

tended the reach of their commercial activities further inland than ever before. While most of these ports served as cosmopolitan “bridgeheads” of a globalized culture, Darwin notes with the case of New Orleans their effects were not always dominant, as sometimes the concerns of the hinterland won out over the cosmopolitizing influence such ports usually exerted, particularly when economic interests were involved.

This proved increasingly the case after the First World War. Whereas most port cities until then enjoyed the benefits of minimal “inland” intervention, multilateral free trade policies and the gold standard, the postwar world was one of protectionism, managed currencies, and restricted investment. As producers geared towards a global market faced declining demand for their wares, many port cities experienced a drop in traffic and its consequences: declining revenues, increasing unemployment, and a diminished influence as inland polities treated the cosmopolitanism that port cities embodied with suspicion. What recovery these economies experienced came to an end with the onset of the worldwide economic depression of the 1930s, ending an era of increasing globalization and signaling the start of a different and more uncertain world.

To describe the role that ports played in the process of steam globalization, Darwin draws upon a considerable range of scholarly literature. His command of the research is truly impressive, supporting his arguments with some of the latest work in maritime history, technological history, and the insights drawn from several other fields of study. From this emerges an impressive survey that explains complex dynamics both clearly and insightfully. Though written more for a general rather than a scholarly audience, both groups will find this book worthwhile

reading for the connections detailed and the processes described, especially given their relevance to the world in which we live today.

Mark Klobas
Phoenix, Arizona

Kenneth Howard Goldman. *American Yachts in Naval Service: A History from the Colonial Era to World War II*. Jefferson, NC: McFarland & Company, Inc., www.mcfarlandbooks.com, 2021. 218 pp., illustrations, notes, appendices, bibliography, index. US \$45.00, paper; ISBN 978-1-4766-8260-0.

Kenneth Goldman’s ambitious work attempts to chronicle an obscure but fascinating segment of American naval history. Goldman, a contributor to *Navis Magazine*, is quite knowledgeable about the construction, interior appointments and history of yachts and yachting in both North America and abroad. The first challenge one encounters in writing a book covering such a broad scope of nautical history is to define the vessel called a yacht, a Dutch term *jacht schepens* meaning hunting ship. William Smyth’s nineteenth-century classic *Sailor’s Word Book* declares it a vessel of state for pleasure to convey great personages, while other authoritative references add light, fast vessels of various sizes, but used for leisure, sport or competition and as a conspicuous status symbol.

The first American yacht to be used during the Revolutionary War as a combatant (a privateer) was George Crowninshield’s sloop *Jefferson*. Others followed, increasing in number during the War of 1812 as mosquito fleets; swift vessels with men largely armed with muskets and sabres used to disrupt enemy logistics, and surveil and assist in dispatching troops where needed.

During the lull between conflicts, some yachts practised nefarious pursuits, for example; the fast-sailing topsail schooner *Wanderer*, that ended up on both sides of the political fence as a contraband smuggler and slaver. During the Civil War, the Union prohibited private armed warfare or privateering, but it thrived as a relatively successful business for the Confederate States. Southern yachts-turned-naval vessels were conscripted as blockade runners and cruisers. Both sides occasionally had ships with the same or similar name, but with totally different missions and different rigging or means of propulsion confusing their identity in the historical context.

As the country prospered and more people took up yachting for pleasure, some citizens sold or donated these prized possessions to the government. The best-known transferred yacht was the iconic *America*, the winner of the “100 Guineas Cup” that still bears its name. As *Camilla*, she served the Confederacy in the Civil War, deployed as a commerce raider and later served as a training vessel at the US Naval Academy. Under restoration for possible use in the Second World War, she was partly destroyed as the result of a blizzard on the naval academy’s grounds and finally stricken from naval duty in 1945. Another famous vessel was presidential yacht *Mayflower* from which Theodore Roosevelt reviewed the “Great White Fleet” of battleships setting out on their round-the-world voyage and their return. Converted yachts also took part in the short war with Spain, some distinguishing themselves in their roles as warriors. The purchase of private vessels for naval use goes back to the United States Code 46, section 57105 of 1936 with specific classifications of patrol gunboat (PG), patrol yacht (PY), coastal patrol yacht (PYc), yard patrol

(YP), and miscellaneous unclassified (IX).

