

Book Reviews

New from the National Museum of the Royal Navy

Martin Robson. *A History of the Royal Navy: Napoleonic Wars*. London: I.B. Tauris & Co Ltd. www.ibtauris.com, in association with The National Museum of the Royal Navy, 2014. 256 pp., illustrations, maps, notes, bibliography, index. UK £20.00, hardback; ISBN 978-1-78076-544-0.

The Napoleonic Wars by Martin Robson, is part of a series of books by various authors documenting the history of the British Navy. *The Napoleonic Wars* focuses on the navy in battle, providing an overview of the strategic and political motivations of the service in the context of the aggressions with France. Martin Robson has also written several other books on the navy during this period, including a book that examines diplomacy in economic warfare at sea. His familiarity with this topic is evident in the selection and discussion of topics in *The Napoleonic Wars*.

The book has many strengths, but is plagued by several faults. To begin with, the title suggests a lot more than the author could possibly deliver in so short a volume. The result is a brief look into an exceedingly complex period—a familiar lament to the expert in any subject—making the book most suitable for an experienced enthusiast, rather than an academic. The book's presentation and organization; episodic, but chronological in approach, makes the narrative thread easy to pick up and follow. It does not, however, provide much flexibility for delving into individual topics. Generally well written, the book provides a coherent history of this

period; breaking down the war into sections that link together the naval portion of the war to political and economic motivations as they unfolded over time, as well as presenting the operational and strategic problems faced by the navy in bringing battle to Napoleon on multiple fronts.

The text features references to political figures that will be new to the novice, but does not offer a truly compelling thesis for a reader already familiar with the major battles. The good news is that the Napoleonic Wars are a common entry point for the study of the Royal Navy, and there is always a new and growing audience for the exploits of Nelson and his brother captains. This book goes beyond their personalities and provides a broad overview of operational history including battle strategy, tactics, and politics. With such a broad approach, however, the book lacks somewhat in theoretical analysis and detail. It nevertheless succeeds in fulfilling its stated purpose. As a standalone book, it fails to add much that is new or innovative to the interpretation of this period. For instance, it integrates some approaches that are not often covered in tandem, but it does not put forward a thesis that uses those approaches to bring out new interpretations. The primary innovation is its function as part of a comprehensive series. A longer book would have been better able to bring together the immense scope of the naval war, and the numerous approaches the author touches on.

Though advertized as both a stand-alone book and part of a series, it works far better in the context of the series. Frequent

references to the other books read more like advertisements than endorsements, which is extremely distracting. Furthermore, it breaks with the standard writing practice of academic books, which requires that all topics discussed be adequately addressed. This shortcoming appears to be more a fault of the publisher or editor than the author, who is clearly struggling to integrate topics that rightfully belong in other books.

The book's greatest strength is in its refreshing examination and integration of the economic challenges facing the British Navy. This is a topic often banished to books wherein it is the sole focus. It is nice to see the funding and manning problems brought to light and put into the context of battles across a substantial time scale. Though the author makes this topic the specific focus of at least one chapter, it is mentioned frequently in the other chapters. When addressed in this manner, the navy's constant concerns with public perception, political manoeuvring, manning, victualing, and the actual strategic concerns of battle, really come into focus as problems of money. Personal accounts add life and verve to what would sometimes be treated as a mere series of numbers, statistics, and accounts. It also shows that every member of the navy was deeply invested in the economics of their profession, how the choices of politicians and admirals at home, and the voice of the people, could be the difference between a well-manned, well-fed, and well-equipped fighting force fit to purpose, and the unthinkable alternative. This common link is often overlooked or inadequately addressed in other books that examine these topics separately.

Overall, the book is most suitable as a gift. It is attractively bound, with a tastefully selected front cover. As part of a series, it is

quite collectible and would, no doubt, be treasured by anyone looking for more insight and information on a fascinating subject. It is highly recommendable as a jumping off point to books of greater detail and depth, leaving lots of questions unanswered, but interest certainly piqued.

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Duncan Redford and Philip D. Grove. *The Royal Navy: A History since 1900*. London: I. B. Tauris & Co. Ltd., www.ibtauris.com, in association with The National Museum of the Royal Navy, 2014. 352 pp., illustrations, maps, tables, notes, bibliography, index. UK £25.00, US \$45.00, hardback; ISBN 978-1-78076-782-6.

The Royal Navy: A History Since 1900 provides a general overview of British naval history in this period, and is designed to complement more detailed books in the National Museum of the Royal Navy's (NMRN) series, such as volumes on the First and Second World Wars. Duncan Redford and Philip D. Grove believe that the roles of the Royal Navy in the two World Wars have now been 'forgotten' and the events themselves may not have even been 'fully understood in the first place' by the British public (3). Their main aim is to highlight and explain the navy's role. Redford and Grove have produced a concise, engaging narrative and they have covered a considerable amount of material in 360 pages. Moreover, the book contains a number of highly useful statistics and graphs. Much of the attention is focused on the two World Wars, particularly the Second World War, which has three chapters devoted to it.

This enables the authors to cover neglected areas more fully, for example, the Second World War campaigns in the Mediterranean and Pacific.

While the book takes the form of a chronological narrative (although there are theatre-specific chapters for the Second World War), there are four key themes that come through. The first is the various roles played by the Royal Navy. The authors emphasize the importance of maintaining command of the seas, anti-submarine warfare, and providing support to land operations in enabling victory in both World Wars. It is also pleasing to see that the roles of the Royal Naval Division and the Royal Naval Air Service on the Western Front are included. In addition, the authors describe the various operations the Royal Navy undertook in the inter-war and post-1945 periods, such as during the Korean, Falklands, and Gulf Wars, as well as missions such as the Beira patrol against Rhodesia.

The second theme is how the navy came to terms with the changing character of naval warfare during this period. The transition to naval warfare involving modern cruisers, destroyers, submarines, and aircraft carriers would not be a smooth one. To Redford and Grove, Admiral Sir John Fisher's radical 'flotilla defence' concept, which emphasized sea denial and battlecruisers, was ultimately undermined by other senior naval figures, politicians and the public, who continued to be obsessed with winning decisive battles. The navy, however, continually proved itself relatively adaptable and innovative, and this included developments in naval aviation during the First World War, and the later development of the angled carrier deck.

The third theme involves the political battles the navy fought with the other

services, especially the RAF, and Whitehall. Here, the navy's performance was rather mixed, and this often led to the stifling or loss of capability. For example, the naval leadership's failure to articulate the case for carrier aviation was a key reason for the cancellation of the CVA carrier program in 1966. Nevertheless, the navy did have its political successes, not least in taking on the role of providing Britain's strategic nuclear deterrent, although this would make politicians reluctant to allocate more resources to the navy's conventional capabilities.

The fourth theme is how the navy coped with, and adapted to retrenchment and budget cuts after major conventional wars. While the navy coped reasonably well on the whole, the effect of cuts was felt during the Suez Crisis in 1956, and Redford and Grove rightly highlight the slow mobilization of the task force and equipment shortages for Operation *Musketeer*.

The book also incorporates insights gained from various scholarly debates over recent decades. Redford and Grove argue that the disappointing outcome for the Royal Navy at Jutland, although a strategic victory, was partly due to a command culture that stifled initiative. The authors also highlight more positive aspects of the inter-war navy and naval policy, especially in terms of its innovation in anti-submarine tactics and technology. Furthermore, the authors argue that the Royal Navy was 'Britain's real defence against invasion' in 1940, and that Germany was deterred by the navy's command of the English Channel rather than by the RAF (144). Given the book's limited space, there is little scope for the authors to develop these arguments or address criticisms to them.

Redford and Grove end by offering a relatively positive assessment of the Royal Navy's prospects for the future. Today's navy is flexible and technologically advanced, especially with the coming into service of the Type 45 destroyers, *Astute* class submarines and, in the near future, the HMS *Queen Elizabeth* class aircraft carriers. Serious question marks, however, do hang over the navy's ability to respond to the *multitude* of emerging threats that Britain faces in the twenty-first century, since it has shrunk so much. Nevertheless, as Britain is undertaking another defence review, *The Royal Navy: A History 1900* serves as a timely reminder of the importance of the navy in its recent history.

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Mike Farquharson-Roberts. *A History of the Royal Navy: World War I*. London: I. B. Tauris & Co. Ltd., www.ibtauris.com, in association with The National Museum of the Royal Navy, 2014. 256 pp., illustrations, maps, tables, notes, bibliography, index. UK £20.00, US \$35.00, hardback; ISBN 978-1-78076-838-0.

A History of the Royal Navy: World War I by Mike Farquharson-Roberts is a highly readable and incisive account of the Great War at sea. The book is part of a series of works published in association with the National Museum of the Royal Navy in Portsmouth, England, which traces the growth of the oldest branch of Britain's armed forces from the mid-seventeenth century to the Cold War. To anyone familiar with the conventional narrative of the Royal Navy's 'lackluster' performance throughout

1914-1918, this book is a welcome counterpoint and in keeping with the ongoing historiographical trend to re-evaluate the legacy of the British navy more than a century after the outbreak of the war.

Through his judicious reading of secondary sources and archival material, Farquharson-Roberts thoroughly dispels the notion that the Allies' victory owed very little to the hard work and tenacity of the Royal Navy. Ultimately, he argues that their continued efforts helped turn the tide against the Central Powers and allowed its men to gain valuable experience that would serve the country well during the Second World War.

Organized into eight chapters following a brief four-page introduction, the book highlights the broad geographical scope of the war by examining British naval operations in the North Sea, the Atlantic, the Mediterranean, and, of course, the Gallipoli peninsula. As a former naval officer and historian, Farquharson-Roberts excels at detailing the more technical aspects of naval warfare; ship construction, ammunition, merchant tonnage losses, and wireless telegraphy are clearly explained. But it is his lively prose and use of nearly 80 maps, diagrams, and photographs from the collection of the National Museum of the Royal Navy that makes his work valuable to scholars and naval enthusiasts alike.

Although the book begins with a rather misplaced quote from former U.S. Secretary of Defense, Donald Rumsfeld (who Farquharson-Roberts wrongly identifies as the U.S. Secretary of State), his discussion of the Great Powers on the eve of war goes a long way to reminding the reader that there is little to be gained from engaging in counterfactual 'what ifs' and harsh judgements of European policymakers and

their respective armed forces. He chooses, instead, to “examine the history of the Royal Navy’s performance in the First World War from a contemporary perspective rather than in retrospect.” (3)

There is no room for armchair critiquing but that is not to say that the reputations of Britain’s top brass emerge entirely unscathed. The book details many instances where fierce drive and the desperation to “do something” overrode practicality in the heat of battle (77). For example, miscommunication between Admiral David Beatty and several junior officers allowed Admiral Franz von Hipper and the German High Seas Fleet to escape the British on 16 December 1914. Fresh off the Royal Navy’s victory at the Battle of the Falkland Islands, Beatty’s failure to give explicit orders contributed to the overall confusion and an ugly blame game ensued. Farquharson-Roberts comes to a similar conclusion regarding the outcome of the Battle of Jutland 16 months later. As the book states, more has been written about Jutland than any other naval battle of the twentieth century (128). The author wisely avoids getting mired in the historiographical debate surrounding Admiral John Jellicoe’s cautious approach to engaging the German Navy versus Beatty’s strategy of direct engagement. Nevertheless, one is able to tell what side of the debate the author favours (i.e. pro-Jellicoe).

Also noteworthy is Farquharson-Roberts’ attempt to contextualize these instances of miscommunication or tactical error within the larger framework of Allied success. Chapters 4, 6, and 7 are easily the strongest sections of the book given that they highlight the work of the Royal Marines (specifically the Royal Naval Division in Gallipoli, France, and Belgium), countless

examples of engineering firsts like the Navy’s role in the development of the armoured car and the aircraft carrier, as well as the tightening of the naval blockade against Germany. These chapters prove that the Royal Navy in no way took a proverbial backseat to the British Expeditionary Force.

