

ing pressure from ice floes. And they got moving. The navy flotilla set out in time to reach Cape Sabine early in the summer of 1884, helped by Queen Victoria's loan of a suitable Royal Navy ship. No more dawdling.

And lastly, some years ago the U.S. Navy's chief oceanographer forecast that warming temperatures will cause the polar icepack to advance and recede with the seasons. Warming will open Arctic sea routes to shipping on a more regular basis, but it could accent the geophysical dynamism Buddy Levy documents so vividly. *Labyrinth of Ice*, then, furnishes a historical baseline for seafarers to think about northern operations in the coming years and decades. This reader profited.

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Donald A. Maxton (ed.) *Chasing the Bounty: The Voyages of the Pandora and Matavy*. Jefferson, NC: McFarland & Co., [www.mcfarlandbooks.com](http://www.mcfarlandbooks.com), 2020. x+190 pp., illustrations, maps, appendices, glossary, notes, bibliography, index. US \$39.95, paper; ISBN 978-1-4766-7938-9. (E-book available.)

This work is a chronological compendium of surviving first-hand accounts detailing the often overlooked aftermath of the HMS *Bounty* Mutiny. Drawing from letters, journals, official reports, and poetry, editor Donald A. Maxton has created an objective accounting of the voyages of the *Porcupine* Class post ship HMS *Pandora*, sent to hunt down the mutineers, and of the *Matavy*, a 30-ton sailing vessel built by some of the mutineers on Tahiti to sail back to civilization. For possibly the first time, the perspectives of captured mutineers and their Royal Navy jailors are presented

side-by-side, detailing the days before the crew's capture, the exploration of uncharted islands, the conditions inside the *Pandora*'s makeshift jail, the loss of said ship, and the largely forgotten independent journey of the *Matavy*. Images and maps of both period and contemporary vintage are interspersed throughout the work to aid in visualization, along with scans of excerpts from the original source materials from the assorted eyewitnesses. The texts are presented as they were written, with letters having a smaller font size than that used for published works. In his introductory note, Maxton discusses the condition of the sources and the type of corrections made to both earlier and new transcriptions. A useful glossary of period terms is provided at the end of the work to help modern readers with various idioms and archaic phrases found throughout.

Maxton keeps his analysis to a minimum, with his own text concentrated within the introduction and several lead-in paragraphs for some of the chapters and appendices. Despite the brief nature of these sections, they offer a great deal of context in a succinct, well thought out manner. He covers the public fascination with the *Bounty* mutiny and the relative dearth of historiography on the subsequent mission of HMS *Pandora*, along with the backgrounds of the text authors and the circumstances around the publication/preservation of their works. It is this background material that is of special note, providing context for the actions of those involved. The treatment of the captured *Bounty* crewmen by Captain Edwards of the *Pandora* comes across as cruel, bordering on sadistic, but Maxton's introduction reminds us that Edwards had previously survived a mutiny and attempted assassination on HMS *Narcissus* in 1782 (5). While not excusing his conduct,

this explains a possible reason for such behaviour not visible in the transcribed texts. The chapter lead-ins are present to introduce a new narrative, providing details on the eyewitnesses, the origin of transcribed documents, and original publication histories.

The main body of the work begins, fittingly, with the 1791 recounting of the *Bounty* Mutiny by “silent spectator” Peter Heywood, before shifting to the journal of *Bounty* boatswain’s mate James Morrison, documenting the eight-month-long construction of a 35-foot schooner on Tahiti to ferry men back to an English port (16). Morrison also provides insight into the mixing of native and European cultures, such as church services, construction practices, and the blessing of the aforementioned vessel by a native holy man. His account includes the official report of the *Pandora*’s Captain Edwards and the later publication by surgeon George Hamilton, recording the orders of the vessel in regard to locating and detaining the *Bounty* mutineers long with the account of the voyage into the South Pacific. As Maxton suggests, the narrative voices of Edwards and Hamilton are perhaps the starkest in the work. While Edwards offers geographical information and basic facts for the journey, Hamilton presents a more human element, describing the visited islands and outposts in more lurid detail. Hamilton is also surprisingly sympathetic to the mutineers, noting that he hoped Fletcher Christian would at least spread British ideals and help civilize the natives, a stark contrast towards Edwards’ monotonous description of the men as “Pirates” (70).

