

digest, particularly the effect of modern weapons on the conduct of land campaigns, as well as the lessons involved with naval warfare. Britain's Admiral Sir John Fisher, the contemporaneous First Sea Lord, took note of Japan's naval success and out of that experience pushed on with the all big gun HMS *Dreadnought* and her fast battlecruiser near cousins HMS *Invincible* and her sisters. At the same time, the sheer incompetence of the Russian army and navy was well cemented in the minds of various European powers, notably Germany's Kaiser Wilhelm II, and exerted a malign influence on the decision for war in 1914. The influence of the triumph at Tsushima on Japanese thinking involved concluding that they had nothing to fear regarding faraway European powers, as well as the emphatic global statement that their country was a force to be reckoned, which lingered into the middle decades of the new century, ending only with their gamble for Pacific Ocean domination in the 1930s and 1940s.

A few caveats should be noted with this book. First, it is written in an informal style, with invented conversations and presumed internal dialogue that some will find off-putting. Such an approach is often a feature of popular historical writing and so not entirely surprising. Second, the book would have benefited from a final edit as a number of infelicities remain. Slips such as these are distracting, unnecessary and suggest untoward speed in production. Third, the somewhat sparse resources quoted largely involve printed accounts by participants, including Admiral Togo's battle report, and a small selection of secondary works, relatively few of which are up to date. Contemporary newspapers and some websites round out the research. Notwithstanding its objective as popular history, the book would have benefited from more recent explorations of the subject by, inter alia, Sydney Ty-

ler's *The Russo-Japanese War* (2018) or Larry Slawson's *The Russo-Japanese War: Political, Cultural and Military Consequences* (2019). And last, the book lacks diagrams to illustrate the battle. The collection of quite excellent illustrations does include a pair of maps, one contemporary, to illustrate the area in which the war was fought, as well as Admiral Rozhdestvensky's route from the Baltic to the Japanese Sea, as it was then termed (rather than today's Sea of Japan). Neither is particularly illuminating and there is no illustration of the various naval engagements, which is an unfortunate omission.

Any reader who wishes a high level, quick and engaging account of the Battle of Tsushima and the picaresque adventures of the Russian fleet leading up to that fateful day in May 1905, will be satisfied with Carridice's account. Those that might prefer a more scholarly analysis, with the more typical academic apparatus, will be well advised to search elsewhere.

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Julie Cook. *The Titanic and the City of Widows it left Behind*. Barnsley, S. Yorks: Pen and Sword, www.pen-and-sword.com, 2020. xxxvi+140 pp., illustrations, crew list, notes, bibliography, index. UK £19.99, cloth; ISBN 978-1-52675-716-6.

My first thoughts were 'surely not another book on *Titanic*—what more could there possibly be to write'?! Unlike many of the previous books on this subject, however, this one deals mostly with the ship's crew and more importantly, their families.

Journalist Julie Cook, whose great-grandfather was fireman (stoker) William Bessant and lost with *Titanic*,

has produced a compelling social history concerning the crew members from Southampton who died during this famous tragedy. *Titanic* had a ships company (crew) of 908 men and women of whom 688 lost their lives. Among that 688, were 549 from Southampton; hence, the city of widows. Those who died ranged from 62 year old Captain Edward Smith, on his last voyage, through to 15-year-old Bell Boy 1st Class Arthur Barratt on his first venture to sea. Virtually no family in the city was untouched by the tragedy. Of the 23 female crew, two of the three who died were also from Southampton.

With her family connection, and the legend that her ancestor had given up his chance of survival by helping an elderly passenger to a lifeboat, the author sought out more information on what happened to the other families. Using social media to contact other '*Titanic*' families and the Titanic Relief Fund archives, Julie Cook has provided a portal through which to look back over 100 years to a much different world. One can almost imagine the desperate scenes described in the days after the sinking; as panicking wives gathered around the White Star Line office, in Canute Road, Southampton, waiting desperately for information on husbands, brothers, uncles and sons.

175 of the 220 crew who survived were also from Southampton, but as Cook points out, for many, survival came at a cost. Several suffered from the then-unknown Post Traumatic Stress Disorder—as well as being called cowards for surviving while so many had died. Most of the survivors refused to talk about what they had experienced and were soon back at sea; not surprising as they still needed to earn a wage and while many at the time saw it as stoicism, it was more likely self-preservation for those struggling with 'survi-

vor's guilt'. Cook also raises the issue of the 'women and children first policy' utilized during the sinking and the negative effect it had upon the burgeoning suffragette movement in Britain.