Next Goldman describes the colourful if not always celebrated crews that served in state naval militias and one group known as the “Hooligan Navy.” The latter were an assemblage “of college boys, adventurous legends of shore villages, Boy Scouts, beachcombers, ex-bootleggers, and rum runners, . . . almost everyone who declared he could reef and steer, and many who couldn’t” (115). Some vessels were ill-suited for their assignments, such as the one in which Ernest Borgnine served. Borgnine, best known for his role in TV’s *McHale’s Navy* served onboard the converted yacht USS *Sylph* during the Second World War. When depth charges were rolled off aft during a U-boat encounter, they failed to detonate. This turned out to be good fortune because the explosion would likely have torn the stern off the vulnerable, slow-moving wooden yacht. Upon laboriously chipping off paint from some remaining charges, their date of manufacture revealed that they were manufactured in 1917! Still, donated, purchased or confiscated, yachts played a role in both world wars, but their significance could be debated in spite of serving in harm’s way.

Inexplicably, Goldman did not include *Bowdoin* (IX 50) in his extensive list of Second World War yachts. This 88-foot, stoutly constructed schooner, built in 1921 for Arctic explorer Rear Admiral Donald MacMillan, participated in Op Sail’s 1986 tall ship parade. It is believed to be the oldest, American-built, Second World War veteran sailing ship still in service. From 1942-1945 she saw duty supplying naval and air bases in Greenland and performed hydrographic surveying off that island and Labrador. Currently the State of Maine’s flagship, the white-hulled

schooner with her distinctive crow's nest atop her foremast is still active as a merchant marine training vessel.

Goldman includes an unusual number of broad quotes delivered by pivotal historic figures or within documents during consequential events. Unfortunately, *American Yachts in Naval Service* struggles to cover all of American naval history up to 1945 within a scant 143 pages of text, while identifying hundreds of yachts and other vessels and their contributions. This makes for a "choppy literary sea" that, at times, appears shallow, but occasionally produced striking graphic prose: "Even in wartime, mundane routine, tedious duties and, throbbing engines that seemingly counted out each passing idle second far outnumbered the adrenaline rush of the call to General Quarters, ... the excitement of spotting a thin periscope and its feather wake, or the near unbearable tension of navigating in a fog obscured convoy when one could barely see the bow of one's own fragile yacht let alone the looming bulk of an escort freighter which might have zigged when it should have zagged" (94). The book's subject matter is unique and its notes, three appendices, and extensive bibliography are quite scholarly. Therefore, this work is potentially useful to any student interested in following the wakes of some of the many historical yachts unmoored and set adrift that collided with maritime history.

Louis Arthur Norton
West Simsbury, Connecticut

John D. Grainger. *Hellenistic and Roman Naval Wars, 336-31 BC*. Barnsley, S. Yorks: Pen & Sword Maritime, www.pen-and-sword.co.uk, www.pen-and-sword.co.uk 2020. 224 pp., illustrations, bibliography, index. UK £14.99, US \$26.95, paper; ISBN 978-1-52678-232-

8.

John D. Grainger's book examines the naval history of the Hellenistic period, an often overshadowed element of that time. Beginning with Alexander the Great's minimal use of naval power to support his conquests, Grainger investigates the rise and deployment of naval warfare in places such as the Successor kingdoms in the eastern Mediterranean, the naval powers of the western Mediterranean (particularly Carthage and Syracuse), the entrance of Rome into the nautical world, and the emergence of Roman domination of the sea. He also surveys the activities of the lesser powers of the time, such as Rhodes, the Attalid kingdom of Asia Minor, and various Greek states.

While obviously focusing on naval aspects, the author does not neglect the relevant non-naval elements as well, thus providing as clear a picture as possible of the events and consequences of various conflicts. Grainger maintains a sympathetic view of those participants in the events who do not usually receive individual recognition—the oarsmen, sailors and shipwrights—frequently including statements such as; "As usual, the consul survived; thousands of his men died" (94). The very clear organization of the material by historic chronology and naval powers presents the information in a precise and comprehensible format; no mean feat for an extremely involved, and often confusing, age. Each significant player is addressed as they come to the fore, with a detailed analysis of the causes and means of their respective ascents and declines. While there is, by necessity, some chronological overlap from chapter to chapter, this transitional difficulty is effectively dealt with by means of brief references to and reminders of previously described elements.