The surrender and capture of the *Bounty* mutineers on Tahiti is offered from the perspective of both hunter and hunted, with the accounts of the resulting journey prior to the loss of the *Pandora* shifting primarily to the reports of

Edwards and Hamilton. These passages offer an interesting insight regarding the influence of European exploration amidst the backdrop of the hunt for the *Bounty*, detailing the process of charting and naming new islands, showing the wide spread veneration of Captain James Cook among native populations years after his visits, the oral traditions of cultures regarding their first encounters with Dutch explorers, and even the prostitution of native daughters by their mothers in exchange for prized metal trading goods. First-contact scenarios are also described, with documentation made of villages, ship construction styles, and trade goods left as signs of peace.

Naturally, the loss of the *Pandora* in the Torres Strait is one of the more harrowing sections, and an example of where the use of multiple sources truly shines. Edwards’ official reporting of the sinking is relatively short and perfunctory, with Hamilton offering more detail largely along similar lines. Morrison and Heywood paint a different, crueller picture; one of a cold captain refusing to release imprisoned men to help try to save the ship, a twisted Master at Arms threatening to fire on the restrained men and declaring “we’ll all go to Hell together” when they begged to be set free, the brave actions of William Moulter, *Pandora*’s boatswain’s mate, to release the prisoners as the ship sank, and men drowning while shackled as they tried to swim for their lives (103). The accounting of the voyage across the South Pacific by the surviving *Pandora* crew and prisoners on the remaining boats is a fascinating tale of survival. Their slow return to ‘civilization’ and the encounters in the Dutch East Indies are well documented. In this section, both Edwards and Hamilton provide coordinates for the various places visited by the *Pandora* and her

crew, with Edwards providing a further listing of prisoners and casualties. The final chapter contains an account of the three-month long, independent voyage of the *Matavy*, written by Midshipman David Thomas Renouard. The men of the *Matavy* underwent their own series of challenges, crossing dangerous reefs, running low on supplies, encountering native populations, and becoming the first Europeans to unknowingly reach the islands of Fiji.

The three appendices serve as continuations of the work, with the first, a poem recounting of the voyage by an unidentified *Pandora* crewman. While offering an enlisted man's take on the voyage, it could not be inserted into the narrative chronology as easily as the other works. Edwards' more detailed statement on *Pandora*'s loss made in anticipation of his court martial is likewise difficult to fit in the narrative, but provides an excellent window into his final summation of the incident for his superiors. The final appendix essentially serves as the work's conclusion, detailing Edwards' court martial, the fates of Edwards, Hamilton, and Renouard, followed by the *Bounty* court martial and the later Royal Navy careers of Heywood and Morrison.

In terms of possible improvements, very few come to mind. The shift in font size between certain sources was unexpected, and the standardization of type would be appreciated. Additionally, some of the grey-scale-rendered images were originally colour paintings, with a resulting loss of detail due to the lack of pigmentation. The inclusion of colour renderings would greatly improve the impact of some of these images. Both of these suggestions are not crucial, however, and in no way diminish the work's effectiveness.

*Chasing the Bounty* is an excellent addition to the historiography of

the *Bounty* mutiny, its often-overshadowed aftermath, and the exploration of the South Pacific in the late-eighteenth century. Maxton skillfully integrates the unique surviving accounts from the voyage into a chronological timeline, offering a chance for scholars to compare official reports, *Pandora* crew recollections, and *Bounty* mutineer accounts of the same events side-by-side. This unique combination of perspective helps create a more detailed and objective accounting of the voyage of Captain Edwards and his men, making it a worthy read for those interested in the *Bounty* or the South Pacific in the early years of European exploration.-

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Hilary L. Rubinstein. *Catastrophe at Spithead. The Sinking of the Royal George*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforth.co.uk, 2020. 288 pp., illustrations, notes, bibliography, index. UK £25.00, US \$38.00, cloth; ISBN 978-1-52676-499-7. (E-book available.)

The *Catastrophe at Spithead* concerns the capsizing of the first rate British 100-gun *HMS Royal George*, flagship of Rear Admiral Richard Kempenfelt, that met with disaster while undergoing victualling, maintenance and minor repair off Portsmouth's naval base. In August 1782, the admiral and about 900 other souls lost their lives during the waning days of Britain's campaign against the American War of Independence. Rubinstein painstakingly recounts nearly every aspect of this and surrounding events.

The book is roughly divided into five parts: the rise and naval life of Kempenfelt; a detailed description of the what happened around and during