

50 years of service in the army, to beware the warfare business.

The book fulfils its aim of promoting the USN and USMC although it is problematic. It is a polemic, although it is intended to look like an academic treatise. It does, however, describe and give the background to the immense political and financial reach of today's USN.

As a reviewer I had numerous issues with the propagandist style of the book basically promoting the US Navy and the US Marine Corps. The publisher should have required the elementary link between quote and source, usually in a note, despite the fact that the author had died previous to publication. I also question the dismissal of Canada's role throughout the Cold War, not just the efforts of Lester B. Pearson. Desmond Morton cites negotiation between Pearson and the Egyptian government that sent RCASC and support troops to replace combat troops. Similarly, the author ignores the Canadian navy's role in the Korean War. Meanwhile, all references to British navy vessels receive the designation HMS. Hmmm.

Ian F. Dew

Thunder Bay, Ontario

Kerry Jang. *ShipCraft: Bounty—HM Armed Vessel 1787*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2023. 64 pp., illustrations, bibliography. UK £16.99, US \$28.95, paper; ISBN 978-1-3990-2289-7.

Though maritime archaeologists and scholarly historians may not all participate in the craft of modelmaking, they would concede that ship models and those who build them have had a major impact on our understanding of maritime history. Ship models, in fact, constitute some of the earliest evidence we have of ship construction, design, technology and culture. Found mainly in ancient tombs, the oldest models offer vital clues to solving these questions in the absence of other forms of evidence. The modern era of ship modeling, by contrast, is often supported with ample material to corroborate our conclusions about a given vessel's structure and features. Models of famous eighteenth-, nineteenth- and twentieth-century naval vessels tend to be very exact in their details as a result. That said, our knowledge of those ships, even ones as famous as HMS *Bounty*, are not always buoyed with such strong documentation. This is where Kerry Jang's excellent model shipbuilding guide makes its mark.

Bounty was, of course, the setting for the best-known naval mutiny in history. Originally built in 1784 as the collier *Bethia*, it was purchased by the Royal Navy in 1787, essentially to serve as a "floating greenhouse." Under the supervision of botanist Sir Joseph Banks, the ship was converted for use

in transporting breadfruit trees from Otaheite (Tahiti) to the West Indies, in an attempt by members of the London Society of West India Planters and Merchants to secure an inexpensive source of food for plantation slaves. Under the command of Lieutenant William Bligh, *Bounty* set sail from Spithead in December 1787, arriving at Tahiti in late October of the following year. By April 1789, mounting discord among several of the crew spawned mutiny, with master's mate Fletcher Christian and half of the crew taking over *Bounty* and casting Bligh and some 18 loyalists adrift in the ship's launch. From May to September, Christian and his fellow mutineers searched for refuge in the South Seas, eventually finding Pitcairn Island in January of 1790, where they settled and stripped and burned *Bounty*.

Despite being a topic of popular and scholarly fascination for well over two centuries, and the basis for nearly three dozen model kits since the 1950s, there are no contemporary illustrations or models of this legendary ship. One of the main reasons for this absence certainly is due to its very short life as a Royal Navy vessel, just twenty-eight months between its launch and its burning. Jang masterfully draws on archival sources from the Navy Board, the collections of the National Maritime Museum in Greenwich, and the best available scholarly research into the ship itself, as well as Royal Navy shipbuilding, fitting, rigging and painting, to present a convincing visual and descriptive reference guide to *Bounty* for ship modelers and maritime historians.

Jang's recent contribution to this series builds off his previous guide devoted to another famous sailing ship, Nelson's flagship *Victory*. With *Bounty*, Seaforth Publishing's *SeaCraft Series* continues its reputation among ship modelmakers and enthusiasts for producing top quality reference guides. These are designed to provide modellers with detailed information regarding a ship's construction and features, the broader historical background in which the ship was built, its service history, and a survey and critical review of available model kits and accessories. The key to this guide's value among its chief audience lies in the author's meticulous description of the model products, the ship's appearance, and the impressive collection of illustrations.

Jang reviews eleven kits, produced in various scales, both in plastic and in wood. He provides useful information about the skill level required, the quality of building instructions for the modelmaker, and the nature and quality of the kit's accessories. He also offers his very well-informed advice on meeting some of the challenges involved and modifying the kits to improve the ship's appearance and historical accuracy. A separate section focusing on "Appearance" reconstructs how *Bounty* most likely appeared in terms of profile, decoration, masts and yards, and the ship's colours, the latter being one of the biggest mysteries surrounding the ship. As mentioned, a signature feature of these guides is their illustrations. High quality copies of historical

prints, portraits and paintings, draughts, diagrams, and numerous well-chosen colour photographs of model products by John McKay, all contribute to this beautifully illustrated publication.

It is in the above-described sections on model products and appearance where one really begins to appreciate the craft of ship modelmaking, from laying the keel to the framing, fitting and rigging. There is enormous value in these models in helping maritime historians understand how sailing ships were actually built and outfitted. It is hoped that this series will build on the success of the Jang guides by introducing further such works on period sailing ships.

Michael F. Dove
St. Thomas, Ontario

Philip Kaplan. *Naval Air: Celebrating a Century of Naval Flying*. Barnsley, S. Yorks: Pen and Sword Maritime, www.pen-and-sword.co.uk, 2022. 208 pp., illustrations, bibliography, index. UK £11.99, US \$29.95, paper; ISBN 978-1-39907-505-5.

Soon after the Wright Brothers' first airplane flight on 17 December 1903, military men began to consider the airplane as a potential weapon of war, particularly for navies. In *Naval Air: Celebrating a Century of Naval Flying*, Philip Kaplan has written an overview of the applications and many of the personalities that mark naval aviation over time.

By the First World War, most of the combatants had a naval air arm in addition to their air force; Great Britain, the United States, France, Imperial Russia, Greece, Imperial Germany, Austria-Hungary, and the Ottoman Empire had naval aircraft. They were, however, either land-based or amphibious, such as floatplanes or flying boats. While Great Britain experimented with aircraft carriers as early as 1912, it was not until late in the First World War that the first practicable aircraft carrier, HMS *Furious*, was developed. Trial and error, and the death of at least one naval pilot, led to the basic operating procedure—takeoffs from the forward end of the carrier and landings at the aft end.

In the 1920s, the US Navy (USN) and the Imperial Japanese Navy (IJN) developed aircraft carriers in addition to the British Royal Navy. Shortly thereafter, the Washington Naval Treaty of 1922 limited the development of aircraft carriers to the same three nations and imposed tonnage limits for aircraft carriers. Further restrictions on naval air development came during the Depression of the 1930s, but technology still advanced, albeit at a reduced level.

The onset of war and consequent rearmament meant that the three carrier-possessing nations accelerated naval air and aircraft carrier development. The