

reader when reading a history about pirates or piracy that one should ask who should be called pirates and how were they defined as such.

The scholarly book contains a large section devoted to “further reading,” giving primary source material and printed sources, but the author spends many pages referring to, and usually refuting, Charles Johnson’s 1724 book, *A General History of Pyrates*. In writing an academic thesis in history, it is well-advised to touch on every pertinent event and its historical primary or secondary source reference. Sometimes it is like an exercise of trying to count sheep in a distant pasture while riding on a rapidly moving train. Writing a book for more popular consumption, however, is more effective if its characters and interactions are limited and clearly drawn. Richard Blakemore appears to have revised his Cambridge University PhD thesis into a more readable work. He presents many fascinating episodes and thoughtful character analysis of men and women who were accused of being pirates and those who applied contemporary law against the maritime criminals. Unfortunately, in several instances, there are so many minor characters mentioned and only briefly explored in the book that a reader may have difficulty following the stories.

Enemies of All is a dynamic account of “The Golden Age of Piracy,” a rich and detailed history of piracy around the world in the twilight of the seventeenth century and into the eighteenth century. Over time, the facts about piracy have been altered by an abundance of myths. Blakemore’s scholarly work is thought-provoking and useful to readers interested in how this rogue enterprise was able to change the world, perhaps in what will be to some unexpected ways. I recommend this book to maritime historians who are interested in the evolution of piracy and privateering throughout the world during this time.

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Bowers, Ian (ed.). *Coalition Navies during the Korean War: Understanding Combined Naval Operations*. London and New York: Routledge, 2024. xiv+126 pp., tables, notes, index. US \$180, hardback; ISBN 978-1-032-62652-9. (E-book available.)

Coalition Navies during the Korean War, edited by Ian Bowers, is a surprisingly slim volume, fitting eight essays and an introduction into fewer than 150 pages. It is unrealistic to expect a book this length to provide a comprehensive overview of naval operations in Korean waters from 1950-1953, and one of the major strengths of the volume is that it does not attempt this. Instead, the volume takes a forward-looking perspective, with each contributor choosing a

single "lesson" around which to base their national narrative.

It is not entirely surprising that *Coalition Navies* takes a lessons-to-be-learned approach given that it is sponsored by the Korean Institute for Maritime Strategy, a non-profit organization established in 1997 with funding from the South Korean government to pursue research on the importance of the sea and to propose relevant policies and strategy. This mission clearly provided the framework for the volume, where the contributors have described various national naval contributions to the Korean War in light of politics and policies which have continued resonance for modern political and naval strategies. While writing history to address present concerns can sometimes lead to polemic rather than history, the brevity of the chapters prevents this issue, and the authors generally handle their topics deftly. Each chapter is only about a dozen pages long, leaving little space for detailed argumentation or extended narrative. This approach, however, becomes one of the strengths of the volume as the authors instead prompt the reader to consider the choices made (or not made) in national capitals and within the coalition framework.

The volume opens with an introduction by Bowers that explains why the coalition naval operations during the Korean War continue to have relevance and outlines several key ideas necessary to understand coalition operations. This is followed by a theoretical chapter by Deborah Sanders that discusses the differences between large and small navies in coalitions. Perhaps controversially, the Royal Navy is classed as a small navy in this context because of the resource limitations that were imposed on it. Somewhat unfortunately, the chapter on the Royal Navy by Tim Benbow later in the volume does not engage with this theoretical framing, something which would have further strengthened Benbow's discussion of the interplay of personality and command relationships. Neither does Corbin Williamson's chapter on the United States Navy, although it is clear from Williamson's narrative how dominant the influence of the USN was in all aspects of the naval effort. Such are the perils of edited volumes.

In addition to Benbow's discussion of the Royal Navy, additional chapters by Richard Dunley, Steven Paget, and Timothy Hiu-Tung Choi look at (respectively) the naval contributions of Australia, New Zealand and Canada to the coalition effort in Korea. These Commonwealth navies were, by tradition and their Second World War experiences, largely interoperable with the Royal Navy. As middle powers, these three nations faced similar issues related to resourcing, naval self-sufficiency, and diplomacy. While the chapters do not engage with one another, the parallels are clear as each discusses similar issues. Quite different is the chapter on the Danish hospital ship *Jutlandia* by Anders Puck Nielsen, which puts the focus squarely on naval diplomacy and Denmark's desire not to make a military contribution, even

when pressured by the United States to do so. Also illuminating is the chapter on the contributions of the small boats and local knowledge made by the Republic of Korea's Navy by Jihoon Yu and Erik French. These two chapters provide a welcome counterbalance to the more traditional national narratives by pointing out aspects of coalition naval operations that are otherwise easy to overlook.

Despite the merits of this work, there are several issues which must be noted. There are no maps or figures to illuminate the geography. And, although they do not generally take away from the ideas presented, there are several errors in the text. For example, in the introduction, Canada's overall naval contribution is listed as eight frigates when the RCN sent destroyers (seven Tribal-class and one V-class). In terms of primary sources, all authors rely on after-action and post-deployment reports, with little engagement with other source bases. Official histories are also leaned on heavily. The chapters are also somewhat uneven in terms of their depth. The chapters by Nielsen and Choi, for example, are much less densely footnoted than some of the others. While there are likely reasons for this related to the available source bases and the nature of the policy choices discussed, the difference is still notable.

On balance, this is a well-presented and intriguing volume. The chapters are very readable on their own and manage to come together as a coherent volume. Those seeking a detailed blow-by-blow account of the naval operations themselves should look elsewhere. Where the volume shines is in using the Korean War as a way of prompting deeper thinking about the impact of national policies and international diplomacy on coalition operations. Because of this, it would be of interest not only to those seeking to know more about the Korean War, but also to readers and students of naval policy, the projection of power, and the various dynamics of coalitions at both the political and the working levels. The price of the hardback is considerable, but it is available, more reasonably priced, as an e-book.

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Gordon H. Boyce. *A History of British Tramp Shipping, 1870 - 1914, Volume 1: Entry, Enterprise, Formation and Early Firm Growth*. Liverpool: Research in Maritime History No. 57, Liverpool University Press, 2024. 303pp., illustration, figure, tables, notes, appendices, bibliography, indexes. UK £95, hardback; ISBN 978-1-80207-466-6

This is the first of a projected four-volume study of British tramp shipping between the opening of the Suez Canal, which was coincident with the rapid