

with those in service or ordered as of 1 November 1700, and moving through an accounting of ships that were acquired as of certain dates. Within these divisions, members are organized by class followed by specific named vessels within that class. Each entry lists number of guns, dimensions and tons, type of armament, and details concerning location of build, refit, cruises and stations, and fate, in varying detail depending on information available or uncovered by the authors. In many instances, a vessel's departures and destinations, battles fought, and order, duties, or stations can be traced month to month. These sections are often lengthy and brimming with information, but readers should be aware that these details are provided as pieces of data, in a list format that is useful to researchers or as an efficient reference. Reminiscent of log entries, these are not cast as written narratives, nor are they intended to be read as a collection of ship's biographies.

Small frigates (the authors chose 20 guns as the dividing line between these and larger frigates), corvettes, brigs and brig-schooners, bomb vessels, storeships, fireships, packets, polacres and *zumacas*, galleys, and several other *buques menores* are treated in dedicated chapters, organized similarly to those prepared for the ships, but with fewer entries per type and in less detail due to a paucity of records available to researchers; some entries provide only the number of guns or a launch date, and others a single sentence or a few words concerning its one known mention in the historic record. Each chapter, however, offers information on the development of the vessel type, evolution of use when appropriate, sailing qualities, and clarification on terminology as needed. A representation of each type is provided in the form of painting, plans, or photographs of models, which are often contemporaries of their full-sized counterparts.

This is a handsome book, and a comprehensive resource for anyone interested in the development and evolution of the Spanish Navy overall, an understanding of the technical aspects of classes and the ships within those classes, or tracing a particular vessel's career. To a slightly lesser degree, it provides some insight into the politics and motivations of the Spanish Navy and its government. It deservedly takes its place alongside its British, French, Dutch, and Russian predecessors.

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Tom Womack. *The Dutch Naval Air Force Against Japan: The Defense of the Netherlands East Indies, 1941-1942.* 2nd edition. Jefferson, NC: McFarland & Co. Inc., www.mcfarlandbooks.com, 2023. xii+388 pp., illustrations, maps, tables, appendices, notes, index. US \$39.95, paper;

ISBN 978-1-4766-7888-7. (E-book available.)

This book, first published in 2006 (TNM, vol. 31 no. 4, Winter 2021, pp. 479-480) and considerably updated and revised in a newly-released second edition, chronicles the pre-war preparations and wartime fight by the Marine Luchtvaart Dienst (MLD) prior to the fall of the Netherlands Dutch East Indies to the onslaught of Japanese air, naval, and military forces in the early months of the Pacific War. The story of the heroic stand by the Dutch in the colonial possessions once Holland surrendered in May 1940 has often been overlooked in English-language war histories, notwithstanding the fine work done by David Thomas back more than forty years ago. Greater access and availability of primary and secondary sources in Dutch, including official histories, opens the field for assessment by enterprising historians. Independent researcher and writer Tom Womack, an advertising and public relations executive residing in Texas with an undergraduate degree in history, revisits the organization and supply of the MLD and its maritime air operations conducted in reconnaissance, defensive, offensive, and evacuation roles during that part of the war.

The book is divided chronologically into ten chapters, starting with rationale for the hodge podge of aircraft from various sources that populated the MLD as war with Japan loomed and then a month-by-month account rich in tactical and operational detail once the war was underway. Appendices give further details on the squadrons, aircraft types, specifications, and bases on the Dutch side and the Japanese aircraft opposing them. Older Fokker models served in seaplane and shipboard roles offering short and medium range capabilities. Dornier, a German aircraft company, produced large seaplanes specifically for Dutch use in the East Indies, two types—the Do 15 in a push-pull engine configuration, and the three-engine Do 24 optimized for long endurance reconnaissance, search and rescue, escort duties, and strike using bombs and torpedoes. Ongoing maintenance and availability of spare parts became an issue after Germany's invasion of Holland that left maintainers dependent on existing stocks and creative workarounds. The Do 15 was relegated mostly to flight training, while the Do 24 proved to be the veritable rugged workhorse in the MLD, especially in the hands of skilled pilots and capable flight crews. To re-equip squadrons, the Dutch turned to American sources of manufacture. Officials placed orders with the Consolidated Aircraft Company in California for large numbers of PBY-5 Catalinas, one of the iconic maritime patrol aircraft of the Second World War. Replete with Dutch language control panels and markings, these aircraft were still being ferried and delivered across the Pacific when Japan started the war. Access to American aircraft proved both a blessing and a curse. It was a long way to get them into the South Pacific theatre, individual aircraft were always susceptible to holdback or requisition

to meet pressing American needs, and at first there were too few and then too many for available flying crews. Although challenging to fly and spartan in comfort, the Catalina became equally versatile alongside the Do 24, which it replaced gradually in general usage.