Relying heavily on definitive works in the field by Nicholas Lambert (*Planning Armageddon*, 2012) and Robert K. Massie (*Dreadnought*, 1992) among others, *A History of the Royal Navy: World War I* is not so much concerned with unveiling new primary source research, rather it ably bolsters these previous works to provide the reader with a general sense of the trial and error involved in waging ‘total war’. The book offers welcome insights on the evolution of naval warfare circa 1900-1918 and also the day-to-day life of men employed in the service of the Royal Navy. It is a must-read for anyone looking to glean a greater understanding of the First World War beyond the historic battlefields of Europe.

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Duncan Redford. *A History of The Royal Navy, World War II*. London: I. B. Tauris & Co. Ltd., www.ibtauris.com, in association with The National Museum of the Royal Navy, 2014. 256 pp., illustrations, maps, tables, notes, bibliography, index. UK £20.00, US \$40.00, hardback; ISBN 978-1-78076-546-4.

The topic of this book has been covered many times, which is not to say there is nothing new to be learned, but that it must find a niche in a crowded market to justify its place on a reader’s bookshelf. Luckily, Duncan Redford is a more-than-able

historian, whose elegant and straightforward writing style moves the story along, covering as much history as possible, and thereby, giving the reader as much information as possible. To this extent, the dust-jacket description from Joe Maiolo of the work as “A concise and compelling one-volume account of the Royal Navy in World War II” – is a very apt description. As for the dust jacket, the artistry and simplicity of design and excellent photo of HMS *Rodney* chosen, all serve to enhance this work and with an eye-catching appearance in a rather understated way.

As illustrations go, this cover sets the bar high and the rest of the work does not disappoint. There some lovely colour plates in addition to many black and white photos, graphs, tables and maps, all produced in excellent quality. Both the publisher and author must share great kudos for such a well-produced and proofed book. Illustrations especially recommended must be David Cobb’s *The Battle of Matapan* (Plate 1), Fig. 1.5; HMS *Warspite* and her escorting destroyers during the second battle of Narvik (27), Fig. 6.6; HMS *Victorious* (199) and Fig. 3.1. Graph of ocean convoys arriving or leaving UK (67).

The content is well written, beginning with the introduction which carefully points out many of the organizational legacies of the 1920s and 1930s, the strategic arguments that took place and the higher level disputes. This sets the tone for much of the work, not quite approaching the finite technical detail, but giving plenty of good factual understanding of what was happening when and why. The chapters are conventionally organized by phase and area, providing the reader with an easy search, as well as a logical framework for absorbing the content. Alongside a well populated index, this

enables one the use the work almost as a quick reference guide. As such, it is a very good general history of the Royal Navy in the Second World War.

I was once given a copy of *The Oxford Illustrated History of the Royal Navy* edited by J.R.Hills (2002), and that has become the benchmark by which I judge general works of this kind. Their purpose is not to pivot on a single small axis, but to elaborate and sustain information—to bring pleasure to the average reader, delight those with a little more interest and to provide a baseline for new historians to allow them to pursue further research. On all these points, Duncan Redford delivers: his book is a pleasure to read; it contains lots of interesting information; and the notes, along with his writing style, do indeed provide an excellent platform to allow others to read further, to dig deeper, to discover their own path into history.

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Jeffery L. Amestoy. *Slavish Shore. The Odyssey of Richard Henry Dana, Jr.* Cambridge, MA: Harvard University Press, www.hup.harvard.edu, 2015. 365 pp., illustrations, notes, index. US \$35.00, UK £40.50, cloth; ISBN 978-1-61251-852-7.

Amestoy’s *Slavish Shore* is the first biography of Richard Henry Dana, Jr. written in over 50 years. Dana is well known to fans of nineteenth-century sailing as the author of *Two Years Before the Mast*, his personal narrative of his experiences on a two-year voyage around Cape Horn to what would become the coast of the western United States. Dana’s book was widely read after its

publication in 1840, and experienced a resurgence in popularity in 1849 after the discovery of gold in California.

This biography is meticulously researched and well written. A former Vermont Attorney General and Chief Justice of the Vermont Supreme Court, Amestoy wrote the book while he was a Fellow at the Harvard Kennedy School's Center for Public Leadership. He relies on extensive sources not previously consulted in earlier Dana biographies, and Amestoy's judicial background significantly enhances his analysis of Dana's legal career. Additionally, Amestoy writes fluently about "Brahmin Boston", the caste system in nineteenth-century Boston, in which his investigation of Dana is firmly anchored. He repeatedly demonstrates the impact and importance of class in Dana's upbringing, career, family life, and motivation.

Northern Mariner readers expecting enhancement of *Two Years Before the Mast* might be disappointed to see that only two of the 25 chapters deal with that period of Dana's life; it was Amestoy's intention to show how Dana's experience of the treatment of the common sailor had an impact on his future life as a Boston lawyer. While the biography does discuss the writing and publication of Dana's epic, the most extensively expanded analysis of Dana's life is the deep dive into the complex politics of the pre-Civil War era, where Dana first immersed himself in politics, then became involved in legal challenges opposing implementation of the Fugitive Slave Act. Amestoy delves into the political issues involved in capturing and repatriating individuals accused of being fugitive slaves, illustrating the entangling linkages between government policies, political parties and leadership, and legal manoeuvrings of the

era. Through this expansion, Amestoy tries to show how Dana's abhorrence of the poor treatment of sailors at sea expanded to his opposition of slavery and the poor treatment of humans anywhere. This section, extremely complex to grasp at first reading, illustrates the unique period of history in which Dana found himself. Individuals interested in 1840-1860 political machinations would greatly enjoy Amestoy's analysis of Dana's actions during this period, illustrating a unique perspective on how the relatively young country lurched toward Civil War.

Dana was involved in multiple interesting cases during his legal career. Particularly noteworthy was his defense of the Lincoln government's legal right to declare 'war' on the rebelling Confederate States of America, which Dana successfully argued before the U.S. Supreme Court. He was also involved in extensive legal manoeuvres regarding the potential prosecution of Confederate President Jefferson Davis for treason. Amestoy's biography of Dana effectively analyzes Dana's actions and evaluates Dana's contributions to precedence resulting from these efforts. Maritime aficionados will appreciate the short section discussing Dana's studies of collisions at sea; it is credited to Dana's argument that the Rules of the Road were modified to require power vessels to give way to sailing vessels..." Many superb lawyers (and judges) since would envy having a case of such lasting consequence." (206)

The study of Dana is not an uplifting tale of triumph. Repeatedly during his life, Dana made unfortunate choices which seemed to affect his life in a negative way. Amestoy demonstrates on several occasions that Dana was not particularly committed to his

marriage, and had a taste for exploits and adventures that harked back to his sailor days. Early in his life, Dana had opportunities to explore political office, but declined to pursue them; when he finally did run for office at age 53, he was resoundingly crushed at the polls. Even his triumph *Two Years Before the Mast*, written largely from memory after his notebooks from his cruise were lost upon his return to Boston, was sold for a pittance to a publisher, and while it was widely read, it did not make Dana a wealthy man. At the conclusion of the biography, one is left with the sense of a possibly great individual, able to eloquently express himself both to the masses and to judicial audiences, who never quite attained his potential.

Slavish Shore is not "Two Years Before the Mast—The Untold Story"; it is a detailed biography of a skilled, yet flawed, Boston lawyer, shaped by his unique, early-life sailing experience and by the dramatic times in which he lived. Jeffrey Amestoy has explored a fascinating life, and through Richard Dana, has opened a window onto "Brahmin Boston" as well as the pre-Civil War United States. This biography is a superb example of a tangible linkage between formative experiences and future contributions.

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Allan Byrne (ed.). *A Beautiful Sight. Stories from the Port of St. John's*. St. John's, NL: Flanker Press, www.flankerpress.com, 2015. 202 pp., illustrations, index. CDN \$26.95, cloth; ISBN 978-1-77117-466-4/ CDN \$19.95, paper; ISBN 978-1-77117-451-0. (E-book and Kindle versions available).

2015 marked the fiftieth anniversary of the opening of the new Port of St. John's, Newfoundland, following a \$20 million investment in a makeover and takeover by the National Harbours Board of Canada. To commemorate the event, the St. John's Harbour Authority commissioned local historian and folk musician, Allan Byrne, President of the Newfoundland Historical Society, to write this 186-page, illustrated paperback book. Each of the 13 chapters is a piece of oral history from an individual who has been intimately acquainted with the port since the mid-twentieth century.

Oral history is a valuable tool, bringing to light perspectives that are often lost in the study of written documentation, as many of the chapters in this book reveal. Certainly, historians searching court records would never find the charming anecdotes about policing the harbourfront—if they did not end with a suspect being charged. As retired Staff Sergeant Len Kenny recalls, the waterfront was essentially a town in itself for many years. Virtually none of that old community now exists — all of the merchant finger docks having been replaced by the broad concrete apron and the container terminal. My wife and I were fascinated to watch the Oceanex crane and tractor busily moving containers around like ants hauling eggs, from our hotel bird's-eye view of the harbour back in the early spring of 2013.

According to many of the stories, some tinged with a certain nostalgia, modern business efficiency and success has done away with the congested, inefficient, yet very human waterfront dock town of the schooner days, when there was enough work loading and unloading cargo in barrels and boxes to employ 5,000 members of the Longshoreman's Protective Union. Now, as

Ches Sweetapple points out, membership has shrunk to about 100.

As might be expected in such a work, a certain boosterism runs through it. All that cheerful positivity contains a strong thread of pride in what the people of the Rock accomplished, in the face of the manifold existential challenges that life in St. John's has always presented. The book is almost relentlessly upbeat about the changes wrought to the modern port. Fisherman Glenn Critch compliments the design of the new Small Boat Basin after saying he had been initially quite skeptical. Of course, when oil industry executive Rob Strong was interviewed for his own chapter, light, sweet, crude from the Hibernia, Terra Nova and White Rose oilfields was still fetching \$112 a barrel. The vast reserves that remain out there now seem to be a much less dependable asset with a barrel of oil worth less than \$40.

The closest anyone gets to any sort of negative comment in this compilation is related to Newfoundlanders' relationship with Canada. Evidently, the imposition of the cod fishery moratorium still stings. One can also detect a bit of partisan axe-grinding by John Crosbie, a former provincial and federal parliamentarian and lieutenant-governor of Newfoundland. Crosbie asserts that all Newfoundlanders had to be free traders, living where they did, contrary to the views of those in Ontario. He talks about growing into the relentless free trade proponent he was in Prime Minister Brian Mulroney's Cabinet, partly through osmosis while working in and out of the large Crosbie family businesses on the St. John's waterfront. Crosbie's chapter, of course, also does not fail to amuse with his typically colourful narration of a wharf confrontation

between his father and some union members wanting a raise.

Even the Canadian government gets kudos from former Member of Parliament (MP) and Senator William (Bill) Rompkey, who has also published a history of wartime St. John's. As Rompkey points out, the Canadian government invested more than \$17 million in the port facilities during the Second World War—a mind-boggling investment in 1940s dollars—to ensure the port could be the home of the Newfoundland Escort Service, protecting merchant ship convoys bound for, or returning from, Great Britain.

In sum, there is a surprising amount of good history in this book, with a wide range of leads to further research for those not already totally immersed in Newfoundland life and lore. One interesting aspect is the ongoing, direct and immediate impact of international geopolitics on St. John's; for example, the end of the Salazar regime in Portugal, and the embargo on the Soviet Union after their destruction of Korean Air 007. Thanks to its location, St. John's cannot ever be an isolated backwater. The oral history was useful, and author Byrne effective interviewing should be commended. Overall, the book is reasonably well balanced; offering views from the top as well as from those for whom oral histories are frequently more useful. It includes an index and both black and white and colour photographs, the former of which are the more interesting.

