

on the subject, as well as to help explain and/or suppress some myths that have emerged in the more than 150 years since the disaster (ix). In re-examining primary source materials, he provides a new perspective on the sinking; for example, how newspapers approached the event, the investigations, and the hearings and influenced subsequent attitudes about it.

Despite his extensive research into *Sultana*'s fate, Salecker does not offer his own theory on what happened or indulge in speculation and mythmaking. Instead, he lays out the available evidence and allows readers to draw their own conclusions. The author's extensive use of first-hand accounts, secondary sources, newspaper reports, trial transcripts, and numerous other sources, means those interested in pursuing additional research for academic study will find much to offer. The emphasis on the human element of the *Sultana* tragedy reminds readers at all levels that this is a very human story. Any references to technical aspects of steamboat construction or operations, or the dynamic conditions that influenced travel on the Mississippi River appear within the context of their role in the disaster.

Destruction of the Steamboat Sultana the Worst Maritime Disaster in American History, provides an accessible and comprehensive account of the events surrounding the loss of the *Sultana*, and the events that followed. It is both a gripping introduction to the subject and a thorough, well-researched, account, accompanied by enough source material to inspire future investigations. While exploring the sinking and its aftermath, he touches on other historical influences at the time and debunks decades worth of speculation and mythmaking that have grown up around the *Sultana* disaster.

Michael Razer
Ward, Arkansas

Anna Sergi, Alexandria Reid, Luca Storti, and Marleen Easton. *Ports, Crime and Security: Governing and Policing Seaports in a Changing World*. Bristol, UK: Bristol University Press, bristoluniversitypress.co.uk, 2021. x+188, tables, figures, notes, bibliography, index. US \$75.00, hardback; ISBN 978-1-5292-1771-1. (E-book available.)

Commercial ports and industrial waterfronts have always attracted criminality that demanded a policing response. Whether the opportunism of sailors and longshore workers stealing from cargoes and smuggling prohibited goods and narcotics, or the organized variety practiced by criminal groups corrupting lower-level and higher-level port officials and infiltrating memberships of waterfront unions, ports are places offering considerable opportunities for criminal elements. Measuring the full extent of criminal activity proves difficult

from port to port, and even generally, because much crime goes undiscovered because authorities are more concerned about potential disruption to trade, bad publicity, and reputation branding. A port manager responsible for operations in the Vancouver Fraser Port Authority once even boldly declared that there was no crime whatsoever in Canada's largest west coast seaport regularly receiving shipping from Asia and other parts of the world. Reliable criminal intelligence collected by municipal police forces, the Canada Border Services Agency, and the Royal Canadian Mounted Police in a Joint Forces Operation and reported by an investigative journalist in the province's leading newspaper suggested otherwise, alleging involvement of the Hell's Angels motorcycle gang. Crime in ports typically occurs in the background, out of public view, as a function of the economic role of transporting and receiving goods, legal and illegal. Policing comes in the forms of dedicated port police, coverage from established police forces adjacent to ports, specialized task forces, and supporting security agencies. Anna Sergi, an expert on the Italian Mafia, teaching and researching at the University of Essex, and collaborators Alexandra Reid from the Royal United Services Institute's Organised Crime and Policing team, Ghent University's Marleen Easton, and Luca Storti at the University of Torino, summarize the findings of a workshop on port policing and security held in London during May 2020, as part of the Secur.Port project funded by the British Academy. This event, which brought together academics working in the field and professional practitioners, was actually the third workshop following upon earlier ones held at Ghent and Brisbane in previous years. The book therefore represents an attempt to consolidate existing knowledge and identify common themes.

Ports, Crime and Security consists of four chapters, each curated by one of the lead authors and facilitators for the workshops. The chapters are further divided by sub-headings and contain accompanying visual tables and illustrations. Key words and concepts are bolded within the text for emphasis and ease of understanding. Ports are described as multivalent spaces where a complex interplay takes place between local and global, and by implication, licit and illicit. Governance and cooperation within ports are equally complex in stemming criminal activity and balancing various interests. For the most part, the discussion remains fairly high level, if not theoretical, and offers few prescriptive solutions because each individual port and its situation is so different. The first chapter explores the political economy of ports in the global supply chain as generators of trade and employment set within national and local contexts. Though regulated according to international standards, ports present unique environments, in which various actors engaged on either side of the policing and security problem operate as forces for public good and criminal. The second chapter offers a series of case studies to highlight

