

Bernard Edwards. *From Hunter to Hunted: The U-Boat in the Atlantic, 1939-1943*. Barnsley, S. Yorks: Pen and Sword Maritime, www.pen-and-sword.com, 2020. xiii+200 pp., illustrations, bibliography, index. UK £19.99, cloth; ISBN 978-1-52676-359-4.

This work is an examination of the first four years of U-boat actions in the Atlantic through the microcosm of 14 chronological engagements. Drawing heavily from the records of surface vessels involved and official Kriegsmarine war diaries, author Bernard Edwards attempts to show the evolution of the war under the sea as changing tactics, technologies, and numbers gradually affected the U-boat's attack profile and effectiveness. Individual mariners and their first-hand accounts are often used to illustrate attacks, chases, and sinkings, providing a human element to these battles between ships. A small collection of photographs is provided in the centre of the work to show some of the vessels, crews, and equipment discussed, with an epilogue, index, and brief bibliography rounding out the work.

Edwards begins his work with a brief three-page prologue that briefly covers the submarine restrictions imposed in Germany after the First World War, German pre-war submarine programs, and the arming of British merchants in the months prior to September 1939 before advancing into the main context of the work. The 14 chapters are largely presented as distinct individual narratives without overarching major analysis, and are divided into two parts. The first part, "In the Beginning," recounts six engagements from 3 September 1939 to 19 March 1943. These showcase the evolution of U-boat tactics to their peak, from the early days of surfacing and giving warnings to crews prior to attacks through to the effec-

tive use of multiple Wolfpacks against non-air escorted convoys around three-and-a-half years later. Lone ships, either making their own runs across the Atlantic or straggling behind convoys, are discussed along with full convoy attacks, further showcasing how allied tactics changed in response to the U-boat threat.

Part Two, "The Turn of the Tide," is larger in scale at eight chapters, but much narrower in focus, acting as a multi-chapter recount of Convoy ONS 5's treacherous Atlantic crossing from 22 April through 12 May 1943. This last bloody major success of Wolfpack tactics nonetheless marked the end of open season for the Kriegsmarine, as Allied aircraft, detection equipment, and improved escort tactics led to the sinking of six U-boats and the further damaging of seven more. The strain and callousness developed on both sides during the prolonged engagements is clearly shown through actions such as the ordered abandoning of any search by the escort ships for any survivors of U-125 (171). The lower quality of new, inexperienced U-boat crews is also touched upon. A brief two-page epilogue discusses the acknowledged defeat and withdrawal of the Wolfpacks later in May of 1943, which could do with some expansion to better analyze the course of the Battle of the Atlantic and the true extent of 'Black May.'

Throughout his work, Edwards often tries to place the reader aboard the ships being hunted by various U-boats, describing the creaks and groans of overstressed machinery, the wet conditions, and the often nervous nature of the crews. He does sometimes get hung up on tangents that break the flow of the narrative, such as diverting the account of the SS *Rockpool* for two pages to talk about Captain William H. Harland's First World War convoy service,

or further following people from the narrative past the end of the case study event to another engagement or into the post-war years (54-56). If these sections were perhaps reduced and moved to an endnote format, it would help improve the work's flow.

In terms of other possible improvements, several come to mind. The preface of the work could use an expansion along with a detailed introduction. There is currently no mention that this is a series of case studies except for on the book jacket, and there is no historiography or source discussion. This could be easily included in an introductory area. Edwards also has a tendency to make references to events or tactics that he does not explain elsewhere in the work. This includes offhand mentions such as using SS *Athenia* as the reasoning for a captain's actions without explaining why that ship's sinking was significant or SSS transmissions without explaining the significance of the three letter coding (24, 44). More pervasive is Edwards' mentioning of ship locations within convoy columns with no discussion of convoy layout or escort positions and tactics. The addition of a timeline, glossary, and convoy layout illustrations could fix a majority of these deficiencies. Citations in the work are also almost non-existent except for in-text comments, and the bibliography is rather scant and its primary source list is incredibly vague. The addition of endnotes and the expansion of the bibliography's "Other Sources" to have more detail beyond "The National Archives," "U-boat Net," and "U-boat Archive" would be greatly appreciated. Finally, given that each chapter is an engagement case study, maps of the battles would be helpful to illustrate the scope of various chases and convoy crossings.

From Hunter to Hunted is an in-

teresting recounting of the U-boat war at the ground level, showcasing how ships and crews played a deadly cat-and-mouse game against the backdrop of evolving technology and tactics. While not without faults, Edwards' case studies are a good introduction into the terrifying stresses and evolving situations of early to mid-war trans-Atlantic U-boat attacks. For those interested in merchant shipping, convoy attacks, and U-boat tactics, this work could act as a stepping stone to identifying ships and engagements for further study.

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Richard Endsor. *The Shipwright's Secrets. How Charles II Built the Restoration Navy*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2020. 304 pp., illustrations, appendices, notes, index. US \$85.00, cloth; ISBN 978-1-4728-3838-3. (E-book available.)

In his first book, *The Restoration Warship*, Richard Endsor distinguished himself as a talented illustrator and a meticulous historical researcher, documenting the approval, design, construction, and service-career of *Lenox*, a Third Rate of Charles II's navy. In this successor volume, he outdoes his previous effort in documenting the business, the art, and the craft of the shipwrights who built the Restoration Navy. The link between the two books is through the Shish family of shipwrights (father and two sons) at the Deptford, Woolwich, and Sheerness yards. The 'Secrets' of the title refers to the contents of a small treatise that John Shish (the elder son of Jonas) sent to Samuel Pepys on 1 July 1674. This treatise, entitled *The Dimensions of the Modell of a 4th Rate Ship*, expounded on the method of