Given the title, I expected this book to be about actual sights, such as how seafarers, like the Portuguese fishermen of the White Fleet, would have felt sailing into St. John's through the Narrows. Instead, Byrne has gathered enough detail to give one a sense of what St. John's meant to so many.

A Beautiful Sight is an affectionate look at a very important Canadian port that rings true, and deserves a wide audience.

David More
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Tim Carter. *Merchant Seamen's Health, 1860-1960. Medicine, Technology, Shipowners and the State in Britain*. Rochester, NY: Boydell & Brewer Inc., www.boydellandbrewer.com, 2014. xviii+216 pp., illustrations, tables, glossary, notes, bibliography, index. US \$120.00, hardback; ISBN 978-1-84383-952-1.

In the late nineteenth century, as much as three quarters of commercial sea transport was British-owned and operated. No wonder ship owners represented the most powerful political and economic interests. For those who actually 'went down to the sea in ships,' however, life was not only harsh but also dangerous, in spite of the government's well-intentioned promises of a new era in maritime safety.

Until recently, Tim Carter was Medical Director of Britain's Health and Safety Executive, having retired as Chief Medical Adviser to the British Maritime and Coastguard Agency. Maintaining his interest in maritime matters, Carter is now a Professor at the Norwegian Centre for Maritime Medicine at the University Hospital in Bergen. He is studying the long term control of infectious diseases among seafarers, which includes ways of reducing malaria, yellow fever, tuberculosis and venereal infections at sea, as well as managing shipboard accidents.

The book closely examines the successive campaigns fought by reformers to

improve the health and fitness of seamen, sometimes aided—but more often opposed—by bureaucratic and vested interests. He also explains which campaigns succeeded in improving diet and medical care aboard ships by introducing rigid controls for avoiding infectious diseases and reducing the number of accidents and health problems stemming from alcohol consumption, for example.

As long as sailors accepted the old adage that 'going to sea was like being in prison and standing in a cold shower' for twenty-four hours a day, accidents were not uncommon. Whether aloft or on deck, among the ballast or in the cargo hold, many sailors suffered serious, if not fatal, injuries. Such incidents are often recorded in fictional accounts of sea-life, where a heavy object was deliberately dropped from 100 feet overhead onto a disliked officer or crew member. (Jones 1956)

Yet, the threat of death or serious injury could come from anywhere. On average, we learn, one sailor per voyage died on every low-sided sailing ship, usually by being swept overboard with only the smallest chance of being saved, especially when running heavily through stormy seas. (Apollonio 2000) According to another source, the greatest threat to Merchant Navy sailors was not death in action—which resulted in about seven per cent of the 100,000 seamen estimated killed between 1793 and 1815—but rather, disease and accidents which together accounted for eighty per cent of fatalities. (Southam 2005) On the other hand, once a sailor had secured a berth, he might find some opportunity for self-improvement through the Seafarers Education Service set up by the Workers' Educational Association.

This book has considerable integrity which the author skillfully brings to life. For example, during this period, up to three-quarters of all merchant shipping was British-owned and although some aspects of maritime safety were widely, if reluctantly, adopted, Britain could have learned much more from other nations about protecting the health of her seamen.

Safety, however, was not a uniquely British problem. In December 1975, the 227,000 ton Liberian-flag bulk ore/oil carrier *Berge Istra* disappeared, becoming the largest total loss of a single cargo ship since Samuel Plimsol helped force the Merchant Shipping Act of 1875 through Parliament. Unfortunately, many ships continued to be overloaded and inadequately manned. Others were lost due to foul weather, fire or collision or simply disappeared without trace.

From 1830 on, one in every five mariners who embarked on a life at sea also died there. This is not surprising since the inexperienced sailors and boys were allocated to work on the highest and most dangerous areas of a ship. In the last four decades of the nineteenth century, prevention, not cure, was the catchword for sailors' safety. (Jones 2006) The major medically-related preventative strategies were the crucial provision of smallpox vaccination and the isolation of infectious disease followed by the introduction of antiseptics.

Professor Carter's expressed concern is for the current behaviour of the special interest groups who participate in the international meetings and their interactions highlighted the challenge posed to 'the British way of doing things.' He believes that this was clearly evident in the discussions that took place in Britain during

the development of the new International Labour Organisation convention on seafarer medical examinations and their implementation.

Daniel Defoe described sailors as 'the Forlorn Hope of the World' and controlling everyday accidents and diseases took their toll on ship's crews. (Earle 1998) In a single voyage, one sailor in thirty might die in a fall from the rigging onto the deck or into the sea or even down an open hatchway. Diseases like malaria, typhus, dysentery, gangrene and yellow fever were common. (Adkins 2008) In the 1740s, Admiral Vernon's fleet returned to Jamaica 'sorely stricken with fever' (Smollett 1748) and such incidents were recorded in the log as 'according to the usual manner' or simply dismissed as 'many were afflicted with sea-sickness.' (Hope 2001).

This powerful, authoritative and superbly researched work is highly readable and will be valued by anyone interested in the peopling of Australia and New Zealand. It contains a considerable amount of new material and Professor Carter is to be praised for meticulously excavating it. It is dedicated to the many reformers who had the laudable aim of improving the health and fitness of the many thousands of sailors.

Many seafarers unnecessarily lost their health or their lives, not because of ignorance, but as a result of indifference and neglect by government, shipowners and the medical profession. This book is beautifully presented and its distinctive cover image features "The Royal Hamadryad Hospital" held by the Butetown History and Arts Centre, Cardiff.

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John P. Cooper. *The Medieval Nile: Route, Navigation, and Landscape in Islamic Egypt*. Cairo: American University in Cairo Press, www.aucpress.com, 2014. 432 pp., illustrations, maps, tables, graphs, notes, index. US \$75.00, hardback; ISBN 978-9-77416-6143.

The opening of the Aswan High Dam in 1970 had a profound impact on the people and economy of Egypt, but its effect on our understanding of Egyptian history has been equally dramatic. Virtually every student learns that the Nile Valley drew its fertility and prosperity from the annual inundation, which spread water and alluvium along the floodplain and into the delta. The dam was intended to prevent widespread flooding, provide a store of water against years of drought, and improve navigation. One result is that the river today displays “little of its radical seasonal variability,” and we have little sense of just how tricky travel was on the Nile for the preceding five thousand years.

Mining rich veins of data from historical and geographical texts, most written between the Muslim conquest of Egypt in the seventh century and the start of the Mamluk sultanate in the thirteenth, as well as from archaeological field work and remote sensing, John Cooper sets out to overturn the orientalist trope that Egypt was a “gift of the Nile” to a quiescent people. As he persuasively demonstrates, it was “not a gift—for which, implicitly, no exertion or payment is required, but rather an ongoing dialectic between Egypt’s human inhabitants and the landscape in which they found themselves.” That Egypt could thrive as a unified state, much less as a clearinghouse between the trading realms of the Mediterranean and greater Indian Ocean,

was due to monumental efforts by people of all strata of society from ruler to deckhand.

Cooper approaches his study from three perspectives. His geography of the Nile focuses on the delta’s myriad waterways, especially the canals that joined Alexandria to the river’s natural distributaries, and the river’s Rosetta and Damietta branches. He proceeds to a detailed discussion of the navigational challenges posed by the extremes of Low Nile and High Nile—a difference of about 6.5 meters as measured on the Nilometer on the island of Roda at Cairo—as well as the winds and currents on the river, the Mediterranean, and the Red Sea, and the strategies sailors used to overcome them. He concludes with an engaging analysis of how these geographic and meteorological features of the Nile combined with political considerations to affect the rise and fall of various ports—principally Alexandria, Rosetta, Damietta, Tinnis, and al-Farama in the delta, and al-Qulzum (Suez), ‘Aydhab and Quseir on the Red Sea, as well as Fustat/Cairo on the Nile itself.

In the medieval period, the flood made itself known in Egypt in the second half of June, reached its peak in September or late August, and ebbed almost as quickly as it had risen. According to a table published in the *Description de l’Égypte* of 1809, and which corresponds well with information gleaned from medieval writings, 200-ton vessels with a draft of 2.3–2.5 meters (7.0–7.7 feet) could operate on the Upper Nile only five months a year. The largest vessels in the delta, about 60 tons, drew only 1.5 meters but had a sailing season of seven months. The only vessels that could sail year round drew less than 0.5 meter (1.5 feet). Many seasonal canals were unnavigable from January to September.

In season, a northbound passage from Aswan to Cairo took about a month and a southbound one three weeks. Passages between Cairo and the delta ports took three to five days, and it was about five days to al-Qulzum on the Canal of the Commander of the Faithful for the century it was open (643/644–754/755 CE). Even at high water with a favorable current there were many dangers, especially on the Upper Nile. Sudden squalls might capsize one's vessel, shifting shoals could surprise even experienced sailors, and calms or adverse winds forced crews to row, punt, or tow their vessels.

These conditions posed problems enough for Egypt's domestic traffic, but the situation vis à vis foreign trade was further complicated by the fact that the overlap between the Mediterranean and Nile sailing seasons was less than four months, the optimum period for arriving and departing from delta ports falling between mid-August and late September. Trade via the Red Sea ports followed yet another pattern: southbound ships departed between April and early August, while northbound ships arrived between April and June, though sometimes as late as September. These schedules depended on whether one was sailing only within the Red Sea, chiefly to Jeddah with grain or pilgrims bound for Mecca, or venturing into the shipping lanes of the Indian Ocean to catch a monsoon wind for East Africa, the Persian Gulf, or India.

Cooper does a masterful job of detailing the Nile's network through the delta, drawing especially on the topological writings of Ibn Hawqal (977 CE) and al-Idrisi (1154), whose place names he has aligned against modern toponyms to trace the medieval courses of the Rosetta and Damietta branches and their tributary

streams. He has transferred this information to a series of coloured schematic plans reminiscent of urban subway maps, as well as to eight black and white maps showing the main waterways of the Nile delta at various stages from the eve of the Islamic conquest in 641–643 to around 1450.

While the mouths of both the Rosetta and Damietta had to be defended against attack, particularly during the Crusades, the approaches were extremely treacherous and neither of their eponymous ports was commercially important at first. Most traffic bound for the western delta sailed to Alexandria, although it was connected to the Nile waterways only by canals, some of which went via Rosetta. The mouth of the Damietta branch was equally hazardous, and the main eastern delta ports were al-Farama and later Tinnis, an island in a lagoon (Lake Tinnis) between Damietta and al-Farama with access to the Mediterranean via a narrow channel. Although the Nile flooded the lagoon to such an extent that its inhabitants drew their drinking water directly from it for half the year, the lack of opposing currents made this cut less dangerous. Even after Salah al-Din ordered the port abandoned in favour of Damietta for strategic reasons in the twelfth century, most goods arrived or left Damietta via this channel.

Al-Farama had lost the river trade as the Pelusiac branch of the Nile silted up in the ninth century, but it remained important in international trade thanks to its overland connection to al-Qulzum and the Red Sea. This lasted until the coming of Fatimid rule, when al-Qulzum was dropped in favor of 'Aydhab, which lay at the southern limit of Egyptian control and a three-week caravan journey from either Aswan or, from the late eleventh century, Qus. As Cooper shows,

notwithstanding the well-known difficulties of navigation on the Red Sea, environmental and navigational constraints played a relatively unimportant role in determining which Red Sea port was in use. In the end, the navigational pros and cons of sailing the length of the Red Sea and using the canal or caravan route between al-Qulzum and Fustat/Cairo cancelled out those of sailing to ‘Aydhab or Quseir and taking a caravan and the Nile. The latter ports were not exposed to Muslim or Christian enemies in the Levant, and there were fiscal benefits to channeling all foreign trade through Cairo.

