

terrible. Rielly also talks briefly about race on the gunboats. African-American sailors were only allowed to serve as a Steward's Mate, cooking and cleaning up after the officers, jobs deemed beneath other sailors aboard.

The gunboats were also dangerous—because they were heavily armed and considered expendable in defense of larger ships they were often used as picket ships or in more risky missions. The casualty rate of the gunboats was significantly higher than the theater average and in some operations nearly double. And the Ad hoc, almost Mad Max-esque nature of their construction meant that some were lost at sea because of design problems and other has a rocket misfire rate of over ten percent.

After introducing the gunboats, Rielly gives a broken, chronological history of their involvement in major combat operations in the Pacific. The breaks are intentional; Rielly makes clear in the introduction that he intends to focus on a few representative examples—among them the Central Pacific Campaign, the retaking the Philippines, Iwo Jima and Okinawa. Otherwise, the action would be both repetitive and overwhelming. If the reader does want to dive deeper into other Pacific operations Rielly includes reference and sources in his notes that would jump-start any research.

The book is illustrated with hundreds of photographs that bring the gunboats to life. Almost every version and conversion of the gunboats are pictured along with combat shots, training shot and snapshots of daily life. Maps (both original and some created for the book) help the reader understand the action and clarify the operations. The book is so well illustrated, in fact, that a reader could be forgiven for wishing it were printed in a larger format and hardbound. As it is, the book is a paperback and larger than standard size,

but not so large as to be a display book.

In *American Amphibious Gunboats in World War II* Rielly has made a valuable and complete addition to the naval and amphibious history of the Second World War in the Pacific. His book should be of interest to casual and professional historians as well as military practitioners. The gunboats he chronicles do not exist in the force structure of modern navies—anyone who would seriously consider amphibious assault against a dug-in enemy would do well to understand the contributions these boats made in the Pacific.

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Raymond A. Rogers. *Rough and Plenty: A Memorial*. Waterloo, ON: Wilfrid Laurier University Press, www.wlu-press.wlu.ca, 2020. 332 pp., illustrations, notes, bibliography. CDN \$24.99, paper; ISBN 978-1-77112-436-2. (E-book available.)

In the summer of 1985, the Nova Scotia fishing community of Little Harbour came together to celebrate the launch of the fishing vessel *Laura Elizabeth*. Such gatherings had occurred countless times before, in Little Harbour and across Atlantic Canada, but as offshore dragnets decimated stocks and undermined the inshore fishery, the sight of a newly-built boat had become increasingly rare. The struggle of inshore fishers to maintain their historic livelihoods in the face of industrial overfishing is the subject of *Rough and Plenty: A Memorial*, a passionate autoethnography written by the *Laura Elizabeth's* owner, Raymond A. Rogers, and published as part of Wilfrid Laurier University Press's Life Writing series.

Rogers, who grew up in Manitoba, decided to settle in Shelburne County's

Little Harbour while exploring Nova Scotia on bicycle in the 1970s. He purchased a piece of land with a traveler's cheque, and soon after patched up a derelict fishing vessel "that wouldn't float on a sea of tar" (30). Out of "neighbourly interest", Rogers also began to investigate the grave site of Donald McDonald, a nineteenth-century Scottish settler from the Isle of Lewis, whose gravestone survived on the fringe of Rogers' property (5). The McDonald family, Rogers found, were crofters who had been evicted from their land to make room for sheep, the staple commodity of England's early industrial revolution and prime mover of the Highland clearances. Rogers began to identify with Donald's experience as his own livelihood was undermined by industrialized offshore fishing, forcing him and thousands of other small-boat fishers to seek work on resources projects in the Canadian west. The parallel between the "clearances of the crofters in Scotland and the clearances of the inshore fishers in Atlantic Canada," Rogers writes, "gives this book its imaginative shape..." (9).

The 'rough and plenty,' Rogers explains, is a way of life that was evident in both the crofter communities of nineteenth-century Scotland and the fishing communities of twentieth-century Atlantic Canada; a way of life defined by small-scale, family-centred units of production and informal patterns of land use. Industrialization, however, demanded large-scale efficiencies and private property law, and the labour-intensive farms and fisheries were vilified as obstacles to modernity. In Atlantic Canada, for example, the notion that 'too many boats' were chasing 'too few fish' had become orthodoxy by the late 1980s. What followed was not just a process of enclosure—the formalization of private property rights over

common lands and resources—but the articulation of a colonial narrative that urged displaced workers and families to find new fortunes in the west. For Scottish crofters, that meant the Hudson Bay fur trade; for Atlantic Canadian fishers today, it is the oil sands of Alberta. Always, however, the promise of a better life came at the expense of Indigenous peoples, whose lands are themselves enclosed by hydroelectric reservoirs and open-pit mining.

