

be extremely useful. While interesting for the technical details Milewski provides, it lacks the history surrounding the ships or the decision-making on ship design that would appeal to the general reader. This is not a text that I would recommend to anyone solely interested in naval history.

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Lawrence Paterson. *Schnellboote: A Complete Operational History*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.com, 2022. (Originally published 2015.) xiv+338 pp., illustrations, maps, appendices, notes, bibliography, index. US \$26.95, UK £14.99, paper; ISBN 978-1-39908-228-0. (E-book available.)

This paperback reprint revives author Lawrence Paterson's 2015 examination of the wartime operations carried out by the Schnellboote, or S-Boats, of the German Kriegsmarine during the Second World War. Paterson examines the service of S-Boats in the various theatres to which they were deployed chronologically, from their earliest inception through to the May 1945 surrender. Illustrated by Paterson's impressive personal collection of period images, the book covers both the administrative aspects of deployment and organization along with the "ground level" engagements between individual ship crews and their opponents. Two appendices offer the final dispositions of remaining S-Boats at the end of the war and a breakdown of units from 1935 to 1945, with a bibliography, endnotes, and an index to round out the work.

The text begins with a collection of maps showcasing the various operational theatres and key sites, as well as a foreword, glossary of common terms/abbreviations, and a guide to German naval ranks. Serving as a general introduction, the foreword explains the nature of S-Boats, compares their organization with other German naval units, and his formatting choices for the work as a whole. The actual introduction dives right into the origins of the S-Boats, from their First World War progenitors to the construction of S-1 through S-9. The next chapter shifts focus to the vessels' service in the Spanish Civil War and the period leading up to the invasion of Poland before truly hitting its stride with the 1940 invasion of Norway.

The main text consists of 15 chapters providing a detailed examination of S-Boat actions within a specified theatre and chronological time frame, followed by a final chapter covering the end phases of the war. The pre-1943 years receive the most coverage, since, like so many aspects of the German war effort, S-Boats had their heyday in the early war period. Their widespread use as the war progressed does make the overall timeline diverge between

some chapters with jumps back to earlier months. This is helpful, however, since it allows Paterson to thoroughly examine the operational histories within each area without having to change focus for the sake of parallel chronologies. Throughout the text, Paterson incorporates first-hand accounts from not only S-Boat sailors and those issuing their directives, but some of the opposing forces and shipwreck survivors as well. This helps in bringing a human element to the operational history and is very much appreciated.

The text clearly conveys the minutiae of ship operations. The tonnage war and its propaganda value are illustrated through Paterson's recounting of ship losses and the often-inflated claims of S-Boat skippers. In fact, the effectiveness of the often-maligned minelaying assignments emerges through the allied casualty counts. The evolution and eventual decline of the vessels and their effectiveness are addressed throughout, with improvements to weapon systems, difficulties with supplies, and paper versus real strength of units interwoven within the narrative. The detrimental effect of Hitler's meddling is highlighted in the Norway chronology; his insistence on sending S-Boats into waters for which they were wholly unsuited stands in sharp contrast to their early successes in the Channel. The sections on the Mediterranean offer their own fascinating insight into both the North African, Greek, and Italian S-Boat operations. Faced with the need to deploy boats without encountering the threat posed by Gibraltar, Germany undertook to move S-Boats up rivers and haul them across land via heavy vehicles into the Mediterranean. The capture of Venice by a bluffing S-Boat officer following Italy's capitulation also serves as a fascinating anecdote in its own right and helps highlight the ingenuity and bravado displayed by some of the S-Boat crews (210). Most chapters, save for the one on the Adriatic, Ionian, and Aegean Seas, conclude with the theatre's status prior to 1945. The appropriately named chapter "The End" covers the final months of S-Boat service in the north, west, and east, concluding with the final gathering of vessels in Geltinger Bay.

Some possible improvements include adding scales to the maps at the beginning of the work to better illustrate distance. They would also benefit from captions indicating the units stationed in the depicted areas and their time frames of service. The fate of post-war Schnellbootes is left unexplained. While this is admittedly a Second World War operational history, the fact that the Norwegians, Danes, and British maintained several functioning examples after the war should be noted. For example, the British Operation Jungle saw former Kriegsmarine personnel operating two Schnellbootes to deploy agents behind the Iron Curtain. Since the last surviving vessel, S-130, was one of these Jungle ships and saw service as a West German training vessel in the Cold War, it would be a worthwhile addition in the form of an appendix to cover some of these post-1945 activities. Finally, it would be nice to see an

appendix of technical data and profile comparisons for the main classes of Schnellboote to serve as a quick reference guide to the evolution of the vessels' design and a representation of standard appearances at various points in their operational history. There is also the occasional spelling mistake and at least one out of sequence photograph, which could be corrected with an editorial sweep. Such additions would only improve Paterson's detailed chronology, and their absence is in no way a detraction.

Schnellboote is a solid English-language examination of an often overlooked component of Germany's Second World War fleet. Paterson does an excellent job of covering the wide range of theatres that saw the deployment of S-Boats to their waters, highlighting successes, failures, accidents, and upper level interferences equally to present a complete picture of their service from the men on the boats to their command authorities. As such, it provides insight into aspects of almost everywhere the Kriegsmarine was deployed, making this a useful resource for those studying S-boats in particular, the German war effort at sea generally, or those seeking a source to contrast the German fast attack torpedo boat experience against their American PT Boat and British MTB/MGB adversaries.

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William Rawlings. *Lighthouses of the Georgia Coast*. Macon, GA: Mercer University Press, www.mupress.org, 2021. 190 pp., illustrations, index. US \$29.00, cloth; ISBN 978-0-88146-775-8.

Lighthouses mean various things to different people. To mariners, they are landmarks and guides to safety. To tourists, they are objects of beauty and the stuff of tales of romance. To the keepers who manned them of yore, they were a job and a way of life, and often a demanding and lonely one at that. *Lighthouses of the Georgia Coast* attempts to consider all their meanings.

Beacons of Hope, the first part which constitutes about half of the book, is a primer on lighthouse history. Part Two is descriptions of five lighthouses of the Georgia Coast. Part One begins with the mystique of lighthouses. The Great Storm of 1839-40 created havoc on land and led to the loss of 192 seafaring vessels and "about 300 lives" at sea. Though tragic, the loss was neither unusual nor unexpected, but merely an extreme example of life and property lost on the seas. Lighthouses were constructed in proportion to seaborne trade, originally by private interests seeking protection for their vessels. Over time, they became symbols of hope and beacons of guidance to individuals and in literary works. In our own age, advances in science, technology and navigation