

providing clarification, concerning ambiguous subjects, as well as additional reading to provide readers with resources to obtain additional background. The examination of how the details of these events changed as researchers learned more, illustrate that the accounts of these battles, and how they were discussed was somewhat fluid, at the time the initial accounts were being written.

In selecting the battles of Midway, Coral Sea, Java Sea, Guadalcanal, and Leyte Gulf, Grehan uses Admiralty accounts to highlight some of the most pivotal battles in the Pacific during the Second World War. Readers are able to reexamine events without the benefit – or complication – of seventy-five years of subsequent research. The original documents may not be readily accessible to all, thus offering an interesting and fresh look at key events and opportunity for future study. Admiralty reports offer a fresh resource for examining other sea battles and engagements.

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**Leon Hopkins. *The Pirate who Stole Scotland. William Dampier, and the Creation of the United Kingdom.* Barnsley, S. Yorks: Pen and Sword, [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk), 2023. xi+228 pp., illustrations, notes, bibliography, index. UK £25.00, US \$49.99, cloth; ISBN 978-1-3990-9-364-4.**

Occasionally, a mariner who becomes obscure over time, has a literary rejuvenation. The late- seventeenth century, multi-faceted William Dampier who, under sail, circumnavigated the globe three times fills this bill. He functioned under a huge variety of divergent guises: a common sailor, adventurer, navigator, naturalist, explorer, entrepreneur, schemer, slaver, rogue, ship captain, privateer, pirate, noted author, and respected member of the scientific community. As well, Dampier was likely the most traveled man of this period.

Born in England in 1651, the son of a Somerset tenant farmer, Dampier chose a life at sea, rather than being bonded to the land as an agrarian. By the time he reached his twenties, he had successfully voyaged across the Atlantic to what is now the Canadian maritime provinces, and then south to the West Indies, at a time when ships had difficulty making long journeys and returning with a healthy crew.

William Dampier was a brutal man with copious character flaws. He often appeared without empathy for his fellow voyagers, yet as a studious chronicler, he was unusually sensitive to his environment's ecosystem. Dampier was also a seventeenth-century huckster. Along with some shady cohorts, he managed to persuade influential wealthy men to underwrite reckless and what proved to be futile merchant ventures. An arrogant leader, Dampier failed to gain the

respect and deference of many of those under his command. He was intolerant of those whom he considered fools and was quick to display a fierce violent temper. Too volatile to successfully command a ship, he, nevertheless, had a good reputation as a navigator. Therefore, he was asked to join several expeditions because of his knowledge of waters that would likely be quite lucrative.

Upon return from his first Atlantic foray, he enlisted in the Royal Navy during the Third Dutch War, fought at two battles of Schooneveld, but became incapacitated. Upon his recovery, he sailed for Jamaica and found employment as a logwood cutter in the Bay of Campeachy. While there, working alongside many other adventurers, he discovered the potential for riches to be made as a British privateer. Dampier started out preying upon Spanish ships, but later this endeavour evolved into outright criminal piracy. He and a small band of fellow buccaneers crossed the Isthmus of Darien into the Pacific to attack and capture Spanish warships and ravage coastal Spanish settlements in Peru. Recrossing the Isthmus, he continued to make largely unsuccessful raids on its Atlantic side in the Gulf of Mexico. Dampier finally set out on a piratical voyage through the South Pacific, a trip that would eventually take him around the world. During this time, he diligently kept a journal that he wax-sealed in the hollow of large piece of bamboo. This was the basis of his subsequent book titled *A New Voyage Round the World*. This work had an impact in England and has been reprinted at intervals ever since. At the time (1697), it was not particularly notable for the actual count of his voyages, but more for his observations on the winds and tides as well as the flora and fauna of the places he visited. The book also recounted the voyage's hardship, of starving men, drunkenness and general debauchery that occurred upon several South Pacific Islands. He and some of his crew managed to briefly land at China, the Philippines, the so-called Spice Island, Nicobar Islands and, most important, New Holland (the Australian mainland). The recounting of these often-disparate adventures was sometimes confusing, usually exciting, and frequently disturbing. The erstwhile buccaneer returned to England in 1691, completing his first global circumnavigation and managing to avoid being punished for his many acts of piracy. The penalty for piracy was being hanged by a short rope producing slow strangulation. The body was then left by the water's edge to be washed by three successive tides, then tarred and subsequently hung by chains to decompose for all to see, a gruesome warning to all who were tempted to espouse a pirate's life.