During the early war months, the MLD fought a prolonged, contested, and ultimately futile rearguard action against the invading Japanese. Japan coveted the rich oil reserves and other commodities in the East Indies, and made military plans to drive south in conjunction with the surprise attack on the American naval anchorage at Pearl Harbor, consolidation of Indochina, and subjugation of the Malaya peninsula and Philippines where British and American forces and fortresses held out for only so long until surrender. Womack provides considerable detail on the phases in the larger campaign, better and lesser-known battles, and the smallest actions involving aircraft and ships in these chapters, a virtual treasure trove in fact for the English reader. Even at the start, Dutch strength in maritime air operations was barely sufficient to fulfill a multitude of functions and missions and wasted away under the pressure of intense fighting, accidents, and day-to-day losses. MLD aircraft performed defensive and offensive missions, sometimes ill-conceived and bordering on suicidal. Womack includes many personal accounts from participants and veterans where possible and references existing Allied and Japanese records. Most Dutch records were destroyed or lost in the final stages of the defeat and surrender. MLD seaplanes were outnumbered and outgunned as the campaign wore on that led to constant attrition. The situation became even worse when Allied air forces lost air superiority to the Japanese, who established airfields and bases by seizing key points closer to areas of operations for a methodical reduction of the Netherlands East Indies. The Dutch possessed one of the best equipped seaplane bases in the entire Pacific at Morokrembangan and a number of prepared and ad hoc auxiliary facilities throughout the region to support maritime air operations. These were either destroyed or abandoned one-by-one, frequently with the airplanes in various states of disrepair and operability in them. Shot out of the sky and caught on the ground, the Dutch seaplanes suffered crippling losses before and after the disastrous naval battle in the Java Sea and the main islands came under major Japanese attack. Efforts then turned to evacuation of high dignitaries and existing MLD crews and aircraft to safer locations. Admiral Conrad Helfrich, the Dutch naval commander, was carried to Ceylon in a Catalina aircraft. In a final indignity, the Japanese followed and attacked MLD seaplanes finding refuge at Broome, Australia, destroying them and others unfortunate enough to be at the airfield, including many the remaining Do 24s. Subsequently, the MLD in exile moved flight training to the United States closer to sources of supply, and received allotments of aircraft according to Allied strategic priorities. Reclaiming the Netherlands East Indies

was of low importance for the British and Americans, who pursued their own distinct strategies and agendas in the Pacific for the rest of the war.

The Dutch Naval Air Force Against Japan includes many photographs, maps, and commissioned illustrations to support the text. The colour reproduction of a painting from Joes Wanders graces the front cover. Lots of detailed information resides in the main text and appendices. It strikes a good balance between technical history and rich, engaging narrative. This comprehensive second edition is recommended for general readers interested in maritime air operations, Dutch naval and air force history, and the early operations and actions in the Pacific during the Second World War.

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BACKLIST

Steve Brown. *By Fire and Bayonet: Grey's West Indies Campaign of 1794*. Warwick, UK: Helion & Company, www.helion.co.uk, 2018. 244 pages, illustrations, maps appendices, notes, bibliography, index. US \$49.95, hardback; ISBN 978-1-911512-60-8.

On 4 February 1794, the French garrison on the Caribbean island of Martinique spotted on the horizon the first ships of an approaching fleet. Any hope that this was the vanguard of the anticipated reinforcements from France was soon dispelled by the sight of the Union Jack flying from the masts of the vessels. The next morning the force of nineteen ships divided into three squadrons and began landing soldiers at three separate locations on the island. Over the next five weeks, the force of 6,500 men gradually overwhelmed the island's defenders, placing the island under British control until its return to France eight years later.

The conquest of Martinique represented a successful start to the British campaign to conquer French possessions in the Lesser Antilles. In the months that followed, the British executed similarly successful landings on the islands of Saint Lucia and Guadeloupe, gathering those valuable territories under their control as well, and scoring the greatest British victories up to that point in the War of the First Coalition. Yet this success proved short-lived, as French forces soon recaptured the latter two islands, frustrating British and French Royalist plans for the region. This setback, along with the subsequent and far more momentous campaigns waged against France in the two decades that followed, are undoubtedly factors in why Steve Brown's book is the first history ever