Each chapter of *Rough and Plenty* is subdivided into an introductory 'history from above,' which provides historical and economic context, and a much lengthier 'history from below,' told from the perspective of people dispossessed of their homes and livelihoods. Using eyewitness accounts of Scottish crofters (largely gathered from the 1811 Napier Commission on crofter unrest) and his own experiences as an inshore fisher and labourer on Manitoba's Long Spruce Rapids hydroelectric dam, Rogers recreates "representative" conversations of dispossessed crofters, fishers, and work camp labourers (276). These narratives serve an advocacy function by restoring agency and humanity to communities whose pain and dislocation has been abstracted and sanitized by colonial narratives of economic 'progress' and pioneering settlers.

Some of *Rough and Plenty's* most compelling pages describe Rogers' experience as an inshore fisher. His firsthand accounts provide an almost encyclopaedic description of inshore fishing in the 1980s—a "how-to manual of sorts" for a way of life that has largely ceased to exist (281). Rogers recounts a harrowing night on the water when his little boat narrowly escaped the giant propeller blades of a passing freighter, and he writes eloquently of the challenges of finding fish without the aid of modern electronics: "My technological

window is a compass and a watch and a flasher sounder. Between the swirl of experience and the murk of the deep, I make my way” (37).

The advantages of electronic aids could not reverse the decline of the inshore stocks, and in 1993, frustrated fishers in Shelburne fought back. A Russian freighter, the *Pioner Murmana*, was surrounded at the Shelburne dock as inshore and federal fisheries officials were compelled to listen. During that “brief but intense time,” Rogers writes, “it felt as if fishers’ views were finally being heard... and social relations that were leaving the world were contending and in conversation with the forces that were strengthening their hold on that world” (229). While the inshore fishers gained some concessions, they did not seriously threaten the interests of the trawler industry. Collapse, Rogers notes, is now a “stable state” (264) and Nova Scotia has become a “sacrifice area” for new polluting industries such as aquaculture (264-5).

Rough and Plenty provides a novel contribution to our understanding of the relationship between ‘progress’ and technology in the Atlantic Canadian fisheries. Nevertheless, while industrial capitalism as a development strategy was disastrous for the coastal communities of eastern Canada, there was opportunity in the wreckage. By driving thousands of out-of-work Atlantic Canadian fishers west to the hydro projects and oil sands of Manitoba and Alberta, Rogers writes, “the staples economy solved one ecological crisis (the collapse of the fishery) by generating another (climate change)” (145).

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David Lee Russell. *Early U.S. Navy Carrier Raids, February–April 1942*.

Five Operations That Tested a New Dimension of American Air Power. Jefferson, NC: McFarland, www.mcfarlandbooks.com, 2019. viii+197 pp., illustrations, maps, appendices, notes, bibliography, index. US \$39.95, paper; ISBN 978-1-4766-7846-7.

Since their first appearance in 1927, the role of fast aircraft carriers, such as the *Lexington* and the *Saratoga*, has raised many questions about the real power of battleships as compared to the air-battleship force. In reality, the demonstration test that took place off the Virginia coasts in June 1921 had already shown the vulnerability of the German battleship *Ostfriedland*, sunk in just 21 minutes by five bombs, dropped from Martin two-engine MB-2 bombers.

Between 1927 and 1932, the use of carriers in test demonstrations highlighted their potential and, during the test “Fleet Problem XIII”, the *Lexington* and the *Saratoga* launched a formidable attack, with their 152 planes, on the airfields of the island of Oahu, simulating a destruction of all planes on the ground.

David Lee Russell’s book is a valuable account of the first months of 1942, during which the U.S. had to react to the disastrous Japanese attack on Pearl Harbor, where the navy suffered 2008 deaths, the army lost 218 killed and the Marine dead numbered 218 men. A further 68 civilians lost their lives in the attack of 7 December 1941.

Russell, a retired Naval Air Intelligence Officer, has collected a large amount of information about the five operations that took place between 1 February and 18 April 1942, offering his readers a detail-rich description of each attack, illustrating at the same time the effectiveness of particular carrier strategies adopted for various operations.