

action against perceived acts of forgetting. Ultimately, it started a voyage of reclaiming its identity and underwent a fundamental revision.

Much of the remainder of the book focuses on the disintegration and transformation of both the place and the industry that had inhabited the landscape: a narrative channeled through the experience of a single trawler port, compiled from individual and collective memory, framed by documentary research, and expressed through the understanding of an historian. Byrne's vision of its past and its evolution as part museum-part working seaport represents Hull's new beginning.

Beyond Trawlertown is a thought-provoking book in which Jo Byrne provides his readers with an abundance of 860 scholarly footnotes within a relatively slim volume. As a native of Gloucester, Massachusetts, this reviewer personally related to the story, but this theme has similarly played out in other fishing towns in North America such as St. John's, Lunenburg, New Bedford, and Monterey. This is a unique, well-written contribution to maritime literature and highly recommended to anyone interested in this important, still evolving topic.

Louis Arthur Norton
West Simsbury, Connecticut

Neil P. Chatelain. *Defending the Arteries of Rebellion. Confederate Naval Operations in the Mississippi River Valley, 1861-1865.* El Dorado Hills, CA: Savas Beatie, www.savasbeatie.com, 2022. 336 pp., illustrations, glossary, notes, bibliography, index. US \$24.95, paper: ISBN 978-1-61121-603-5. (E-book available.)

Both sides of the Civil War recognized early on that control of the Southern waterways was essential. Loss of these routes in the Mississippi River Valley would efficiently bisect the rebel states and severely restrict Confederate movement of men, equipment, and supplies. Accounts of Union strategy and its action to strangle and dominate these lifelines are abundant, while analyses of goals, means, and activities from the Southern perspective are relatively scarce. Chatelain tackles this underrepresented topic by examining several Confederate naval activities on the Mississippi River and some of its associated tributaries.

In response to the Union's blockading action, a major objective of the South was to build a countering naval force. The Confederacy's plan, broadly speaking, was to make use of a relatively smaller number of ironclads to counter the larger number of wooden ships that the Union had at its disposal. The South's need to create a scratch-built navy was immediately confronted by

a hard truth: facilities, raw material, and expertise necessary to design, build, and outfit blue or brown water vessels were sorely lacking in the Southern states. To this typical list of woes the author adds the impact of time, or more accurately put, the effects that a scarcity of time would have on already strained supply, communication, and manufacturing systems. Early Union victories along the Mississippi resulted in the loss of several of the existing wooden vessels initially scrounged by the Southerners for refit and ultimately doomed their hopes of constructing an ironclad fleet that could bolster the offensive capabilities of an otherwise mostly defensive strategy.

Following the front matter, which includes a list of abbreviations used in the book and a glossary of terms, *Defending the Arteries of Rebellion* opens with a short introduction presenting the Union's Anaconda Plan and its blockading actions as the catalyst for the Confederacy's defensive focus in the river valley, a review of previous writings on Civil War naval events in the Mississippi River Valley, and a synopsis of the current work's content. After stating that his book examines "Lincoln's strategic aim to control the Mississippi River and Confederate defensive measures to thwart the Federal goal" (2), Chatelain traces early Confederate plans and efforts to acquire or modify suitable vessels, followed by a series of chapters, presented in generally chronological order, that details specific naval battles and campaigns along the Mississippi and its tributaries. The book closes with a chapter discussing Confederate riverine strategy and the South's challenges and resulting innovations during wartime. Finally, the author offers a very brief assessment of Confederate successes and failures. He gives due credit to Confederate use of innovative technology such as armoured rams, rifled guns, and torpedoes, and accurately points out that Southern riverine actions should not be viewed as simply defensive in nature. An extensive bibliography provides primary and secondary sources, including government documents, books, contemporary manuscripts, newspaper accounts, and articles is also provided.

Chatelain has clearly done his research. He offers a wealth of detail on both Confederate and Union vessels, their construction or refit, equipment, armament, crew size, commanders, and ultimate fate of the ships, riverboats, and ironclads whether it be capture, scuttle, burning, or abandonment. He weaves together newspaper accounts, journals, and reports to accurately reconstruct vessel manoeuvres during battle and to provide insight as to the likely thoughts and motivations of the crew and commanding officers engaged in the various conflicts. Almost certainly by design, maps, images, and photographs are included within the text precisely where most beneficial for the reader to visualize the location of an event or characteristics of personnel, watercraft, or weapons. Taken individually, the descriptions of the wooden ships, ironclads, steamboats, and other vessels involved, and the battles they

fought, provide highly detailed points of reference to students or scholars who are interested in riverine actions in the Civil War's Trans-Mississippi theatre. In this instance, however, this extensive research comes at a price.

