

passed through the family of the captain of the rescue ship to the village of Prospect Harbor, Maine. Attempts to repatriate the bell were made from the 1960s on. It was finally loaned for temporary display in Canada, in exchange for a replica bell being made, a model of the *Queen Victoria* produced and a rental fee of more than \$10,000 paid. While this might ordinarily serve as footnote to the history of the *Queen Victoria*, the negotiations dwarf the story of the vessel itself. There are other diversions as well, such as a full chapter dedicated to the story of the Confederate raider *Tallahassee* which was in Halifax in 1864. The volume is further padded out by an appendix with brief biographies of Canada's Fathers of Confederation.

Langley cannot resist the temptation to over-dramatize the narrative; the tug steamer *Queen Victoria* becomes a "Royal Yacht" (and later an "imperial" yacht) when the Prince of Wales or the Governor-General, step aboard, and the ship's bell is described as "Canada's Liberty Bell" and a symbol of nationhood. The vessel itself, owing to its role in transporting delegates for the confederation conference, is the "flagship of the emerging nation." The somewhat confusing title of the volume is credited to a Charlottetown press account of the ship, although no source is given. The phrase most likely appears in a somewhat tongue-in-cheek report from the *Saint John Morning Telegraph*.

The resulting volume is somewhat unsatisfying from a nautical research perspective. The problem may be that the subject and the available sources have enough content for an article, but perhaps not a book, and it has been lengthened by including a good deal of contextual information of marginal value. Nevertheless, it contributes to the literature by shining a light on the important role that support vessels, pre-

cursors to the Canadian Coast Guard, played in assisting commercial nautical operations and as mechanisms for advancing government maritime policy.

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Michael G. Laramie. *Gunboats, Muskets, and Torpedoes. Coastal North Carolina, 1861-1865*. Yardley, PA: Westholme Publishing, www.westholmepublishing.com, 2021. xii+347 pp., illustrations, glossary, notes, bibliography, index. US \$30.00, cloth; ISBN 978-1-59416-336-4.

Entering an oversaturated market, books about the Civil War need to fit into a particular niche. In *Gunboats, Muskets, and Torpedoes: Coastal North Carolina, 1861-1865*, author Michael Laramie traces naval and coastal battles that defined the Tar Heel State's role in the Civil War. His book follows the war from the seizure of Cape Hatteras to the official surrender of the Confederate soldiers under the command of Joseph E. Johnston to the Union Army and William T. Sherman. The author demonstrates North Carolina's importance in the Civil War, particularly by serving as a breeding ground for new tactics and technologies. Although not a historian by trade, Laramie has a degree in engineering and his experience in the United States armed forces provides him with a unique perspective on military history. He presents a persuasive argument for North Carolina's role in the Civil War that sheds new light on the conflict.

Despite being nearly 300 pages, the book moves at a good pace with chapters roughly 10- to 15-pages long. The author provides thorough and detailed maps and pictures of the places and actors that he describes in each chapter,

helping the reader to imagine how each battle would have unfolded. Laramie connects and blends the coastal battles with the naval battles while showing the importance of both. In chapter five, when Laramie examines the Battle of Roanoke Island, he explains how the Confederate troops at Fort Bartow saw 12 Union gunboats approaching the shore in support of the Union troops closing in by land. The description illustrates just how vital the ships were to the protection of the attacking Union army.

Another strong point of Laramie's work is his glossary and terms section at the back of the book, providing readers with a handy definition of words they might not recognize. More than that, he also offers a brief background on the terms and their origin. For instance, a "barbette" is a cannon designed to fire over a parapet. It is not meant to protect the crew, but it does allow them greater firing distance throughout the field. This glossary makes it convenient for both novice and expert readers to appreciate the text.

There are, however, some problems with the book. While Laramie cites many primary sources such as the *Southern Historical Society Papers* and histories of North Carolina regiments, the majority of his secondary sources are almost 50-years old. For example, when describing the blockade around the Carolina coast, he cites an article by Marcus Price written in 1948, but fails to mention a more modern take by Bern Anderson, whose 1989 book is devoted to the naval history of the Civil War and features the blockade. Laramie also overlooks more modern works by authors who expand on the Civil War era, such as James McPherson, Edward Ayers, and Peter Carmichael. He even ignores historians who wrote directly about North Carolina, such as

Elem Warren, whose 2011 article describes the fall of Fort Fisher, and Ron Soodalter, who describes the battle and occupation of Fort Hatteras at the start of the war in North Carolina.