the challenges of policing complex criminality in leading major seaports. The cases involve mostly Italian and American seaports, but Montreal is mentioned in connection with organized crime and the syndicated smuggling of drugs in large quantities. The trend is toward high policing, characterized by Canadian criminologist Jean-Paul Brodeur, as the confluence of intelligence gathering, state-directed political and economic interests, and exceptional law enforcement powers and jurisdiction that encompasses national security, as well as a mix of local policing and private security termed hybrid policing. The third chapter explains the emerging vocabulary and concepts behind security governance in ports such as flow, plural policing, networks, and nodal mapping. The sweeping statement that “historically conservative and realist study of sea power has meant that port security has often been studied for its influence on the distribution of hard naval power and military competition” (86) somewhat ignores the close connections that navies and commercial ports in maritime nations and coastal states have had with trade and economic activity related to the oceans – in Alfred Thayer Mahan’s words, the great global commons. The understanding of ports as interfaces and doors promotes plurality of a hybrid nature. The fourth chapter looks to the future of security in ports by assessing the efficacy of the International Ship and Port Facility Security (ISPS) Code meant to address counter-terrorism vice major criminal activity and drug trafficking and by considering the disruptive impact of new technologies, digitization, automation, and cybersecurity. Selected seaports are becoming larger, with increasing volumes of containers and commodities and fewer actual people working in the system of moving goods from ship to shore and shore to ship. That makes them particularly vulnerable to penetration and subversion by criminals, who prey on weaknesses and human failings. Middle-level managers, technicians, and programmers are easy targets and associates in circumventing formal safeguards. Even more worrisome, port policing takes place without police, often times in name only.

While good at putting port policing and security into a wider context, the book leaves many questions unanswered, perhaps intentionally in pushing a larger research agenda, to be truly useful to responsible security and law enforcement professionals. The inner workings of marine security working groups and other collaborative spaces where they meet and cooperate are still very much a mystery, because minutes are often not kept or withheld from public scrutiny for operational reasons. Equally, criminals are naturally reticent about advertising their activities for fear of discovery and prosecution. Criminal intelligence reports produced by police quite often give a lopsided law enforcement perspective on criminality, influenced by advocacy for sufficient resources to enable police to fulfill their range of functions. Practitioners invited to the workshops and quoted in the book only reflect a certain point of

view that may or may not accord to reality in the ports. Whether the arguments that police and others make are convincing remains a matter for debate. The authors run together the separate words global and local into “glocal,” a social scientist nod at cleverness. Moreover, the focus on Brexit and on-going trade disputes between the United States and China in the chapters and conclusion distracts from broader understanding of port policing and security relevant to a far larger number of countries.

The book is available in both hardcover and electronic formats. The bibliography does not provide URL links to all open access entries, including my own article “Pacific Gateway” in the *Salus Journal* (https://salusjournal.com/wpcontent/uploads/2018/03/Madsen_Salus_Journal_Volume_6_-_Number_1_2018_pp_26-4.pdf). The e-book in the Adobe PDF format allows limited links between the text, bibliography, index, and outside sources. The e-book, however, does not come with additional layers of data sets, information, and illustrations (pictures of the authors, for example) which are now possible. Publishers like Bristol University Press are simply content to make a digital copy of the traditional book with the same pagination, at a lower price point. The publisher may restrict the use and availability of content in the digital format at a later date. For this reason, the hardcover paper book sitting on a shelf still has a certain cachet. *Ports, Crime and Security* is recommended as a primer for anyone from the policy, law enforcement, national security, port management, shipping, and organized trade union communities interested in framing port policing and criminal activity inside major seaports.

Chris Madsen

North Vancouver, British Columbia

Douglas V. Smith. *Carrier Battles: Command Decisions in Harm's Way*. Annapolis, MD: US Naval Institute Press, www.usni.org, 2020 (originally published 2006). xxxiii+346 pp., illustrations, tables, appendix, notes, bibliography, index. US \$24.95, paper; ISBN 978-1-68247-502-7. (E-book available)

This is a reprint of Smith's 2006 study on the decision making processes of commanding officers during the five carrier battles of the Second World War in the Pacific Theatre. Six central chapters focus on the engagements from a primarily American perspective, although Smith includes some of the Japanese rationale as well. Drawing from an impressive array of sources, he aims to illustrate the factors that led to the offensive mindset of American commanders and their ability to make quick and effective decisions in combat situations. Maps and diagrams used throughout the work chart the movements