

crucial roles. Overlying this is the changing climate, wind patterns and oceans currents that affected the area's seafaring history. This led to the development of unique water crafts such as Joncos (junks), large sailed and rowed outriggers and more diminutive sail-powered crafts, such as the prahus. As larger sea vessels made their way into Nusantaria starting with Magellan's voyage, local boat builders adapted their designs to compete in predictable fierce sea battles that followed. Foreign traders chiefly exchanged silver for silk, cotton, timber, tin, copper, tea, tobacco, pepper, cloves, and sadly, also for slaves. Human trafficking became a valuable commodity that flourished as the demand for labour increased to provide profitable trading goods. Mostly missing was a discussion of their endemic tropical diseases and especially the novel diseases introduced by western traders. The impact of disease outbreaks likely had a major effect upon commerce and population growth or decline.

A helpful glossary starts this book because many of the words and locations are unfamiliar and some changed their spelling over time making it difficult to keep track of the specifics of the people, places and events. Particularly disappointing is that the many maps contain exceedingly small print and, although places are identified, they often do not correlate to the nearby text. The role of the United States is covered as it entered into Nusantaria during the clipper ship era, which is a point of interest, although it plays a small part in the book. This development was significant because the powerful North American nation became important with its occupation of the Philippines as a consequence of the Spanish American War.

Empire of the Winds is a challenging but quite rewarding book. It is an ambitious, broadly cast read dealing with seemingly ever-changing names of people and places within a vast area influenced by commerce and successful attempts at hegemony. Bowring provides an enjoyable exploration of these little-known maritime nations and the seas upon which they and their many intruders sailed. This balanced yet complex scholarly work largely succeeds in tracing much of the Austronesian people's history of ethnic and cultural mixing, imperialism, colonialism, capitalism, nationalism; a book that I recommend to all maritime historians.

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Les Brown. *ShipCraft 27: British Sloops and Frigates of the Second World War*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2021. 64 pp., illustrations, bibliography. £16.99, paper; ISBN 978-1-52679-387-4. (E-book available.)

In *British Sloops and Frigates of the Second World War*, Les Brown continues the work of the ShipCraft series which offers detailed information about a variety of famous warships for the purposes of model making. Full of specific illustrations, plans, and historical photographs, ShipCraft is designed to help the reader understand the history of certain warships while assembling models of them. This twenty-seventh volume focuses on two specific classes of warships used in the Second World War.

Dedicated readers of the series will remember Brown's work from previous volumes describing certain British destroyers and county class cruisers. In the latest installment, Brown focuses on specialist escort class sloops and multiple classes of frigates. Following a brief history of these vessel types, Brown then provides quick reviews of 34 different modeling kits of the vessels. The kits come in a variety of different sizes and are each tailored to a specific purpose for the modeler. For example, smaller scale versions, such as the 1:2400 scale, are particularly useful for wargaming and do not require much experience to build and paint. Larger scale models require a bit more attention to detail and time to put together.

Brown begins the issue with a simple explanation of how the Royal Navy adopted sailing ships called sloops and frigates in the twentieth century. While an avid naval historian would know this fact, the average modeler might not. Meanwhile, Brown goes on to explain slight variations between sister ships, such as those with unique bridge types, and the differences in types of armaments found in certain areas of the ships. This degree of detail may not be useful to the average naval historian, but is particularly important to a modeler. Brown truly knows his audience and provides just enough information to keep readers interested while remaining concise. Within a matter of pages he outlines the overall history and slight variations of some of the lesser-known ships of the Royal Navy.

The issue also contains ShipCraft's "Modelmaker's Showcase" which features highly detailed and colourful images of the model types discussed. Although their complexity might intimidate a first-time modeler, they depict just how detailed these models can be and how well the kits are constructed. Multiple pages of ship drawings by George Richardson illustrate the sloops and frigates described in this issue and contain information on the colours used within the specific camouflage design of each vessel. This is useful detail for both modelers and historians.

For the non-modeler, the ShipCraft series represents a quick reference for specific ship types. The illustrations, historic photographs, and ship plans are a useful source for any enthusiast interested in British warships of the Second World War. The brief, yet detailed history of specific warships can be appreciated by both modelers and non-modelers. Brown's concise bibliography is another

useful resource for readers to obtain further information on particular vessels that were only briefly mentioned within the issue. Although the photographs, illustrations, and drawings are credited, a brief biography of the author of each issue would surely be welcome.

British Sloops and Frigates of the Second World War is an example of a brief, yet detailed, account of specific vessels written for a reader who knows little about the topic. Those not familiar with the ShipCraft series might purchase this book expecting a comprehensive history of the vessel types and be disappointed that it only offers a brief historical overview of the ships written for ship modelers rather than historians. Nevertheless, anyone with a particular interest in some of the RN's minor vessels will find ShipCraft 27 a handy publication for both historians, modelers, and anyone interested in British warships.

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Anthony Bruce. *Anson: Royal Navy Commander and Statesman, 1697-1762*. Warwick, UK: Helion & Company, www.helion.co.uk. 2023. 245 pp., illustrations, maps, bibliography, index. UK £29.95, paper; ISBN 978-1-804511-92-3.

As Anthony Bruce reminds us, this is the first biography of George Anson in over sixty years, and only the fourth in the past 200. A retelling of his life with new material, and a synthesis of past perspectives is long overdue. It is a succinct, engaging biography of Anson, whose career afloat and at the Admiralty influenced not only contemporary events, but cast a long shadow into the navy's future. The paradox of his great leadership skills and seamanship pushing against his social awkwardness and tendency to become too firmly attached to his own opinion is laid bare in Bruce's examination of Anson's life. This is the 112th book in the Helion & Company series *From Reason to Revolution Warfare 1721-1815*.

George Anson entered the navy in 1712 as a midshipman. His early career saw him serve in various ships in the Mediterranean, the Baltic, the English Channel, and as a frigate captain convoying merchant ships to the Carolinas. His first major independent command came with the task of taking five ships into the Pacific Ocean and seizing Spanish treasure ships carrying gold, silver, and gems from their South American and Mexican colonies to Spain. Anson's expedition left England in 1741, later than intended, meaning the five ships rounded the tip of South America into the Pacific Ocean in January. Massive storms impeded progress, damaged the squadron, and forced two ships to