Many of the sources Cooper uses contain only spotty accounts of the places they name. Indeed, mathematical geographers such as al-Khawarizmi (†850) who followed the Ptolemaic model merely identify locations in terms of a vague latitude and longitude system. One of the delights of Cooper’s work is the enticing details he teases from the work of historians, geographers, pilgrims, Geniza merchants, and others to give us vivid depictions of these ports, their trades and manufactures, the size of their population (that of Tinnis numbered in the tens of thousands), and the arrangement of their harbours. He regrets that papyrus collections have not yet been fully examined for the evidence they might have of Nile navigation, but that gives us something to look forward to. In the meantime, no student of Egyptian history can ignore *The Medieval Nile*, which also provides a model that no river historian can fail to consider for inspiration.

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Anthony J. Cumming, *The Battle for Britain; Interservice Rivalry Between the Royal Air Force and the Royal Navy, 1909-40*. Annapolis, MD: Naval Institute Press, www.nip.org, 2015. xii+ 224 pp. illustrations, maps, notes, bibliography, index. US \$39.95, hardback; ISBN 978-1-61251-834-3. (E-book available.)

This book covers the formative period of Britain’s air services from their inception in 1909 to the crucial time in the Second World War when the fortunes of those involved in the battle for Britain were still undecided. It is an intriguing and wide-ranging look at the history in the run-up to the decisive battles at sea and in the air during the Second World War as it builds towards the action that will unfold in 1941 to 1945. There is also an illuminating section on the uses of aviation in the interwar period in maintaining the British Empire.

In the foreword, Admiral David Bathurst, a former Sea Lord and serving professional sailor into the 1990s, puts the relationship between air and naval services into perspective, and points out that the questions raised in this historical study are with us today and will be relevant into the future. He sets the scene for the story of players in aviation competing for resources and the rise of the dedicated air service, separate from both army and navy. He then poses the same question the author asks throughout the book: Is the “indivisibility of airpower” that comes with a single air service a good thing? Referring to drones and the future of aviation, Bathurst wonders; “does one really need a separate service to operate and support this kind of capability?” (vii)

The major chapters are: “A Defense Revolution”; “The Road to War”; “The Key

to Victory”; “The Savior of the Royal Air Force”; “Imperial Policing”; “The Locust Years”; “The Air War: the Battle of Britain”; “The Naval War: the Battle *for* Britain”; “The Vital Mediterranean”; and “Conclusion”. The “Defense Revolution” covers the introduction of aircraft, including heavier and lighter-than-air machines into the services. There is a general description of technical developments in aircraft and weapons. While basically chronological, there are frequent digressions in time backwards and forwards to illustrate events and themes.

In “The Key to Victory” and “The Savior of the Royal Air Force”, the author identifies the linkages between individual actors within Britain’s military and naval hierarchies and the national political leaders during the period. He traces the roles of individuals like Hugh Trenchard and Winston Churchill in creating a separate Royal Air Force out of the pieces of the Royal Flying Corps and the Royal Naval Air Service in 1918.

“Imperial Policing” and “The Locust Years” reveal how the requirements of empire and the Great Depression shaped the air and naval services, and reinforced the pre-eminence of the strategic bombing mission. This, in turn, retarded development of vital fighter defence and anti-ship roles. The latter chapter includes an odd example of time shifting with a curious reference to the Zimmermann Telegram, a First World War event, which comes up in a discussion of the decline of the intelligence role in the Interwar years. In fact, “The Zimmermann Telegram – a German attempt to entice Mexico into war against the United States” (72), has been exposed as a British hoax intended to lure America into the war against Germany. Cummings also describes the technical and organizational efforts of the

Navy and Air Force to prepare Britain for war throughout the late 1930s.

The two chapters, “The Air War: the Battle of Britain” and the “Naval War: the Battle *for* Britain”, contrast and relate the war in the air and at sea around the home islands and Norway. “The Vital Mediterranean” covers the area at the centre of the world struggle for power in 1940.

The author attempts to quantify the effectiveness and efficiency of various weapons used by both sides in naval warfare by means of a wide range of statistical information to reinforce statements on measures of effectiveness, such as, hits achieved on ships per weapon or hits resulting from attacks from various heights.

One important theme is the role of propaganda and the media in forming public opinion and ultimately informing various international geopolitical processes. Cummings uses several examples of both British and German attempts to promote air service, especially through stories of air aces like Billy Bishop and Manfred von Richthofen. Specifically aimed at encouraging pro-British sentiment in the U.S., the media campaign portraying the pilots defending Britain during the Battle of Britain is seen as being perhaps too successful in singling out the Royal Air Force at the expense of naval aviation.

The author profiles important individuals in British aviation, like Jan Smuts, Hugh Trenchard, Hugh Dowding, and Raymond Collishaw. The latter, an important Canadian First World War fighter ace, was one of the architects of Britain’s victory in North Africa in 1940 with General Richard O’Connor. The author notes that “None of this saved Collishaw from being replaced in 1941... He ‘voluntarily’ retired from the RAF at only fifty-three years of age” (151).

It is interesting to speculate what might have happened had General O'Connor not been captured. In the conclusion there is a spirited attack on the unified, self-contained air force. The author poses a historic scenario wherein "a better unification outcome in the form of a dynamic RNAS absorbing the moribund RFC may have been one possibility" (161).

Graphics are sparse with simple, small-scale maps of two main Second World War theatres outside British home waters: Norway and the Mediterranean Sea in 1939-40. A few black and white photographs offer general information.

There were a few quibbles with the book; such as the author's tendency to skip from one time period to another which makes it difficult to follow. Then there was the failure to include Lord Beaverbrook (Max Aitken, a Canadian) in the index, although he is mentioned in the book (129). Finally, the author mentions "underwater frogmen", which presumably, they all were. Nevertheless, this book is a definite buy for libraries and specialists in military and naval aviation. Its value lies in the author's distillation of the mass of civilian sources underlying decisions and the addition of the dimensions of media for affecting policy. The work provides a rounded picture of issues around air and naval forces that are likely to remain with us for the foreseeable future.

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Richard Dunn and Rebekah Higgitt (eds.)
Navigational Enterprises in Europe and its Empires, 1730-1850. Basingstoke, Hampshire: Palgrave Macmillan, Cambridge

Imperial & Post-Colonial Studies Series, www.palgrave.com, 2016. 272 pp., illustrations, notes, index. UK £63.00, hardback; ISBN 978-0-333-91908-8.

This collection of essays deals with the development and introduction of methods for finding longitude at sea between 1730 and 1850, mainly by non-British nations. In their introduction, the editors point out that the history of navigational techniques and instruments in this period is mostly English, usually featuring John Harrison and his timekeepers. One reason was the inability of historians of navigation to master the languages of countries where similar developments took place, denying them access to relevant archival sources. To fill this gap, the English-based editors invited scholars, primarily from other countries, to present the 'quest for longitude' from their own national perspectives.

Navigational Enterprises is written in English but contains 11 well-documented essays by prominent historians of science and navigation from Spain, The Netherlands, France, Sweden, Australia, and Britain, who have researched and published in the field. Their contributions were originally presented at workshops and conferences held over the previous five years, often as components of the recently completed Board of Longitude research project. The essays are subdivided into; 'National Enterprises', 'Longitude in Transnational Contexts', 'Voyages as Test Sites', and 'The Practice of Navigation'.

Following the introduction by editors Dunn (senior curator for the history of science at the National Maritime Museum, Greenwich) and Higgitt (lecturer in the history of science at the University of Kent), is a paper by Juan Pimentel. He discusses Spanish efforts to establish a national

meridian, eventually leading to the prime meridian over the observatory of Cadiz, founded in 1753. Pimentel also discusses Spanish and Portuguese efforts to establish prime meridians in their overseas colonies. I am a little surprised that no reference is made to *Vistas in Astronomy* of 1985 (vol. 28), containing the residue of the Longitude Zero Symposium held at Greenwich the previous year. This conference yielded papers by non-British scholars on their respective prime meridians, along the same principle as *Navigational Enterprises*.

The next chapter by Karel Davids deals with the role of the Dutch Longitude Committee, founded in 1787. Unlike the British Board of Longitude, it was not created to solve the longitude problem, but to facilitate and promote the use of the most recent methods for finding longitude at sea. Davids describes both private and Dutch state involvement in the introduction of these methods. In the third paper Guy Boistel discusses French contributions to finding longitude at sea by means of lunar distances and lunar tables, as first applied by d'Après de Manneville in 1749. Boistel suggests that the early British *Nautical Almanac* was an adaptation of French ephemeris, but recommends further research in this field. The last contribution to this section is by Martina Schiavon. She deals with the Bureau des longitudes in Paris, founded in 1795. Her contribution is important, not least because she is probably one of the first researchers to have used the Bureau's recently digitalized archives.

Part Two opens with a paper by Jacob Orrje, about his Swedish countryman, the astronomer, Bengt Ferrner, based on a diary Ferrner kept during a European tour from 1758 to 1762. While in London, Ferrner's contact with astronomers and instrument

makers involved in discovering how to find longitude at sea, led to the creation of a network of Swedish-English scholarship. Next, Simon Werrett describes British influence on the development of navigation, including finding the longitude at sea, in the Russia of Peter the Great, whose efforts to modernize his country—and shipping in particular—are well-known. Michael Kershaw, another Londoner, describes the different standards of measurement used in England and France in the eighteenth century, and the problems that resulted when the triangulation of French sites was extended across the Channel into England. Once these difficulties were overcome, the exact distance between the Greenwich and Paris observatories, and their difference in longitude, so important for almanacs and charts, were established. When writing 'The new technique of surveying by triangulation, developed in France during the eighteenth century...' Kershaw suggests that triangulation was developed in France (134). In the early-modern period, triangulation was first described in the Low Countries, by Gemma Frisius in 1533, and about a century later, modernized and brought into practice by his fellow country-man, Willebrord Snell.

In Part Three, Danielle Fauque of Paris describes the French response to John Harrison's timekeepers, and the subsequent French voyages between 1767-1772 which tested timekeepers such as Ferdinand Berthoud and Pierre Le Roy, both in Paris. She also deals with Jean-Charles de Borda's significant contributions to the method and techniques of lunar distances in France. Complimenting Fauque's paper is one by John Cascoigne, an Australian. He writes about determining longitude during French voyages of discovery to the Pacific, between 1766-1840.

The fourth and last part of *Navigational Enterprises* contains essays by Jane Wess and David Philip Miller. Wess, formerly of the Science Museum in London, examines how long it took for the methods of finding longitude that had been developed by academics to be actually accepted and brought into practice by seamen. She found that the uptake was slow until the nine-teenth century, even within the Royal Navy and the East India Company, and not quite as early as some historians of navigation have claimed. Miller, an Australian, examines the use of methods of finding longitude in East India Company ships during the late-eighteenth and early-nineteenth centuries. He discusses the role that the Company's hydrographers and local (Indian) observatories played, and the training and experience of its ships' officers.

This review allows only a brief commentary on the essays in *Navigational Enterprises* but I hope it has whetted the appetite of my readers. This approach to the history of finding longitude at sea provides us with a completely fresh view of the subject. Approaching the issue from a non-British perspective considerably broadens our understanding and is no doubt the book's strongest point. Aside from the rather poor quality of the few illustrations, the book is well produced. There is an adequate index but a cumulative bibliography of the publications cited by the authors would have added much to the value of the book. Nevertheless, this volume deserves a place in the bookcase of everyone interested in or studying the history of navigation and astronomy.

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John Grady. *Matthew Fontaine Masury, Father of Oceanography. A Biography, 1806-1873*. Jefferson, NC: McFarland Publishing, www.mcfarlandbooks.com, 2015. viii+354 pp., illustrations, notes, bibliography, index. US \$45.00, paper; ISBN 978-0-7864-7821-7.

During the last two centuries, the United States Navy produced two notable and influential officers with prickly personalities and a disdain for naval bureaucracy as well as naval uniforms. Both men had many highly placed enemies and few admirers. This led to problems in obtaining promotions within the subjective, meritocratic military hierarchy. In spite of these handicaps, their brilliance changed the way the American, and most of the world's navies, now function. During the twentieth century, the individual was Admiral Hyman Rickover, the father of the nuclear navy. His nineteenth-century predecessor is the subject of John Grady's engrossing biography, Commander Matthew Fontaine Maury.

