

the Asian nations.

Would I use the book as an assigned reading in a maritime history class? Without any doubt the answer to this question is a clear yes, mainly because the book clearly demonstrates that maritime history is not just about ships but about the countries that are connected by the shipping lines. I might even recommend the book to colleagues teaching Latin American or Asian courses for the same reason and to bring their attention the fact that transpacific navigation was an important element for the development of these regions even if the number of ships sailing between these regions never reached the numbers of ships crossing the Atlantic. Unfortunately, the book includes neither an index nor charts of the areas discussed.

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Luengo, Pedro and Gene Allen Smith, eds. *A Fortified Sea: The Defense of the Caribbean in the Eighteenth Century*

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xiv + 308 pp., figures, maps, notes, bibliography, index

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The intrusion into the area of what would become the West Indies and the coastal area of the Gulf of Mexico by Europeans involved the establishment of settlements and plantations, an influx of slaves, and inevitably conflicts between competing colonizing powers and Indigenous nations. Construction of appropriate fortifications was mandatory to protect these outposts at the edge of empire, trade routes home, and ensure regional hegemonic dominance. This edited collection focuses on the British and Spanish efforts to do this in their colonies in what the editors call the contested borderlands.

While acknowledging that the Dutch, French, Danish, British and Spanish colonized the region, the collection's focus on Spain and England facilitates a deeper dive into the two nations' efforts. It also allows for the rich Spanish evidence to be fully explored, making available for an English-speaking audience material that until now has largely resided in the Spanish academy.

The papers are organized into three parts. The first reviews the education of Spanish military engineers. These two chapters describe the tension in the training between theory and practical experience and that between the military and civil authorities in construction of outposts. Jaun Corbalán states that Spanish military engineers received sound training that prepared them for the

West Indies environment. Apart from the fortifications, the military engineers had the task of constructing government buildings and the church's cathedrals. J sus Carrasco found these projects were better left in the hands of the on-site military engineers than the civilian architects. The absence of a chapter on the training of British military engineers is unfortunate.

Part two turns to British fortifications in the West Indies. Three chapters survey the military structures at Jamaica, Antigua, and the English settlement at Guant namo. Aaron Graham shows that the British efforts at Jamaica between 1760 and 1810 suffered from a lack of maintenance amid political struggles between the planters and the metropolis, especially when it came to finances. Christopher Waters demonstrates how Antigua's more independent colony government crafted poorly designed forts, leaving key sites open to attack. This seems largely due to the absence of military engineers. Pedro Luengo investigates the British military settlement at Guant namo. Built in 1741 to facilitate an attack on Santiago, Cuba, the camp was designed along the English urban plan with a military hierarchical structure laid over top. Impressive on paper, the idea was unsuccessful as the British withdrew at year's end. Luengo tells this story through Spanish maps and documents as the British left little at the site or in the archives on this endeavour.

The career of military engineer, urban planner, and spy Luis Huet demonstrates the broad range of competencies the successful military engineer held. Pedro Freire describes Huet's involvement in various efforts to build forts, urban areas and religious structures in Cuba. Alfredo Morales's study of text and image narrating the British capture of Havana in 1762 demonstrates the use of the graphic representation of the victory in propaganda. The only comparative examination of fortifications occurs in Ignacio Lopez-Hern ndez's chapter on British assaults on Cuba (Spanish) and Saint-Domingue (French) in 1748. Where the Spanish centralized their urban developments and created fortifications to protect them and the various approaches, the French colony developed in a decentralized fashion resulting in multiple forts to defend each settlement. The British were defeated at Santiago de Cuba and though the fortress at Port Saint Louis was captured, they did not take control over the French colony.

Part three returns to a Spanish focus with seven chapters covering: Santiago de Cuba; San Juan, Puerto Rico; the Fort of San Carlos de Perote, Veracruz; and two each on Cartagena, Columbia, and the Louisiana and West Florida areas. On Cartagena, Maria Mart n examines the Fort of San Francisco, focusing on the fortification's construction as a "typical seventeenth-century work in the Americas" (129). It demonstrates the engineer's development through on-site experience, as opposed to strict adherence to their formal education. M nica

Collar and Germán Garcia describe Fort Carlos de Porte's construction process, including the challenges of the site and the fort's repurposing over time. They anchor the fort's place in the broader Mexican history.

Manuel Casado's biographical sketch of military engineer Manuel de Anguiano reveals the integration of military engineers into society. Anguiano not only designed portions of Cartagena's fortifications but also participated in the unsuccessful bid for Cartagena's independence. Francisco García's chapter on Juan de Herrera y Sotomayor's efforts to build canals, locks, and floodgates linking the interior to Cartagena demonstrates the importance of the military architect's theoretical knowledge and his prior practical experience in Spain, Holland and Italy.

José Folguera details New Orleans' defensive system through the four eras of Spanish construction. Each era sees additional fortifications and renovation of older forts. Multiple fortifications were required to counter attacks from land (by Indigenous nations or Americans), from coastal landings, and attacks via the Mississippi River. Gene Smith writes about the United States' taking of Baton Rouge in 1810 and Mobile in 1813. American expansion southward opened river transportation from southern Georgia through Florida to the Gulf of Mexico.

Use of dynamic sources, such as Luengo's use of Spanish maps (as noted above) and Waters' use of archaeological data to plot firing arcs to assess the effectiveness of Antigua's Fort James, add new perspectives. Numerous visuals assist the reader in following the authors' descriptions. They constitute an interesting selection of images from the archive.

If there is any criticism of this volume, it revolves around the need to say more about the interaction of Indigenous and slave populations with the design and construction of the forts. These two groups were significant elements in this contested area. There was some interconnections between chapters via citing, in the conclusions, other chapters that related to the one just read. A more engaged effort of comparing British and Spanish military engineers and fortresses would have been welcomed.

All the fortifications were in harbours except for New Orleans, which sits on the Mississippi River. The ever-present water underlines the dependency of these settlements on the maritime link to their empire's metropolis. All fortifications were involved in repelling sea-borne attacks. Assaults from the land side of defences could only be facilitated by the navy transporting troops to the island, or coastline. The one exception in the text was Baton Rouge and Mobile, and although the latter did have a naval element in the assault, the main threat was overland.

Editors Luengo and Smith have made a significant contribution to our

understanding of the fortification of the West Indies and the coast of the Gulf of Mexico by assembling a set of authors offering unique insights. This volume will appeal to those interested in coastal fortifications of the 17th and 18th centuries and the military engineers involved in their planning, construction, and alterations. Focused on Spanish and English-controlled areas of the West Indies and Gulf of Mexico coastline, the work re-examines the efforts to attack and defend these possessions. It provides a slightly different approach to studying this originally nebulous borderland's solidification into the more rigidly divided region it became.

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