

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.

The attack on Pearl Harbor, which cost the U.S. three battleships, the flagship *California*, which capsized, and four other ships that were seriously damaged, was the key impetus for subsequent US carrier strikes against the advancing Japanese forces on islands recently taken by invasion units. (2)

He examines five operations that took place in early 1942: the Marshalls and Gilberts Islands raid (1 February); the Rabaul raid (20 February); the Wake and Marcus islands raid (attacked on 24 February and 4 March, respectively); the attack on Lae and Salamaua (10 March); and the raid on Tokyo (18 March).

Rogers profiles the protagonists of the U.S. response to Pearl Harbor: Commander in Chief Pacific Fleet, Admiral Chester W. Nimitz; Admiral Ernest J. King, who commanded U.S. Naval Operations during the Second World War; and Fleet Admiral William F. Halsey, who commanded the raids on the Marshall and Gilbert Islands, Wake and Marcus Islands and on Tokyo. Other commanders noted are: Admiral Frank Jack Fletcher, who commanded the Task Force 17 on Marshall and Gilbert Islands raids and the carrier *Lexington* on the Lae-Salamaua raid, and Vice Admiral Wilson Brown, who led Rabaul and Lae-Salamaua operations.

The attack on the Marshall and Gilbert Islands was the first of a series of operations that changed America's approach in the Pacific from a defensive to an offensive attitude. The carrier used in this attack was the *Enterprise*, from where the VS-6 planes strafed and bombed Roi-Namur, destroying many targets, including six planes, some buildings, one hangar and six storehouses. The damages inflicted to the Japanese fleet included a 2500-ton submarine and other three smaller submarines sunk, and the sinking of two

large cargo ships. Other damages were inflicted on the Japanese by the Wotje, Taroa and Kwajalein raids.

The Rabaul operation didn't send American planes to bomb Rabaul, because the Japanese intercepted the *Lexington* 460 miles away from Rabaul, but the U.S. demonstrated the power of their carriers and the efficiency of their attack strategies. The *Lexington* not only was able to defend itself, but inflicted significant damage on the Japanese air fleet, destroying 19 aircraft and some key flight leaders.

Halsey's attack on Wake and Marcus Islands was considered one of the most successful operations in the Pacific, and it helped raise the morale of the U.S. Naval Force after Pearl Harbor. Air attacks based from the carrier *Enterprise* inflicted serious damage on the Japanese military facilities and destroyed two Japanese patrol seaplanes. The attack on Marcus came as a complete surprise to the Japanese, successfully damaging a number of buildings and the airfield.

The Lae and Salamaua operation showed the efficiency of an attack based on the use of two aircraft carriers, USS *Yorktown* and *Lexington*, under the command of Vice Admiral Wilson Brown. For the first time, the attacks required an aerial penetration through the southwestern part of Papua Peninsula and the passage over the 7,000 foot Mount Lanson. The success of this operation was the prelude to the riskiest attack by the U.S. Air Force against the Japanese: America's first incursion into the heart of Japanese territory.

Captain Low's idea of using different aircraft, with a longer range, on carriers, was the key point of the plan of attack against Tokyo. The plane chosen was the new B-25 Mitchell bomber, and the pilot was Lieutenant Colonel James H. Doolittle, who directed the modifi-

cations necessary to allow B-25s to take-off from the *Enterprise*. The attack on Tokyo punctured Japan's sense of invincibility and restored the naval supremacy of U.S. carriers.

Russell's book is an important and detailed account of the Pacific War that that would appeal to anyone interested in the history of the Second World War, particularly in the role of aircraft carriers in the Pacific.

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Bernie Webber. *Lightships, Lighthouses and Lifeboat Stations*. Boca Raton, FL: Universal Publishers, www.universal-publishers.com, 2015. xxii+169 pp., illustrations, glossary, appendix. US \$25.95, paper; ISBN 978-1-62734-062-5. (E-book available.)

Bernard "Bernie" Webber is best known in popular culture as the main character in the 2016 film *The Finest Hours*, which tells the story of the 1952 Coast Guard rescue of over 30 sailors from the oil tanker SS *Pendleton* in a gale off the New England coast. Webber and his crew were awarded the Gold Life-saving Medal for the rescue operation. In 2012, the US Coast Guard cutter *Bernard C. Webber* was named in his honour. For Webber, the loss of *Pendleton* and the rescue of all but two of its crew was but one day of 45 years at sea. He became a Sea Scout at age 13, joined the US Maritime Service at age 16, and served with the US Merchant Marine in the Pacific and Atlantic during the Second World War. Webber then joined the US Coast Guard and served on cutters and lightships. In retirement, he owned a fishing boat and captained tug boats in Florida. Webber's life experiences are fodder for all sorts of narrative histories, but of all his experiences at sea, he

felt that the service of the United States' lightships was the most misunderstood and historically ignored.

Lightships, Lighthouses, & Lifeboats is both a memoir of Webber's experience in the lightship service and a memorial to him. Published posthumously six years after his death in 2009, this book presents a series of chaptered vignettes structured thematically and approximately sequentially that present Webber's personal experiences and perception of his lightship service and its place within the hierarchy of the Coast Guard Service. Peppered throughout the book are interstitial historical notes, lists of random facts related to notable events or incidents that happened to a particular vessel or at a particular station, and even a poem.

Webber begins by stating that this book is the story of the Nantucket Lightship Station boat LV112/WAL534, but it is really Webber's experience aboard the boat presented as an exemplar of the lightship service as a whole. Lightships functioned as floating lighthouses, visual and aural aids to navigation installed where building a lighthouse structure was impractical or impossible. They marked channel entrances and hazards such as shoals. The first lightship was installed in the United States at Chesapeake Bay in 1820. The last lightship in the US, *Nantucket I* (WLV-612), stationed at Nantucket Shoals, was decommissioned in 1985.

Webber describes the officers and sailors who served aboard lightships as "outsiders" in the US Coast Guard. The overarching impression within the military was that lightship service was degrading and that assignments to these vessels was used as punishment; it was below a guardsman's standards. Is a man a sailor if his ship always remains moored in place? Those assigned to lightships faced isolation, loneliness,