As a young man, raised in the pre-emancipation south, Maury joined the navy as a midshipman to serve and train onboard various warships. He quickly learned that the navy was ridden with cliques. Promotions were difficult to obtain because there was a slow turnover of retiring senior officers. Once the United States ceased investing heavily in the navy, there were fewer capital ships upon which to serve.

Maury observed that the oceanic charts in common use by most deep-water navies were British in origin. He decided that he would re-chart the seaways by plotting the ocean's currents and continental shelf undersea terrain and winds, thus advancing the science of oceanography and meteorology by means of American

technology. By thoroughly integrating these data, Maury was able to predict the fastest routes for sail- and steam- powered vessels across broad expanses of ocean. This knowledge significantly lowered travel times, thereby reducing response time for naval intervention and maritime commerce. These were essentially the first scienti-fically based oceanic “road maps”, and Maury’s charts were widely adopted. In addition, because of his undersea chartings, he actively helped connect the old and new worlds by laying the first transatlantic cable.

Unfortunately, a leg broken in a stagecoach accident left Maury with a decided limp. With his career as a navy line officer in jeopardy, Maury focused on his astronomical interests. After winning several ugly political/ bureau-cratic battles, Maury ultimately became head of the naval observatory in Washington, DC. During his tenure, he worked his subordinates hard but his remarkable productivity made him an internationally-renowned marine scientist. Maury was an American zealot, happy to proclaim his nation’s vision of Manifest Destiny from the Arctic to Cape Horn, but he was also a gadfly, frequently expressing his opinion on many subjects in a multiplicity of publications.

When the Civil War tore his beloved nation apart, Maury reluctantly relinquished his position at the naval observatory to volunteer as an officer in the Confederate Navy. This was a difficult time for him because he had earlier run afoul of Jefferson Davis, the President of the Confederacy, Stephen Mallory, the Secre-tary of the Confederate Navy, and Judah Benjamin, Secretary of War and later Secretary of State of the Confederacy, during their days as Washington-based poli-ticians. By then, Maury was 55 years old and “paunchy” yet

nothing prevented him from joining the Confederate Navy. (190)

As a confederate naval officer, Maury devised electrically activated torpedoes (mines) that helped secure the James River approach to Richmond, Virginia, and protected the Confederate capital from a waterborne invasion. He also worked on developing early submersibles that became submarines. Much to Maury’s consternation, he was later assigned to sit out most of the war in Britain as part of a contingent to surreptitiously obtain naval vessels from “neutral” sources for the Confederate cause. He used subterfuge by naming false buyers and payment in cotton bonds (i.e. cotton commodity futures). After the war, Maury’s former colleagues in Washington considered him “a traitor, an officer who took up arms against his country, a man who fought a cowardly war with mines, a pirate master with [a quest to obtain] commerce raiders.” (258) In response, he initially immigrated to Mexico, but returned to Britain where he received a doctorate in civil law at the university of Cambridge University before finally making his way back to the reconstructing south for an academic career in Alabama and Virginia. He ended up as an enthralling and somewhat tragic figure in both American naval and scientific history.

Grady weaves into his narrative the post-Revolutionary history of the United States from the end of the War of 1812, to the last Barbary War through the Mexican and Civil Wars. He mentions many key players of this period, such as James Monroe, Franklin Pierce, John Quincy Adams (as a congressman), John Tyler, James Polk, James Buchanan, and Gideon Welles. He sympathetically describes the problems facing a despondent and fractured Southern

society in the early days immediately following its military and economic defeat. Grady presents Maury's biography from the viewpoint of a southerner who reluctantly decided to abandon his successful career to take up the Confederate cause. It is unusual to look at the Civil War from the perspective of someone who struggled and was vanquished, but the author's observations are rewarding. Of particular note is the account of Maury's arduous struggle with the rebuilding of a splintered academia in the Reconstructionist era.

Matthew Fontaine Maury was a pivotal figure in American naval history, particularly in the science of oceanography. His contributions are often relegated to a footnote in other books, but his life's story is intriguing. I highly recommend John Grady's thoroughly absorbing, well-written biography of this naval genius, southern gentleman, and occasional curmudgeon.

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David Head. *Privateers of the Americas: Spanish Privateering from the United States in the Early Republic*. Athens, GA: University of Georgia Press, www.ugapress.org, 2015. xviii+201 pp., illustrations, maps, tables, notes, index. US \$24.95; CDN \$32.50, paper/ US \$64.95; CDN \$85.00, cloth; ISBN 978-0-8203-4400-3. (E-book available.)

In *Privateers of the Americas*, David Head, a professor at Spring Hill College in Mobile, Alabama, explores the fascinating story of Spanish American privateering. Napoleon's 1808 invasion of Spain and the displacement of the Bourbon monarchy was the

precipitating event for the revolutions in the Spanish American colonies. Americans, and other foreigners, came to the aid of the nascent republics by outfitting and manning privateers to cruise against Spanish trade. Although nominally about privateering, this is not a book filled with sea stories: Head discusses the cruises and operations of the privateers taking prizes at sea far less than he analyzes the privateers' business enterprise. The strength of the book is Head's analysis of the syndicates that owned privateers, how they smuggled goods, and manipulated loopholes in the law, as well as the motivations behind Spanish American privateering. Although Head asserts that privateersmen "had goals of their own and were not agents of U.S. expansion" (6), he doubles back to claim "[w]hether they knew it or not, these men actually fit into the larger pattern of national expansion" (7).

With barely 150 pages of text, *Privateers of the Americas* is a focused work, backed by massive research. Head reviewed and analyzed hundreds of case files from the admiralty courts now housed in the U.S. National Archives, which deeply informs his analysis. There are more than forty pages of endnotes, and the notes contain some of the most interesting sidelights on the people, places, and cases. Despite the abundant notes and scholarly themes—this book grew out of a Ph.D. dissertation, and is self-consciously situated in modern Atlantic historiography—Head's writing style is snappy, and occasionally amused or sardonic, although perhaps he has crossed a stylistic line in referring to prize goods as "swag" (80).

Privateers of the Americas is organized in five chapters, each with its own introduction, substantive section, and conclusion. An overview of the geopolitics

of Spanish America is a critical first chapter. Head clearly and succinctly describes each of the five republics created in Mexico and South America as a result of the upheaval in Europe, and the campaigns of Simon Bolivar and others to win independence opposed to the Spanish attempts to reconquer their colonies. Then, *Privateers of the Americas* tells the very different stories of privateering out of New Orleans and Baratavia; Baltimore; and Galveston and Amelia Island. *Privateers of the Americas* ends with a chapter that delves into the motivations of those engaged in the privateering enterprise, concluding that money, ideology, and a search for adventure all played roles in Spanish American privateering.

In New Orleans and Baratavia, the Lafitte brothers, Jean and Pierre, ran the privateering racket, their ships largely attacking Spanish colonial trade with Mexico and Cuba. Head describes Baratavia, downriver from New Orleans, as a shipping depot, a rendezvous for all sorts of shady characters, and a market for smuggled goods. He demonstrates how the Lafittes managed to stay a step ahead of U.S. authorities by a cunning use of loopholes in the law, their knowledge of the bayous and Mississippi River, and widespread popular support. A critical reader might well ask if the Lafittes were not outright pirates, not privateers at all, in that they did not bother with prize courts and dealt in illegal trade, including massive numbers of slaves. Head refers to their “smuggled prize goods” (39) but, technically, that is a contradiction in terms, because prize goods are prize goods after a court has held a capture valid, thus transferring title to the captor, and there is, thus, no need to smuggle them.

In Baltimore, leading merchants syndicated shares in privateers for Spanish

American service, but they, too, relied on gaps in the law. The Baltimore privateers typically were sold to foreign owners in the South American republics, often through *armadores*, to transfer the title nominally; the privateer captains also traveled to the South American republics to pledge allegiance to the foreign flag, providing a gossamer thread of legality that sometimes sufficed to legitimize their captures. Even so, Head demonstrates that Baltimore privateering was almost completely illicit: typically, privateer ships were armed after leaving port, in the Chesapeake Bay or off the coast, to circumvent the Neutrality Act; ships’ papers were signed by fictitious masters; foreign privateer commissions were passed between ships; privateer crews obliterated marks on barrels or packages to make it impossible for the rightful owners to seek restoration of their goods; compliant merchant vessels smuggled cargoes seized by privateers into the United States; and some privateers used a rubber-stamp admiralty court on the island of Margarita to get a prize court decree, again to provide a tissue of legality.

The privateers of Galveston—the Lafittes ultimately took over the business there from a Frenchman named Louis-Michel Aury) and Amelia Island (off of Florida, where Aury seized control from a Scotsman with the unlikely name of Gregor MacGregor)—were different again, “filibusters” who wanted to create their own countries. They could survive, for a short time, because they took advantage of the fractured geopolitics in the uncertain frontiers between the United States and Mexico, in the case of Galveston, and between the United States and Spain, in the case of Amelia Island. These adventurers granted their own privateering commissions

and operated their own prize courts until the United States decided to put an end to their capers.

Head is at his best describing the privateers' tactics on land, how they circumvented customs officials ashore or frustrated diplomats and prosecutors who sought to stop their activities. Head has tallied up the cases brought against the privateers for piracy or violating the Neutrality Act, and when Spanish merchants came after them to seek the restoration of goods seized illegally, and presents a scorecard of the results both in New Orleans and Baltimore. Ultimately, he demonstrates that it was well-nigh impossible for government prosecutors to win criminal convictions against privateers, but perhaps surprisingly, merchants and the Spanish consul were often able to have their commercial property restored, or damages awarded, in admiralty proceedings.

Unfortunately, Head missed the opportunity to tell the actual stories of privateers and privateersmen. Many privateer captains were colourful characters. For example, Joseph (Jose) Almeida cruised against Spanish merchant vessels in several privateers for a dozen years, with captures in the West Indies and as far away as Cadiz, supposedly worth millions. Several cases involving Almeida were argued in the Supreme Court. Almeida was captured by the Spanish, released, captured again, imprisoned, and ultimately shot by a firing squad outside of the El Morro fortress in Puerto Rico. Little of his story—or those of his only slightly-less-colourful brother captains—can be found in *Privateers of the Americas*. Nor does Head provide an extended account of the cruise of any privateer; references to privateers at sea are scattered and mechanical. The absence of

narrative about privateersmen and the privateers' cruises deprives the book of context, as well as inherent drama.

Privateers of the Americas also neglects the issue of expatriation. The ability of Americans to pledge allegiance to a foreign state and absolve themselves of their U.S. citizenship was a major legal and diplomatic issue in the early American republic, and a critical issue for Americans who pledged allegiance to a Spanish American republic in order to go privateering. In the 1790s, there were American shipmasters who sailed to French colonial possessions in the Caribbean to pledge fealty to the French republic, and then outfitted privateers against British colonial trade—the same issue at stake in *Privateers of the Americas*. The United States Supreme Court in *Talbot v. Jansen*, 3 U.S. (3 Dall.) 133 (1795), considered these very issues. In addition, the reverse of the coin—the question of expatriation of British-born subjects into naturalized Americans—had been the source of friction between the United States and Britain for years before the War of 1812, and was the touchstone of their difficulties over impressment. Yet Head does not discuss expatriation in the early republic generally, or even as it specifically related to Spanish American privateering.

All in all, *Privateers of the Americas* is a solid contribution to the literature regarding Spanish American privateering. Head has presented a fine distillation of the privateering enterprise. His research is admirable, his writing style is eminently readable, and his analysis of the workings of the business of Spanish American “privateering” is unassailable.

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Eric Hoops (ed.) *Deutsches Schiffahrtsmuseum/ German Maritime Museum*. Bremerhaven: Leibniz Institute for German Maritime History. Deutsches Schiffahrtsmuseum, www.dsm.museum, 2014. 88 pp., illustrations, plans. Euro 9.90€, paper; ISBN 978-3-86927-218-4.