Two issues become apparent early on in *Defending the Arteries of Rebellion*. One gets the impression that the author, having collected and analyzed this quantity of excellent research felt like something had to be done with it all. First-hand accounts in the form of brief quotes are included on almost every page, in ways that sometimes add colour to the story or help in understanding the character or mindset of the principals involved, but more often do little to enhance the description or narrative. Elsewhere, marginally related or almost wholly unrelated details are inserted into otherwise well-written accounts. These inclusions sometimes affect the readability of the work. Additionally, there are times when Chatelain seems to have lost track of which pieces of source material he has already used: facts or details are sometimes introduced and then repeated, at times more than once, a few pages later or in a following chapter as if they were being presented for the first time. This fault may lie in the editing, rather than the writing, although the writing style is somewhat uneven. The description of the Battle of the Head of Passes provides a very good account of the flow of battle and description of the effect of the turtleback CSS *Manassas*' ramming the USS *Richmond* and its aftermath, but other battles are harder to follow. Occasionally awkward sentence structure would have also been resolved by more robust editing. Overall, and with some exceptions, the writing style is appropriate to the work but not particularly engaging. A complaint noted on an earlier publication of this book was that the index was off by several pages. This problem has been resolved.

This book provides the reader with quite a bit of information on what happened during different regional engagements, but does little to fit these activities within the greater context of the goals, strategy or overall military theatre from either the Confederate or the Union perspective. For the Confederacy's part, their need to protect and defend their sprawling riverine supply lines was approached the same way that they attempted to protect their coastline – with a string of forts placed at strategic locations supported by mobile watercraft. By necessity, and as intimated in the book's title, the focus along the Mississippi River Valley ultimately was, and indeed had to be, defensive in nature. It would have been useful to incorporate how these decisions and battles were in response to, or a result of, the Union's goal of simultaneously starving and slicing in two the rebel forces and the Confederate's strengths and weaknesses to counter these aggressions while attempting to maintain their riverine lifelines. Taken separately, the chapters come across as individual vignettes, interesting and rich in detail but almost peripheral to understanding cause and effect.

One final problem with *Defending the Arteries of Rebellion* is the inclusion of time as a deficient Confederate resource. The South's lack of time to develop their navy was a direct result of Union advances and military success at key Confederate points, such as New Orleans, Vicksburg, Memphis, and Forts Henry and Donelson, among others, all directly or indirectly targeted as part of the Anaconda Plan, a point that is brought up in the introduction but never properly explored. Unlike the more commonly cited deficiencies that challenged the Confederates (material and factories for iron manufacture, shipbuilding facilities and expertise, and the like) a lack of time was not endemic to the South's wartime condition, but the result of Union advances and success. If Chatelain had supported his assertion that time should be seen as a resource on par with material, infrastructure, and skill, he might have provided an interesting counterpoint to the standard argument, but his analysis offers no insight into what might have been done to gain time or what benefit more time would have provided to the fledgling republic.

Jim Hughey
Houston, Texas

Michael John Claringbould. *Pacific Profiles Volume Eight: IJN Floatplanes in the South Pacific 1942-1944*. Kent Town, S. Aus.: Avonmore Books, www.avonmorebooks.com.au, 2022. 124 pp., illustrations, glossary, bibliography, index. US \$42.95, paper; ISBN 978-0-6452269-4-0.

This is the eighth volume of author Michael John Claringbould's study into the patterns and markings of the aircraft deployed by Japanese and Allied forces in the Pacific Theatre of the Second World War, specifically covering the floatplanes deployed as part of the Imperial Japanese Navy's operations in the South Seas from January 1942 through December 1944. This includes both the planes of the R-Area (denoting Rabaul) command as well as airframes attached to warships operating in the South Seas area. Following a term glossary, an introductory background on prewar floatplanes, and a summation of the overall Japanese command structure, Claringbould then examines the theatre's twelve main air units, miscellaneous units and surrendered airframes, and the aforementioned shipborne aircraft. The text then concludes with a listing of sources and an index of pilot names mentioned in the text.

The introduction and initial two chapters act as a general background for Japanese floatplane development and the Japanese command structure. Maps, R-Area force breakdowns, timelines, and a glossary of Japanese term enhance the text, in addition to period images and several profile renderings of pre-war floatplane types. The command directives regarding floatplane markings