Previous books and films concerning *Titanic* have focused strongly on the passengers ranging from the wealthy elite such as Astor and Guggenheim through to third class passengers seeking a new life in the United States. When the crew are mentioned, it is mainly the officers; while the bulk of the stewards, cooks, boot boys and stokers are just extra's in the book/film (such as the less than two minutes in the 1997 *Titanic* movie showing the boiler room with Jack and Rose running past startled stokers).

The effect of *Titanic*'s loss generated perhaps the world's first 'crowd funding' with many thousands of pounds raised for the widows and children of those who lost their lives. The descriptions of the minutiae of the Titanic Relief Fund makes for very interesting reading ranging from regular payment to widows for food, clothing, education, etc. —but only as long as they behaved themselves in post-Victorian England. Widows who drank too much, or failed to keep their houses clean or had indiscrete liaisons had their funds stopped and the relief fund employed a 'Lady Visitor' to keep regular tabs on the Titanic widows.

The amounts paid to widows were tied to their late husband's wage; the higher his wage, the more the fund paid the widow and children—regardless of their actual need. The widows of 'black gang' who toiled in the engine and boiler rooms received the lowest level of funding; despite often having the greatest need! This again proves the past is a foreign country—they do things differently there. Regardless, the relief fund ensured the bulk of the widows and

children were looked after and in some cases lifted them out of the abject poverty that would otherwise have ensued. Money was still being paid out in 1959 to the last of the widows—just before they turned 70 and the British old age pension took effect.

The little known strike by the engine room crew of RMS *Olympic*, that occurred less than a fortnight after *Titanic*'s loss, is also briefly mentioned. The men refused to steam the ship until sufficient and serviceable lifeboats were installed. While the men were arrested for 'mutiny', the lifeboats were fitted before the ship sailed. The advent of the Safety of Life at Sea (SOLAS) requirements which flowed from the tragedy is also examined.

The book is not without its faults and at times it becomes glaringly repetitive—that children had their school shoes pawned by families so food could be provided starts to lose its effect after the tenth mention. As does the dampness of Southampton dwellings and the constant lack of 'nourishing food'. While these are important to the story, they lose their effect by the unnecessary repeating of the hardships suffered by the working class families. The photos used are mainly effective but those of documents are virtually unreadable without a magnifying glass.

Overall Julie Cook has done a pretty good job of providing an insight into working class Britain in the early twentieth century; through the lens of the effect the *Titanic* sinking had on Southampton and its working class families. Well worth the read, even if a little bit 'heavy going' at times. It also proves the 1912 tragedy can still raise interest over 100 years after the ship plunged to its icy grave.

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Jeffery M. Dorwart. *Dorwart's History of the Office Naval Intelligence, 1865-1945*. Annapolis, MD: Naval Institute Press, www.usni.org, 2020. xiv+400 pages, illustrations, notes, bibliography, index. US \$62.00, cloth; ISBN 978-1-68247-391-7.

This work is actually an single-volume reprint of a two-volume history that was first published in 1979 and 1983 respectively. In this omnibus edition, the story of the US Office of Naval Intelligence (ONI) is presented in three parts. The first part encompasses the complete first volume which traced the history of this office from its conception in 1865 to 1918. The second book, however, is split into two separate sections in this release, with Part II covering the years 1919 to 1938, while Part 3 covers the years 1939 to 1945. Overall, this breakdown is very logical and conventional.

It is based on a plethora of sources, including archival records, oral histories, memoirs, interviews and the works of other published authors. Despite the recent appearance of a semi-official history of the ONI, it still holds its own. Essentially, this is because Dorwart's study is an academic study based on a wide range of published and unpublished sources. His central theme is that the ONI and its predecessors suffered from a split-personality. In general, it was torn between two often divergent missions—collecting data on foreign navy's warships and weapons versus identifying internal and international threats to the United States. This central theme dominates this work, and combined with the usual "budget issues", helps to tie everything together. Complicating this dual role is the fact that becoming the Director of the ONI was not typically a goal in itself for most naval officers who occupied this position.