

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.)

Andrew Lambert, Laughton Professor of Naval History at King's College joins independent scholars Andrew Bond and Frank Cowin to write this insightful biography of Captain John Quilliam. The book covers Quilliam's naval career and the major engagements in which he played a part. It is an important contribution to the growing list of biographies of officers in Nelson's navy.

John Quilliam was born in 1771, on the Isle of Man and is thus frequently referred to within the text by the local designation, a Manx man. Perhaps the main reason for the book's existence is that authors Bond and Cowin are also Manx men and have independently explored Quilliam's life. Lambert was approached to join the book effort after delivering a lecture on Quilliam to the local Manx Quilliam Group.

Quilliam left the Isle of Man in 1785, with at least some sea experience, arriving in Portsmouth and immediately serving on a moored frigate as a shipkeeper, rated as an able seaman. For the next seven years he helped to keep several vessels afloat and in good repair. It was during this time that he gained knowledge of ship construction stem to stern, keel to top gallant mast, which would repeatedly serve him well throughout the remainder of his career. In 1792, he was entered into the *Lion*, which was sent to China on a diplomatic trade mission. During this trip he had the opportunity to hone his seamanship.

As a quartermaster's mate, then master's mate, Quilliam worked towards becoming a midshipman. Along the way, he spent the early years of the French Revolutionary War in the North Sea. On 11 October 1797, Quilliam saw his first fleet action in the Battle of Camperdown, aboard HMS *Triumph*. He received a temporary promotion to acting lieutenant, following the loss of three lieutenants from death, injury and assignment to a prize. After returning to England, he passed the exam for midshipman.

Quickly rising to lieutenant in 1798, Quilliam's ship was blockading French ports in the Bay of Biscay, capturing privateers and merchant vessels. He was aboard HMS *Ethalion* when it captured a Spanish frigate carrying 1.4 million dollars, the prize money from which made Lieutenant Quilliam financially independent. He next served on the frigate *Amazon*, under Captain Riou, and was present at the Battle of Copenhagen, which provided his first encounter with Lord Nelson. Riou was killed during the action and one version of the story had Quilliam take command and lead the ship out of the action. The authors present evidence that indicates this is not true.

In 1803, Quilliam joined Nelson on HMS *Victory* as fifth lieutenant, and sailed to the Mediterranean to help blockade the French fleet at Toulon. Shortly after their arrival, Quilliam replaced the departing first lieutenant over those ahead of him, which soured his relationship with Second Lieutenant Pasco. With Captain Hardy serving as ship's captain and captain of the fleet, many of the ship responsibilities fell to Quilliam. He participated in chasing

French ships across the Atlantic to the West Indies, and the return to home waters. In September he was with *Victory* as it sailed to Nelson's destiny at Trafalgar. Quilliam survived that day's slaughter, seeing Nelson wounded, and the response aboard ship to his death.

Quilliam was posted as captain to the bomb *Aetna* after the battle, followed by assignments to two other ships within two years. He then took a year ashore on the Isle of Man where he was involved in local government. He went back to sea in 1808, serving in the Baltic, before being sent to Newfoundland, during the War of 1812. It was on this station that he had a significant problem with a lieutenant, resulting in Quilliam's court martial for not engaging a potential enemy ship. Since Quilliam was obeying the command to all frigates to not engage American large frigates alone (i.e. *Constitution*, *President*, *United States*), the court decided in his favour, acquitting him of all charges. After a brief assignment to the West Indies, Quilliam went ashore, back to his home on the Isle of Man, to his wife and children, where he died in 1829.

The book provides a very useful description of the trajectory of an average officer's career. While patronage was certainly important, Quilliam's talent for keeping a ship in good working order and his seamanship powered his career. Another important point the story reveals is the number of officers that cycle through ships in quick succession. For example, HMS *Ethalion* had three captains in the span of one year (33-39).

Bond et al. have put in a superb effort in providing a narrative of this officer's career, but the problem is that there is not a lot of information about Quilliam at various points in his life. There appears to be no batch of personal letters detailing his experiences, or lending insights into his relationships with either fellow officers or his wife and family. There are a number of his letters that come from the Admiralty's captain's in-letters and his remarks in lieutenant and captain's logs, held at the British National Archives, that provide us with glimpses of experiences through his eyes. But they are through the professional eye, not the private comment made in a letter to friend or wife. The archives and other potential sources have been dredged for information, but the story at times is thin, resulting in some very short chapters. For example, his time as a master's mate is but three and half pages, and the chapter on his time in the Baltic is but four and half pages, not counting the two-page map spread. At other points, the longer chapters focus on other players within the action, such as the description of the events at Trafalgar (12 pages). The dearth of information on Quilliam drives this unevenness.

There are thirty-two images split into two groups set within the book. The first group is in colour, the second is black and white. They depict key people and events discussed in the narrative. The authors offer seven excellent maps to place the action for the reader. The index is very good and the bibliography

reflects the solid research work for the book. A glossary of nautical terms is provided for readers without a background in maritime history.

This slim volume adds to our understanding of the career of a naval officer at the turn of the nineteenth century. It is the result of lengthy and full research; little if anything was missed. The importance of the book is that it examines the naval career of an average officer, who happened to be there for three major fleet actions and the capture of a rich prize. It will appeal to anyone interested in officer development during the era of Nelson, and more broadly, the activities of the British navy during the French Revolutionary and Napoleonic Wars.

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Philip Bowring. *Empire of the Winds. The Global Role of Asia's Great Archipelago*. London, UK: Bloomsbury Academic, www.bloomsbury.com, 2020. xviii+317 pp., illustrations, maps, notes, bibliography, index. UK £17.99, US \$35.00, paper; ISBN 978-1-350-16234-1. (E-book available.)

Philip Bowring's maritime history work focuses on an ethnic seafaring society called the Austronesians located in southeast Asia traditionally known as Nusantara. This extensive geographical land and oceanic region is home to many diverse and polyglot nations speaking native languages that include Indonesian, Javanese, Malayan, Sanskrit, Sudanese, and Madurese. Island hopping across the south, seafarers from the Asian mainland first explored and colonized large nearby islands. Their descendants ventured into the labyrinth of islands and atolls that formed steppingstones deeper into the great ocean. Philip Bowring traverses the cultural and commercial achievements of the region's multi-ethnic people from the dawn of history through to today's globalized interactions.

Much of the history of Nusantara is likely unfamiliar to those not specializing in this area of academia. This less than 300-page work provides a scholarly, if not comprehensive, examination of one of the world's least understood regions. Journalist Bowring chose to organize the chapters partly "by chronology, partly by geography, partly by theme" (xvii) in describing the main aspects of Nusantarian history. He emphasizes commerce and federations rather than culture and social order to create an approximate balance between the region's different areas.

The author incorporates a wide range of sources from archaeology to fragmented and scattered linguistic evidence from Indonesian, Malaysia, Taiwan, and the Philippines to move his story along. He begins with pre-