Situated along the northern stretch of the Weser River, a few miles before the river empties into the North Sea, sits the *Deutsches Schiffahrtsmuseum*—DSM for short—or translated as the German Maritime Museum. Within the old harbourfront property of Bremerhaven, across the way from Wilhelmshaven, the German Maritime Museum operates daily as a scientific and academic research institution, as well as an interactive and educational facility showcasing Germany's maritime history. The museum's chief editor, Eric Hoops, oversees editorial operations for the museum's scholarly publications that range from new scientific and historical interpretations to the museum's annual yearbook. In a recent booklet titled simply *Deutsches Schiffahrtsmuseum/ German Maritime Museum*, Hoops has arranged an in-depth look at the history of the DSM as well as the museum's daily operations, contributions to scholarly research, and services provided to museum patrons.

Hoops begins with a brief history of the DSM and those responsible for the museum's mission. Like many other port cities in the aftermath of the Second World War, the waterfront property around Bremerhaven's "Alter Hafen" resembled that of a ghost town. Abandoned facilities lay in disarray and several ships, such as the *Seute Deern* and *Elbe 3*, now featured in the DSM's Open-Air Museum, were already anchored and ultimately bequeathed to the museum.

Built in several stages, the original building was the product of architectural professor Hans Scharoun, whose other great architectural claim is the Berlin Philharmonic Concert Hall. In keeping with the maritime theme, he incorporated port-hole windows, steel staircases and railings, and wooden decks on several levels. Scharoun led the building's construction in 1969 once the city donated the land to the DSM. Very much like other museums, the DSM's initial building was constructed around the recently unearthed Hanseatic cog dated to 1380 rather than the fragile cog transported into the museum. Construction began on the southern building and annex located next to the main entrance and information area in 1995 and it officially opened in 2000.

The German Maritime Museum is one of eight research museums located across Germany belonging to the Gottfried Wilhelm Leibniz Science Association, a nation-wide community receiving federal and local funding for scientific research. Other Leibniz research museums include The Zoological Research Museum in Bonn and The German Mining Museum in Bochum as well as Germany's most famous centre, The German Museum in Munich. All of these museums maintain their respective objectives to conduct and present historical and scientific research, but within the greater context of German history and civilization.

The majority of Hoops' book on the DSM focuses on the various research initiatives, public exhibitions, and services available to outside scholars as well as museum patrons. As a research museum, the DSM's main objective is to spearhead the historical and scientific research of shipping in Germany, as well as other maritime-related research. Hoops, however,

emphasizes that by 1979, the DSM had incorporated a wholly scientific approach — namely conservation and preservation — to enhance the interpretation and dissemination of historical information and artifacts at the museum. To a large extent, this made the German Maritime Museum synonymous with German maritime history and science as a publishing powerhouse for academic research conducted by museum staff and outside scholars. Perhaps the museum's most popular series is the "*Schriften des Deutschen Schiffahrts-museums*," which has grown to about 75 volumes over the past forty years, incorporating original scientific and historical scholarship ranging from German international shipping lines to technical histories or photographic compilations of German windjammers throughout history.

Nearly half of the book is devoted to the current exhibitions affixed as permanent displays both within the DSM's buildings and in the "*Alter Hafen*" or Open-Air museum. The museum's centerpiece, on display since its inception, is the fourteenth-century Hanseatic cog excavated from the Weser River in 1962; its presence symbolizes the beginning of marine archeological research in Germany as well as Germany's maritime heritage and history. All of the permanent exhibits throughout the museum are arranged thematically by historical and scientific relevance, or social relevance, such as recreational and aquatic sporting equipment featuring several rowing and sailing boats. Patrons touring the museum will see exhibits ranging from early European exploration, wind-jammers, and whaling to polar research, deep sea fishing, sea rescue, and boatbuilding.

As with most national museums in Europe, Canada, and the United States, the

DSM offers a myriad of services for scholars and museum patrons in support of all types of research. The DSM's library, archives, and warehouse form the museum's backbone, serving as the central repositories for everything; the library has over 100,000 items on German maritime history alone while the archives boasts a robust assortment of records collections, and the DSM's integral departments are open to everybody. Other services unique to the museum include vocational training for local students through internships (which no doubt involve more "behind the scenes" departments like photography and graphic design), wood conservation and preservation, and model ship building.

More than just a keepsake after a visit, the *Deutsches Schiffahrtsmuseum/ German Maritime Museum* provides a good insight into the museum's history and daily operations while shedding light on Germany's maritime past.

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Renata Eley Long. *In The Shadow of the Alabama. The British Foreign Office and the American Civil War*. Annapolis, MD: Naval Institute Press, www.nip.org, 2015. xiii+ 254 pp., illustrations, notes, bibliography, index. US \$37.95, UK £29.50, cloth; ISBN 978-1-61251-836-7.

The CSS *Alabama*, a steam powered sloop-of-war, was built at Birkenhead on the river Mersey opposite Liverpool, England, in 1862. It was an extremely successful commerce raider that fought against the Union forces during America's Civil War. Renata Long focuses upon Great Britain's feigned neutrality and the complicity of its

foreign office in allowing the vessel's construction, launch and discharge. This detailed historical tale is one that evolved into a non-fiction mystery. At the start of the war, Britain was the world's greatest empire largely controlled by a hereditary aristocracy.

Many members of the highest social class identified with the wealthy, landed southerners, most of whom produced cotton, one of the South's most valuable commodities and vital to England's growing industrial economy. Cotton was a labour-intensive crop produced by slave labour, but the institution of slavery was largely considered an American problem. Britain's Slave Trade Act of 1807 and the Slavery Abolition Act in 1833 had made slavery an issue of the nation's past. It seemed to have had little moral bearing within British society prior to Lincoln's 1863 Emancipation Proclamation.

With the Union Navy's blockade of Confederate seaways, the rebels saw the need for a naval presence to counter the cordon. Armed with money and personal connections, both sides sent representatives to Great Britain to build ships and furnish arms for their respective struggles. Although this was a potentially lucrative business opportunity, the Foreign Enlistment Act of 1819 forbade under penalty of seizure, "any person in British territory . . . from equipping, furnishing, fitting out, arming any vessel with the intent that such vessel should be used to commit hostilities against any state with which this country is at peace." (25) This law had never been tested, but it would produce major unforeseen international military and political consequences.

To avoid this legal issue, bogus contracts were written to build ships for various foreign governments or agencies. Once the

vessels were launched, they could be armed as warships as long as they were outside the Queen's waters. In this manner, the Confederates navy acquired the *Georgia*, *Rappahannock*, *Shenandoah*, and *Florida*. A final ship, the CSS *Alabama*, entered their navy in the same way, however, the artifice involving its launch and subsequent escape caused a diplomatic upheaval that lasted for decades. Representatives of the Union government, including Charles Francis Adams, the grandson of former President, John, and son of John Quincy Adams, pressured Britain to enforce the Foreign Enlistment Act. Union agents sent dispatches to prevent the vessel's launch and order its confiscation, but they arrived too late, a case of bad timing that might not have been accidental. Magnifying the untoward incident, *Alabama* under Captain Raphael Semmes, greatly affected American mercantile shipping and caused many American vessels to sail under foreign flags to circumvent seizure by the rebel warship. Eley Long connects genealogical lines and the estates of British aristocracy as the backdrop for a mystery, an underlying literary device perhaps used to make her book more compelling. The "who done it" begins on page one, introducing Victor Buckley as the possible culprit who allowed *Alabama* to escape the Liverpool shipyard and become the bane of the Union's maritime war. In the spirit of the detective genre, the author fabricates a few misleading clues, but the unexpected relationships that she discloses are fascinating. For example, the agent who did most of the undercover work to obtain materiel for the Confederate Navy was James Dunwoody Bulloch. His half-sister, Mittie, married into the Roosevelt family and was the mother of President Theodore Roosevelt. The Ames

Manufacturing Company of Chicopee, Massachusetts, was a leading firearms supplier for the Union Army and made most of the cutlasses for the navy. Confederate agent Caleb Huse, a nephew by marriage to James Tyler Ames, collaborated with the Royal Small Arms Company and London Armoury Company, allowing the Ames Corporation to profit from arms sales to both sides. Arthur Conan Doyle fictionalized some of the people involved in various events as characters in both *The Firm of Girdlestone* and a Sherlock Holmes' short story, "The Adventure of a Naval Treaty."

The author dwells upon the early years of Queen Victoria's reign when the British were preoccupied with the social pecking-order and accumulating grand titles and exhibited petty prejudices, including anti-Semitism. Many well-connected men and several women contributed to the events surrounding the *Alabama* episode. The author concludes with a speculation by Brook Adams, son of Charles Francis Adams, that the *Alabama* incident reflected fraudulent neutrality, "of an insolent, contemptuous, unscrupulous and vindictive aristocracy in England." (211) An influential segment of the rising capitalist class desired to sever the bonds with the Union and strengthen themselves through supporting the South by building its navy. Long states that once Britain's liability in this and similar incidents was established, her "Age of Empire was, at that time, morphed into the Age of Capital." (212) She argues that the Anglo-American entrepreneurial relationship that emerged from the *Alabama* compensation affair has lasted to this day.

There are many examples in history where a seeming small, single event has had far reaching effects; however, including the CSS *Alabama* compensation negotiations

between Britain and the United States in this realm appears to be a stretch. It could be cause and effect, coincidence or an unrelated chain of events that spans a considerable chasm of complexity. Still, it is a novel idea worthy of intellectual deliberation using the evidence that Long presents.

In summary, the well-researched *In The Shadow of the Alabama* sheds an unusual light on the history of what seemed like a minor event, the clandestine release of a most significant Confederate Naval warship. Nevertheless, the conundrum remains: was this as great a turning point as the author contends? This is a worthwhile read, a detective adventure overlaid by multiple layers of mystery.

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Alice Mah. *Port Cities and Global Legacies: Urban Identity, Waterfront Work, and Radicalism*. Basingstoke, UK and New York, NY: Palgrave Macmillan, www.palgrave.com, 2014. vii+241 pp., notes, bibliography, index. US \$100.00, hardcover print on demand; ISBN 978-1-137-28313-9.

Alice Mah, a sociologist from Canada working in the United Kingdom at the University of Warwick, is interested in industrial decline and "ruination" as impacting regions and cities from economic and social perspectives. Her second book, building upon work and a methodological approach used in another prize-winning book, turns attention to how former colonial port cities confronted sometimes dark historical pasts to renew themselves into cultural hubs that co-exist with maritime commercial operations integrated into a globalized world. For case studies, Mah has

chosen three cities - Liverpool in the United Kingdom, Marseille in Southern France on the Mediterranean Sea, and New Orleans on the Gulf Coast of the United States. The comparative approach attempts to find commonalities and differences between cities that were inextricably tied to identity as ports and the interaction with surrounding communities.

The book is structured into three parts covering urban identity, waterfront work, and radicalism, each broken down into chapters and sub-sections focusing on the three chosen cities. The first part describes real and imagined representations of Liverpool, Marseille, and New Orleans as port cities on the edge with seedy undersides and vibrant cultural scenes. The influence on literature and music has had wider impact beyond their immediate regional and national areas. As major port facilities relocated elsewhere in response to demand or shifted to other parts of those cities where land space was greater and cheaper, urban cores were left derelict and open for redevelopment for mixed residential and cultural purposes (not more industry). Liverpool and Marseille used funds and standing from European Capital of Culture designations to attract private sector investment and build a tourist trade based on destination museums and other major culture and arts activities that selectively interpreted the history as port cities, whereas New Orleans after the devastating effects of Hurricane Katrina attracted federal funding and attention to restore the brand of the city and celebrate the colonial heyday of the port. According to Mah, the attempts at urban renewal in a post-industrial environment for these cities has often been unevenly integrated with the aspirations of local residents as opposed to sweeping symbolic mega-projects that dress up down-and-out

cities with backward-looking narratives of greatness and colonial legacies tempered by actual present day circumstances.

