

combat chronologies for scholars and those wishing to plot positioning at certain points in time.

There are a few possible improvements. Early on there are three photographs of foreign vessels that seem oddly placed or irrelevant, with an image of the French warship *Courbet* appearing 15 pages after its brief mention and two images of HMS *Barham* without any direct textual reference to the ship. (11, 26, 65, 67) There is also a pre-war image of a training exercise broadside from *Cavour* mixed in the wartime account, though this is probably done as a representative example. The modernized ship drawings' deck plans and their keys, while fascinating, are small due to the constriction of the vertical page size. Having a fold-out type expansion for these drawings would be helpful, so as to make the numbering of the smaller compartments more visible and allow for more appreciation of their detail. (94-95, 98-103, 127-134) Finally, the tenth chapter on *Cavour's* raising after the Taranto Raid could be inserted into the chronology of the previous chapter, either as fully integrated information or as a grey backgrounded insert similar to that used in the multi-page discussions on the salvage of *da Vinci* and the ceding/sinking of the *Giulio Cesare*. This would assist with the flow of the work, and match the earlier discourses of long-term salvage operations. These points are by no means detrimental to the work, but could help improve a second edition should the authors expand the text in the future.

Italian Battleships is a welcome addition to the historiography of the Regia Marina's surface fleet, and an excellent English language research tool for both Italian battleship construction and their performance during the Second World War, the latter topic often overshadowed by the more familiar Kriegsmarine. Bagnasco and de Toro do a solid job of documenting the now-extinct Conte di Cavour and Duilio classes, managing to pack a surprisingly large amount of technical and chronological data into the 267 main pages of text. Their work is definitely a welcome addition to both English and Italian language scholarship on the subject, especially for those researching the Mediterranean theatre of the Second World War.

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Robert D. Banks. *Warriors and Warships. Conflict on the Great Lakes and the Legacy of Point Frederick*. Toronto, ON: Dundurn Press, www.dundurnpress.ca, 2023. 368 pp., illustrations, notes, bibliography, index. CDN \$59.99, hardback; ISBN 978-1 45975-77-7. (E-book available.)

On one level this volume is local history. In fact, it might be described as local,

local history as it examines the history of a relatively small peninsula that forms the eastern boundary of the harbour of the city of Kingston, Ontario, at the foot of the Great Lakes. On the peninsula's other side, across a small, but relatively deep, bay lies the high ground on top of which sits the restored Fort Henry. While the volume opens with a chapter dealing with indigenous and French activity on the point (not much), it finds its purpose with the arrival of the Loyalists in the region and more specifically, the designation of the entire point as a military reserve. Indeed, the area is still dominated by the military with the point being occupied by the principal campus of the Royal Military College (RMC), a university-degree-granting institution which trains officers for the Canadian armed forces. While volumes have been written about the history of RMC, this is the first to draw together the wide range of historical and archaeological research into activities on the site before the college's founding.

When Governor-General Frederick Haldimand directed the Loyalists to the region to begin settlement, the point and bay were renamed in his honour: Point Frederick and Haldimand Cove. The first is still with us; the latter quickly became Navy Bay. From the 1780s to the 1850s, Point Frederick housed the principal government dockyard of the Great Lakes, which from 1813 was controlled by the Royal Navy. It was the largest of its class on fresh water. Much of this story has been told in bits and pieces, principally in journals like this one and *Historic Kingston*. Banks draws together those sources, and does a fine job of extending the history of the dockyard into the years after the War of 1812. Much of the efforts of its reduced peacetime personnel involved maintaining the vessels, and more critically, the supplies, that the British government had moved into the region at such great effort and expense during the course of the war. This was a yard that produced a first-rate ship of the line, larger than HMS *Victory*. Its 20-foot loaded draft meant that Navy Bay was the only natural harbour on Lake Ontario in which the ship could be safely anchored.

Banks does the story of the Provincial Marine and the Royal Navy on Lake Ontario a great service by focusing, not on the vessels (although they are certainly there), or engagements (again referenced), but instead on the logistics of the dockyard that enabled the construction and maintenance of the fleet. In this account, Richard O'Conner emerges from the background, along with Robert Hall, Robert Barrie, and a collection of army officers who directed the operations of the Provincial Marine.

One of the logistical elements that is often overlooked, gets special attention in this volume: health and medical care. Among his other credentials, Banks is a medical doctor. He provides some disturbing insights into the sanitary conditions on the site over the years, various poor housing options

and just how “fresh” the water in Navy Bay had become near the privies and rotting timbers.

A significant part of the study is spent tracking the various structures that evolved on Point Frederick. By the time the last page is turned, and the author’s biography is presented, it is already evident that, apart from his medical expertise, Banks is a graduate of the Royal Military College. He is fascinated with the architectural elements still on the site, or buried close below the surface, that pre-date the college’s founding. There are frequent references which orient the discussion relative to current structures on the site. Indeed, Banks frequently juxtaposes contemporary art and maps with modern photographs to demonstrate precise locations.

The illustrations are a particular strength of the volume. While this reader would have appreciated having some reproduced as full pages or even double-page spreads, the breadth of the iconography is impressive. In many ways, Banks’ discussion of the imagery in both captions and text represents the most original of the research. Eschewing a reference in image captions, the credits required over three pages in the back matter. They are often tightly cropped versions of the originals, frequently augmented with arrows or numbers to draw the eye to relevant details. The author is fortunate in the way that so many illustrators of Kingston in the era before aerial photography used the ramparts of Fort Henry from which to sketch their views, placing Navy Bay in the foreground. Moreover, the British military produced a variety of plans of their facilities in the Kingston area. The publishers are to be congratulated on using paper stock that supports quality reproductions while keeping the hardcover price relatively reasonable.

Apart from a handful, the history of the vessels built at the dockyard on Point Frederick are well documented. The work of both Malcomson brothers is cited extensively, along with the many historians of “Fortress Kingston.” Banks’ contribution is to draw this together with the landward and underwater archaeology of the area to explore the context in which these vessels were built and maintained, and from which they sailed. As such, it is a very worthy addition to any shelf that contains volumes about the naval history of the Great Lakes.

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Andrew Bond, Frank Cowin, and Andrew Lambert. *Favourite of Fortune: Captain John Quilliam, Trafalgar Hero*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2021. xvi+181 pp., illustrations, maps, notes, glossary. bibliography, index. UK £25.00, cloth; ISBN 978-1-3990-1270-6. (E-book available.)