage, among which were fruit, wine and fowl.

News of the progress of the European war in which the Ottomans were embroiled was of over-riding interest to the *Blackham Galley*’s men. More than once it seemed that the ship might be released to return home, but this hope was quashed when it became clear that only the sultan or grand vizier, both of whom were on campaign, could grant leave to depart. At one point, news came that clearance would not be given until Ambassador Paget had “an answear from his Majesties of Great Britain.” It must have seemed to Looker that he would never see his native soil again. The Ottoman defeat at Zenta and the death of the grand vizier, however, brought about a regime change at the Porte at the same time that the Peace of Ryswick concluded the Nine Years’ War in autumn 1697, and the sultan and a new Anglophile grand vizier returned to court. French influence at the Porte was (for a time) at an end, and the *Blackham Galley* was finally granted clearance to depart.

Looker’s description of his long months in Smyrna gives us close insight into the life of a port-bound ship and its crew in this flourishing centre of international trade. Unlike his day-by-day account of the *Blackham*’s detention in Smyrna, his time in Istanbul during the holy month of Ramadan is written as a single block of text. Looker describes Istanbul’s mosques, the city, sultanic governance, and Lord Paget’s visit to the *Blackham*, which was followed the day after by the arrest of an Englishman on another ship, who was accused of conspiring to murder King William and was clapped in irons for a week before the case was resolved in his favour.

Looker’s journal is supplemented in this volume by documents drawn from UK archives that add further detail and colour to events culminating in the detention of the *Blackham Galley* by the Ottoman authorities. Both Paget and the Levant Company bigwigs who financed the voyage, and who

included Sir Richard Blackham, the eponymous “chiefe owner” of the ship, were disquieted by its captain’s actions – the ambassador reminding the latter that he had little power to influence Ottoman decision-making in the matter. Meanwhile, the Levant Company feared for the future of their lucrative trade with the empire as regulated by the so-called Capitulations, in which the Porte was the superior partner. The appendix also contains wills drawn up by members of the *Blackham*’s crew who died during the voyage, two at Smyrna, one at Malaga, and a fourth who drowned in the Thames within sight of home. One of the four left a small bequest to Looker, who attended him during his last days.

The historian’s job is never done – as Heywood observes, much valuable material of similar character still awaits discovery. Looker’s journal was thought to be anonymous when it first came to his attention, and its somewhat impenetrable content remained to be revealed to the reader unversed in the arcane language of the time. Heywood’s commentary and notes range widely and greatly enhance the value of the work under review, that would otherwise leave most readers baffled. Colour images of the journal and of contemporary scenes complete this fine volume.

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Philip MacDougall. *The Great Anglo-Russian Naval Alliance of the Eighteenth Century and Beyond.* New York, NY: Boydell Press, www.boydellandbrewer.com, 2022. 234 pp., illustrations, tables, notes, bibliography, index. UK £75.00, US \$99.00, cloth; ISBN 978-1-78327-668-4. (E-book available.)

This is the story of Great Britain and Russia’s naval co-operation in the heyday of their shared period of greatest imperial expansion in the eighteenth century. The ebb and flow of the alliance is traced from the reign of Peter the Great through to the Crimean War. The major themes are the interplay of trade and diplomacy and resulting naval warfare in the waters of the Baltic, Black and Mediterranean Seas. The study focuses on the two-way trade: from Russia, of the naval stores required to support mercantilism and the largest merchant marine in the world and the navy needed to protect it, and from Britain, the flow of technical information and trained people needed to build a navy capable of facilitating Russian expansion in European waters and simultaneously, into the Pacific via Siberia.

The preface gives the scale of the trade: “Throughout much of the eighteenth century the quantity of trade transmitted between Britain and Russia