Laramie's book also needs better editing. Grammatical errors appear throughout the book, but perhaps even worse, is the presence of incorrect historical facts. One of the most glaring omissions is his description of Confederate naval officer Benjamin Loyall. His name is not only spelt as both "Loyal" and "Loyall" in the text, but there are separate entries for him under each name in the index. Laramie describes the *USS Sasacus* as weighing 750 tons, when in reality, it weighed 974 tons. When discussing the battle at Cape Fear and the bombardment of Fort Buchanan, Laramie states that it was later dubbed the "Malakoff of the South" in reference to the Russian fort that withstood attacks from both the French and British. In fact, it was only the French that attacked Malakoff. The British attacked simultaneously further south at Redan. He also fails to introduce people consistently. In some cases, Laramie introduces his characters using their full name, such as General James Longstreet. On other occasions only a last name appears. For example, he first introduces General John Foster as simply Foster. Only several pages later does the reader find out that it is General John Foster.

While Laramie's work proceeds in chronological order, making it easy for any reader to follow, it cannot be included in the Pantheon of Civil War books due to its errors. Nevertheless, it does introduce the reader to the many different battles that took place along the coastline of North Carolina during the war and draws attention to North Carolina's role in the conflict. A novice would enjoy the book; however, an ex-

pert in Civil War history would be left unimpressed after reading it.

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Mark Lardas. *The Glorious First of June 1794*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2020. 96 pp., illustrations, maps, bibliography, index. UK £14.99, US \$24.00, CDN \$32.50, paper; ISBN 978-1-4728-3484-3.

Few eras in history have garnered quite the attention from naval historians than the great age of fighting sail. With the release of Mark Lardas' *The Glorious First of June 1794*, one of the most pivotal engagements of the eighteenth century is made accessible to a broad spectrum of maritime history enthusiasts.

The epic sea battle that culminated on 1 June 1794 was a direct result of the global upheaval occasioned by the French Revolution. By the spring of that year, the egalitarian promises of the Revolution had been lost in the Reign of Terror, and an increasingly isolated France was forced to wage war on multiple fronts.

An unexpected famine would only make matters worse. Portions of western France experienced drought beginning in 1793; hostile European powers were unwilling to make up the agricultural shortfalls through trade. In order to ameliorate the food shortages, French authorities launched an ambitious plan to purchase immense quantities of grain from the United States. But in order to successfully cross the Atlantic, the grain convoy would be forced to run the gauntlet of a British blockade.

The grain convoy which mustered in the Chesapeake Bay was estimated at over one hundred vessels. Rather than split the convoy into smaller contin-

gents, French authorities opted to consolidate the ships. Although the vast fleet would consequently create a single large footprint at sea, it was justifiably hoped that the convoy would nonetheless lessen the opportunity for British vessels to locate and pick off individual ships.

The convoy would face a grim opponent in the form of legendary Admiral Richard "Black Dick" Howe. Commander of Britain's imposing Channel Fleet, Howe hoped to intercept the convoy, although his primary focus was the destruction of France's Grand Fleet, which sailed out of Brest.

That fleet was commanded by Rear Admiral Thomas Villaret de Joyeuse. An aristocrat who had survived the Revolution with his head, Villaret-Joyeuse was also a competent career officer. When he was ordered to escort the grain convoy into French ports, Villaret-Joyeuse opted to largely ignore his orders, deciding instead to lure the English fleet away from the convoy, allowing the merchantmen to slip to safety while using his own Grand Fleet as the bait.

Howe, an aggressive combat commander who preferred climactic contests between ships of the line, was only too happy to accommodate. Locating the French, naturally, was his greatest obstacle. The two fleets miraculously passed each other within hailing distance on the evening of 17 May, but due to the presence of a dense fog bank, the two sides never made contact.

British lookouts finally spotted the French fleet on 28 May. The French held the weather gauge, but Howe characteristically ordered his ships to give chase. Although Villaret-Joyeuse hoped to avoid a general engagement, the French three-decker *Révolutionnaire* sought battle, and found it. During an afternoon of epic fighting, the French