Part two reminds readers that Liverpool, Marseille, and New Orleans are still working ports, although below the category of global hubs through which most inter-national trade now flows and therefore relegated to being regional players. The painful and dislocating transition for dock workers and longshoremen is recounted in the years-long strike in Liverpool that ended in breaking of the union and unemployment, steady erosion of solidarity and union protections in Marseille, and recovery of racially-divided traditions and commitment to trade union-underpinned job security in New Orleans. Waterfront workers were an important subclass, either connected or not into the surrounding communities. They progressively grew smaller in number with the impact of technology in port terminal operations and surprisingly missing in the engineered cultural historical reinventions that reconnected residents and visitors with downtown waterfronts.

Part three, the smallest at only a single chapter, captures the alternative politics that struggle to find a place and sustained presence in new gentrified, re-imagined waterfront branding. Mah concludes that the three post-industrial port cities, though having some radical traditions among the populace and waterfront workers, are not fertile ground for significant social movements fostering political change. They are simply settings where people live and work buffeted by cycles of economic downturn and fundamentals of industrial decline in the maritime context. Infusion of external money and local initiatives may try to reverse that relentless process, but Liverpool, Marseille, and New Orleans by

their character will remain has-beens that defy every attempt to pick themselves up. In Canada, former second-tier industrial and port cities like Hamilton and New Westminster show a similar pattern. The cultural heritage boosts generally prove fleeting and face similar decline in interest until another self-perpetuating round of renewal comes around. In the meantime, urban encroachment of the industrial footprint on which employment and economic prosperity depends continues unabated. Eventually, industrial concerns and port terminals close down and relocate from choice waterfront locations - a pity since it is really expensive for governments and taxpayers to clean these places up again for general habitation. Why anyone would willingly pay big money to live on industrial brownfields has hardly dampened the demand and enthusiasm for redeveloping waterfronts.

For maritime historians used to original documentation and archives, the social science research on which Mah builds her argument may seem somewhat insubstantial and shallow. The historical literature is selectively consulted, and certainly misses some key works such as the insightful study of Liverpool's docklands by the late Brian Towers in *Waterfront Blues* for example. Mah conducted a small number of interviews during visits to each of the three cities. Whether tourist bus tours, shopping at bookstores, looking at photographs on walls, and talking to proprietors at bed and breakfast accommodation count as original research is all in the eye of the beholder. Certainly, Mah has immersed herself in the subject for short periods of time and feels confident enough to reach the conclusions that she does. At times, the text is repetitive and a great deal of space is devoted at the book's outset to justifying the methodology.

One, however, is really left wondering if Mah really understands more about the waterfront workers and the unions to which they belong than the culture workers and museum curators she remains so critical of in the rebranded cities. The focus on working lives and experiences in an equally assumed radical tradition, without further in-depth research, has a hard time competing and countering the presented narratives in the international slavery museum in Liverpool, regional museums in Marseille, and plantation museums in New Orleans. Certainly, readers of this journal would expect to see more discussion about the prominent maritime museums in those port cities and historical interpretation of the local docks, interaction with the sea, and the ships that came and went from the ports.

Mah's book has a relatively high cover price and is printed on demand from the publisher, a sign of changes in the industry that has turned increasingly to online sales, so finding it in a storefront bookstore might be challenging. A good option is to go to a university or larger public library or troll through a dwindling number of favourite secondhand bookstores in a few years because no one seems to want to keep books in the house anymore. Besides people interested in ports and their industries and workforces, urban planners and museum administrators will find Mah's book useful.

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Alfred Scott McLaren. *Silent and Unseen. On Patrol in Three Cold War Attack Submarines*. Annapolis, MD: Naval Institute Press, www.nip.org, 2015. xi+244 pp.

illustrations, maps, notes, index. US \$39.95, cloth; ISBN 978-1-61251-845-9.

A refreshingly different account of Cold War attack submarine operations by the U.S. Navy, written by a former submarine Commanding Officer, this book promised to offer readers much more than the majority of Cold War submarine narratives of late, that are usually heavy on speculation and short on detail. While this account certainly delivers on that promise, because the author plans a subsequent volume to describe his time in submarine command, the story is necessarily incomplete.

The author, a former U.S. Navy submarine commander and published author, opens with a superb, but pithy, introduction that clearly outlines how he intends to tell his story. He will address significant events on board different submarines during the Cold War, and most importantly, the leadership shown by his superiors, which helped shape him as an officer and eventually, as a Commanding Officer. He tells his story chronologically, using the submarines themselves as the vehicles. This book covers a period from 1958 to 1965 via three submarines, which co-incidentally span three technological generations—USS *Greenfish* (a conventional diesel-electric submarine), USS *Seadragon* (one of the first nuclear-powered submarines) and USS *Skipjack* (arguably the first modern nuclear submarine).

To reach the widest audience, McLaren introduces the individual submarines, each within their own separate section, with a very informative description (including statistical details) as well as accounts of life onboard and how submarine operations fit in with the technology and international events of the time. He does this in a way that is not overly

technical for a layman, but remains engaging for those who know submarines, while deftly skirting areas that have previously been considered classified. This includes details of submarine operations against the Soviets in the Pacific and the Mediterranean, the Cuban Missile Crisis, and the hazards of submerged navigation in uncharted waters during early Arctic under-ice sorties. He achieves this effortlessly with a combination of a well-written and engaging narrative backed up by detailed endnotes, such as an example of monetary exchange rates (36) which clearly illustrates his scrupulous attention to detail!

It is not only his first-rate recounting of his life onboard American Cold War submarines, in very exciting times, which are only now being declassified, but rather, it is his leadership experiences that the reader will find most captivating. McLaren's writing style comes across very well as he recollects his responses to different emergencies and, while not self-serving, he does portray himself positively. Specifically, there is an incredible incident described on pages 134-137, when the nuclear submarine USS *Seadragon*, while conducting sonar trials, came perilously close to crush depth when the command team, under the leadership of the second-in-command (Executive Officer), seemingly 'mesmerized' by the ongoing situation and with the Commanding Officer asleep in his cabin, were unable to react, causing the author, as a junior officer, to take personal charge of the situation and *de facto* save the submarine. In and of itself, it makes a very gripping narrative, but the author's guarded reference to the fact the Executive Officer would later become the Commanding Officer of nuclear submarine USS *Thresher* when she sank conducting trials in 1963—to this

day, the worst submarine disaster in history—is positively chilling. To be clear, the author is careful to make no statements either way, but he cleverly leaves an informed reader with a question that can never be answered.

This is a fascinating account of a U.S. Navy submarine officer who served in a number of front-line submarines during the Cold War. But it is much more than just a great memoir by an individual naval officer; it is also a superb training reference as his cogent account of challenging leadership situations that he personally faced borders, at times, on the profound. This latter point is important, because as a former Commanding Officer, he has a unique ability to look back at events to see how they shaped him for submarine command, a perspective that is vitally important in the education of future naval officers, be they submariners or not.

The book is liberally interspersed throughout with photographs that are, refreshingly, appropriately placed with the narrative, instead of the usual grouping at the centre of the book. In addition to photographs, there are detailed maps and drawings and at 244 pages long, it is handsomely bound and presents well. The author plans a follow-on volume (as soon as declassification permits) describing his time as Executive Officer in USS *Greenling* and later as the Commanding Officer of USS *Queenfish*—both nuclear powered attack submarines during the 1960s and 1970s.

This is a book that will fit well on the bookshelf of the amateur enthusiast and the seasoned submarine professional, as well as the naval schoolhouse academic. A most enjoyable read; at times it can be described as more of a leadership lesson than a naval memoir, as it goes to great depths to explain why a particular event or the leadership,

good or bad, of a particular officer was informative. I would recommend this book without hesitation to anyone with an interest in Cold War submarine operations, because first and foremost, it was written by an American submarine Commanding Officer who was there during the Cold War. This fact alone makes it different from most other accounts currently available from US sources. I would also recommend it be included in the libraries of naval academies and schools—the leadership examples are timeless. I am very much looking forward to the next volume.

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Erik J. Molenaar, Alex G. Oude Elferink, Donald R. Rothwell (eds.) *The Law of the Sea and the Polar Regions—Interactions between Global and Regional Regimes*. Leiden, Boston, MA: MartinusNijhoff Publishers / Brill (Publications on Ocean Development, Volume 76), www.brill.com, 2013. xxxiii+432 pp., illustrations, index. Euro 166.00€, US \$215.00, hardback; ISBN 978-90-04-25520-3.

No one interested in the history of the polar regions will be able to deny the relevance of the international Law of the Sea to historical research on these regions. As the various legal systems governing the polar regions are highly complex, and often difficult to understand for anybody who has not attended law school, any publication that provides an overview of these legal regimes is automatically an important book for polar historians. This especially true because the legal system is by no means static, and has

changed substantially over the past few decades.

The Law of the Sea and the Polar Regions is the product of a substantial research project recently conducted by a number of specialists on the topic. Since the editors and authors are all leading scholars in their respective areas of legal studies, this book should be understood as both a standard text and a handbook at the same time.

The main goals of the project behind this publication were, on the one hand, to update an earlier book, and on the other, to provide an overview of the legal framework relevant to such issues as fisheries and protected marine areas in polar-regions, polar shipping, marine security, marine scientific research, etc. After providing an overview about the most relevant legal documents, conventions, and treaties within the polar context and the international Law of the Sea, accompanied by information about relevant cases, the individual contributors to the volume proceed to discuss these issues chapter by chapter, in detail. Since most of the chapters deal with today's regime, the history of the legal system serves mainly as a prelude. For historians interested in the polar regions, chapter two on the evolving Antarctic Treaty System (Shirley V. Scott), chapter three on developing regional regimes for the marine Arctic (Betsy Baker), chapter four on the limits of the continental shelf (Alex G. Oude Elferink), and the concluding chapter written by the three editors might be the most important. These chapters address today's system from an historical perspective, while the other chapters analyze the present situation from the standpoint of a legal scholar. Nevertheless, the various chapters on fisheries and marine protected areas, the chapter on polar shipping (Laura Boone) and maritime security (Donald R.

Rothwell) will be of interest for historians working in these areas, if their understanding of historical research includes not only an analysis of the past, but an attempt to understand the present and the future of a certain issue by means of this analysis.

This book is by no means suggested for historians with a cursory interest in polar marine and maritime topics who are looking for a more or less casual read. Rather, it is strongly recommended for those with a serious interest in the contemporary history of marine and maritime affairs in both the Arctic and Antarctic regions and will definitely help them to understand the complex legal systems that govern them today. Furthermore, as many historical research projects on the polar regions involve not just history, but inter- or trans-disciplinary projects, almost always including cooperation with legal scholars, this book will definitely help bridge the gap between disciplines. The comprehensive overview provided by this book will enable historians to not only collaborate with legal scholars, but to understand the relevant issues in this field.

Although the index is a very important tool for anyone using this book, historians will find it hard to understand why there is no bibliography. The individual chapters are carefully footnoted, but as there is neither a bibliography at the end of each chapter nor for the book at large, the only way to use the book as a key to further research is by reading all the individual footnotes. Given the far-from-bargain price of this book, a bibliography should have been mandatory.

The Law of the Sea and the Polar Regions may be relevant for only a small group of specialized historians, but it will provide them with concise information and serve as a useful handbook for a topic that,

while not really historical, has much to offer historical research.

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Rick Morgan. *Osprey Combat Aircraft #108: A-3 Skywarrior Units of the Vietnam War*. Botley, Oxford: Osprey Publishing, Inc., www.osprey publishing.com, 2015. 96 pp., illustrations, appendices, index. UK £13.99, US \$22.95, CDN \$23.95, paper; ISBN 978-1-4728-0564-5.