Dampier's book brought him to the notice of the British Admiralty. In 1699, he was given command of HMS *Roebuck* for an exploration voyage around Australia. He surveyed much of the west coast of the continent, then sailed for Timor and New Guinea. Dampier's many character flaws inevitably

led his crew to mutiny, largely because of his harsh treatment of them. He managed to make his way back to England but in 1701 was court martialled for his behaviour on board *Roebuck*. Convicted, he was fined his entire pay for that voyage and was declared unfit for further employment in the Royal Navy.

Although deemed deficient in command leadership qualities, Dampier's reputation as a navigator was exceptional. In 1703, he joined an expedition of two ships for a privateering voyage in the Pacific. Inexplicably, he was given command of the small ship *St. George*. As one might have predicted, the voyage proved to be disastrous because of his autocratic behaviour toward his officers. He was also quite indecisive regarding attacking possible targets where the rewards might have been considerable. This led to another mutiny, leaving Dampier with a skeleton crew. *St. George* ultimately foundered in the Gulf of Panama, but Dampier returned to Britain in 1707 in small Spanish ship they were able to capture. Eventually the two ships parted, and Dampier managed to bring his vessel back to the East Indies by way of the Cape of Good Hope. Completion of Dampier's second voyage around the world brought to life the story of one of his former shipmates, Alexander Selkirk, who had been marooned on Juan Fernandez Island. The account inspired Daniel Defoe to write the novel *Robinson Crusoe*. Dampier's extraordinary voyages were later edited by poet and writer John Masefield in 1906.

Shortly after his return, Dampier settled on another privateering voyage to the Pacific, not in command this time, but as a navigator. This was a financial success, and he returned to England in 1711 having completed three circumnavigations of the globe.

Alongside Dampier's extraordinary adventures, author Hopkins concurrently interjects a history of the Scottish throne, and its relationship with Britain, particularly in the second part of the book. Dampier's frequent involvement in largely unsuccessful schemes included one with colourful coconspirator "doctor" Lionel Wafer, who cropped up in the narrative time and time again. The most notable and consequential scheme involved Dampier and William Patterson in an ill-conceived plan to develop and exploit the resources of the Isthmus of Darien. Instead of making Scotland a wealthy, independent nation, the plan proved to be a financial disaster. In order to survive, Scotland was forced to form an alliance with Britain, but basically in a subservient relationship.

*The Pirate Who Stole Scotland* adeptly recounts the journeys and unlikely escapades of a fascinating author-seafarer who has again become rather obscure in maritime history. For a non-British reader, the details of the religious and royal power struggles of seventeenth-century Scotland was illuminating, but to put it bluntly, a dry and sometimes a confusing read. Still Leon Hopkin's

admirable book exhumes a fascinating, largely forgotten story. It is an excellent contribution to maritime history literature.

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**John Knight. *The Magnetism of Antarctica—The Ross Expedition 1839-1843*. Caithness, UK: Whittles Publishing, [www.whittlespublishing.com](http://www.whittlespublishing.com), 2023. 256 pp., illustrations, maps, notes, bibliography, index. UK £18.99, paper; ISBN 978-1-84995-501-0.**

The historiography of Antarctic expeditions includes an abundance of scholarly publications on the so-called heroic age of Antarctic exploration, yet is surprisingly limited when it comes to any expedition that set sail towards the Southern Ocean and Antarctica prior to the last decades of the nineteenth century. Therefore, John Knight's new book on James Clark Ross' and Francis Crozier's 1839-1843 expedition closes a substantial gap in the historiography of early Antarctic research and exploration.

Moreover, the book does not limit itself to a traditional historical report on the expedition but provides carefully researched biographies of the members of the expedition and, thus, helps explain who explored those parts of the Southern Ocean that today still carry the names of Ross and Crozier. Finally, with the Ross/Crozier expedition of 1839-43 being the first expedition of the Royal Navy to this part of the globe since James Cook circumnavigated Antarctica seventy years earlier and the last prior to the heroic age, it helps us understand why the Royal Navy did not engage more actively in Antarctic research throughout the nineteenth century.

Divided into three main sections, Knight's book opens with a carefully researched history of Ross' entire expedition as well as its aims and goals: namely, research into the magnetic field of the Earth and its effects on compasses. Knight follows Ross and Crozier from Madeira to St. Helena, Cape Town, Kerguelen Island, New Zealand, Australia, the Falkland Islands, the Ross Sea and the Erebus and Terror volcanoes in Antarctica, and deep into the Weddell Sea. He describes clearly what it meant to explore these areas with two, comparably small, wooden sailing ships without any auxiliary engines. For every reader fortunate enough to know these waters firsthand, it is obvious what an achievement this expedition was. For those unfamiliar with the region, Knight makes it abundantly clear that this was not just an average expedition, but a major breakthrough for navigation and Antarctic exploration.

The second part of the book is devoted to the sailors participating in the expedition. Unlike many authors, Knight does not limit himself to Ross and