The Douglas A-3 Skywarrior was one of the U.S. Navy's (USN) most versatile aircraft and one of its longest-serving. In *A-3 Skywarrior Units of the Vietnam War*, author Rick Morgan tells the story of this aircraft which served the USN for 36 years.

The Skywarrior was a product of the post-Second World War struggle over which branch of the American military would predominate. The U.S. Air Force had the aircraft that could drop atomic bombs. If the next war was a nuclear one fought by bombers, it was possible there would be little or no need for a navy. The USN's answer to this situation: develop an aircraft carrier-based aircraft that could carry atomic bombs. Therefore, with a nuclear bomb-delivery capacity, there would still be a need for the USN. Hence the Skywarrior. Though it was, thankfully, never used as intended, it did see combat in a variety of roles—and it was the largest aircraft ever to operate regularly from an aircraft carrier's flight deck. Originally designated the A3D (A—"Attack", 3—the third naval attack plane made by "D"—Douglas Aircraft), the Skywarrior's designation was changed to A-3 in the U.S. Department of Defense's tri-service designations in 1962.

The size of the A-3 made it ideal for a variety of operational roles: the Skywarrior did fulfill its role as an attack aircraft. From 1965 to 1968, USN A-3 flew many bombing missions over North Vietnam. Better known are the Skywarrior's roles as a tanker, electronic warfare platform, and reconnaissance aircraft. The size of the A-3 made it ideal as an air-to-air refueling aircraft. Likewise, its spacious fuselage permitted it either to carry a variety of electronics that effectively jammed enemy radar sites, or cameras in a reconnaissance role.

The end of the Vietnam War saw the end of the A-3's career as a carrier-based asset. But the old aircraft continued flying from shore bases in its electronic warfare and reconnaissance roles, even seeing service in the 1991 Persian Gulf War. Finally, in 1991, the USN retired its last A-3. That was not quite the end of the Skywarrior, however, for civilian contractors purchased several A-3s and used them as test beds for electronic equipment. It wasn't until 2011 that the last A-3, this time in civilian livery, flew for the final time. Appropriately, the A-3's last flight was to Pensacola, Florida, for display in the Museum of Naval Aviation. It was a fitting conclusion to an aircraft that served America and its navy for so many years in so many different capacities.

Little has been written about this stalwart and versatile aircraft, but Morgan's book fills this gap admirably. Several factors stand out to make this an excellent read: first, the narrative is well-written and thoroughly describes the A-3's career from concept to final flight in 1991. The author adds impact by including many anecdotes from A-3 flight crew. Morgan himself was an A-3 pilot in the early 1980s and his respect for the large aircraft shows in his writing. Many photographs, quite a few in

colour, accompany the narrative and are of value to the modeller and historian. The aircrews are often featured in photographs and add the human interest to the book.

One major feature of each Osprey book is the section containing the colour plates and this work is no different. The A-3 usually appeared in the then-standard USN camouflage scheme of Light Gull Grey upper surfaces and fuselage sides and white under surfaces. This scheme is used for most of the plates, but they are enlivened by the many colourful USN squadron markings of the 1950s and 1960s. As well, a few A-3s were painted in experimental camouflage schemes (such as overall black for night bombing raids) and these are also reproduced. The plates further capture the many bulges and camera windows on A-3s used in reconnaissance roles. The notes accompanying the colour plates give much detail as to the noses, tails, wings, refueling probes, and tanker fittings used on A-3s. These notes are of great assistance to the modeller and historian.

One item that the book lacks: when an American military plane is modified for uses other than its original mission, one or more designation letters are placed in front of the original designation letter. The A-3 had many different uses and modifications, including a trainer (thus, the designation TA-3), reconnaissance (RA-3), aerial tanker (KA-3), electronic warfare (EA-3), and the ultimate, an electronic warfare and tanker modification (EKA-3). The reader unfamiliar with the American military designation system would find this confusing; a side-bar panel on this would have been helpful.

With that comment, this book can be recommended to naval aviation enthusiasts, historians, and modellers alike. The strictly maritime enthusiast should avoid this book, as the ships shown are merely the landing

platforms for the A-3s illustrated. But those interested in naval aviation should read Morgan's book.

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Charles Patrick Neimeyer. *War in the Chesapeake. The British Campaigns to Control the Bay, 1813-1814*. Annapolis, MD: Naval Institute Press, www.nip.org, 2015. x+244 pp., illustrations, maps, notes, bibliography, index. US \$44.95, UK £32.85, cloth; ISBN 978-1-61251-865-7. (E-book available.)

War in the Chesapeake is a must-read for those eager to learn the details of one of the most significant series of battles during the War of 1812. The first third of the book is Neimeyer's view of the multiple roots of the War of 1812, a conflict that was quite avoidable. It should not have occurred, but misunderstandings, political pressures and miscalculations combined to produce conflict across the eastern North American continent.

Among a host of aggravating factors was the Royal Navy's impressment at sea of American mariners. Britain was engaged in a costly war with Napoleon's forces. The French dominated the European continent, but King George's navy ruled the seas. Such a huge navy needed manpower. The United States was a young nation of British origin and it was not always clear which "so-called American sailors" were legally citizens of the nascent country or Americans by convenience (naturalized) to avoid conscription.

The Americans had several early naval successes in this conflict and it was decided for many complex reasons to invade Canada.

Much of the population of Upper and Lower Canada was former Tories, the British forces defending the country were sparse and allied with the Native American population whose military prowess was greatly underestimated.

The American Army of 1812 was small, weakly led and relatively untested in combat when compared to British troops who had been fighting the French since 1790. Most of these untried army regiments were engaged in the failing Canadian campaign. What was initially predicted to be a chance for an easy victory and thus the confiscation of a vast territory went badly for the Americans.

British shipping was being harassed by an American privateer fleet, many of which were based in Baltimore, then the United States' third largest city and centre of commerce. At the time, Baltimore and the state of Maryland were plagued by mob rule reflecting deep-seated political animosity between the Federalists and the Democratic Republicans. This acrimony among the citizenry presented an opportunity for the British invaders to neutralize the Chesapeake's vital seaports such as Hampton, Norfolk, Annapolis, and Baltimore as well as a poorly defended American capital, Washington, D.C., situated up a treacherous riverine way.

The Marylanders who inhabited the small towns largely worked as watermen or farmers, many of whom were sustained by slave labour. The defense of these tidewater communities along Chesapeake tributaries and creeks largely fell on militia units, but "it is a fact that most members of the militia companies were blood relations. . . . captains would have at least three brothers, one or two uncles, [etc.] . . . Here was a pretty mess of discipline. It was not unusual for a private to sing out to his captain, 'Nat, what in the devil do you keep us marching all day for?'"

" (85) Among the inhabitants, a significant minority was Quakers, conscientious objectors who refused to bear arms. These were some of the reasons for the militia defeats in a few battles on the banks of the Chesapeake.

The British had their problems as well. The so-called "Green Backs" unit was not British, but largely composed of foreigners, including French prisoners and Australian convicts who served in the British Army to avoid incarceration. Many lacked the motivation to die for a British King and desertion to a free society was an attractive option.

One British strategy involved offering Maryland slaves their freedom if they opted to take up arms against their masters and join a unit called the Royal and Colonial Marines.

The offer had limited success. Although the slave trade had been abolished in England in 1808, slavery was still legal in its West Indian colonies. This presented a dilemma for those who chose freedom from their American masters. They might remain slaves, hopefully near their families, or else end up serving different masters in an even less hospitable place.

The three-pronged incursion strategy of Admiral Alexander Cochrane became a challenge for the relatively inexperienced American General William Winder. Neimeyer details many of the battles for control of the Chesapeake, the centerpieces of which were the punch and counter-punch meetings with Commodore Joshua Barney and his flotilla, the battles and over-running of Bladensburg and Washington, and finally, the unsuccessful British assault on Baltimore.

Neimeyer mentions several historical facts that are not commonly known along with a few opinions. For example: Fort McHenry's brick walls originally were

fifteen feet high and fifteen feet thick with cannon embrasures, but considerably thinner on the landward side. To provide camouflage and shade for troops in the fort, trees were planted on top of the wall about eighteen feet apart. After a waterborne assault on Washington via the Potomac, Captain David Porter bombarded the retreating vessels from a reinforced battery at a point on the river called Washington's Reach, locally known as the White House. President Madison was not far from the Bladensburg battlefield and future president James Monroe personally ordered a change in the artillery defensive line during the battle. In the realm of opinion, he noted that issuing privateer's letters of marque mobilized armed ships and sailors without having to commission vessels into regular naval service as warships, but Neimeyer suggests a subtle functional dichotomy. Although privateer vessels were licensed and commonly known as "letters of marque," most were mundane armed merchantmen while others were built for speed and maneuverability. The author called these distinct vessels "privateers" presenting evidence that they were more efficient in harassing enemy shipping and generating potential prizes.

This is unequivocally one of the best-written scholarly books about the War of 1812. There are, however, a few nit-picking details about which one may take issue. For instance, Neimeyer declares that the White House was burned when Washington D.C. was overrun, but at the time it was known as the President's House or Executive Mansion.

The building became known as the White House during Theodore Roosevelt's presidency. The author mentions that Master Commandant Tarbell (no Christian name given) later retired as a U.S. Navy Rear Admiral in 1859. The rank of admiral in the

United States Navy was not instituted until 1862 during the Civil War. Frances Scott Key allegedly viewed the bombardment of Fort McHenry on his American truce-ship that was anchored eight miles away from the fort. Calculating the maximum viewing distance to the horizon's curvature ($\sqrt{\text{of the height above the surface}/0.5736}$) with an estimate of Key's height added to the height of the ship's deck and the height of the fort's flag pole supporting the thirty by forty-two foot flag, the celebrated banner had to be barely visible upon the battle-smoke shrouded horizon. This was hardly the "ringside seat" described in the text. (199) Neimeyer writes that Joshua Barney's official rank was "Acting Master Commandant, in the Navy of the U. States," perhaps in reference to 1813 correspondence to Secretary of the Navy Jones. (103) He fails to mention that on April 25, 1814, Barney was appointed Captain of the U.S. Navy's Flotilla Service (i.e. limited to the Chesapeake Bay) signed by President James Madison. A Revolutionary War hero, later wounded at Bladensburg, Joshua Barney was the American naval hero of much of the Chesapeake engagement, but Neimeyer has not included him among the author's list of the naval war heroes in his epilogue chapter. Finally, the index entries are disappointingly sparse, making it difficult to find specific parts of the book that one may wish to revisit. These are quibbling points in an otherwise excellent book, one that should be added to the libraries of historians interested in the War of 1812's Chesapeake Bay campaign.

Louis Arthur Norton
West Simsbury, Connecticut

Peter Neumann. *Respekt—150 Jahre Deutsche Gesellschaft zur Rettung Schiffbrüchiger 1865-2015—The German Maritime Search and Rescue Service at 150*. Hamburg: Koehlers Verlagsgesellschaft, www.koehler-books.de, 2015. 192 pp., illustrations. Euro €39, cloth; ISBN 978-3-7822-1203-8.

The *Deutsche Gesellschaft zur Rettung Schiffbrüchiger (DGzRS)*, the German Maritime Search and Rescue Service, is unique among the international maritime search and rescue (SAR) organizations for a variety of reasons.

As opposed to most other SAR organizations, the DGzRS is not a government entity but a private foundation based on volunteer work and private sponsorship. Founded in 1865, it is also one of the oldest maritime SAR organizations around the globe.

Respekt by Peter Neumann is equally unique. Despite being published on the occasion of the 150-year anniversary of the DGzRS, this book is neither the usual Festschrift for such an organization nor is it a commissioned official history. Neumann's book is a photographic, poetic homage to the DGzRS, its SAR cruisers and boats and, more importantly, to the men and women of the DGzRS.

A photographer well known for his artistic photographs of the sea, Neumann was invited to accompany the DGzRS over several decades on various missions ranging from training missions to actual SAR operations in extreme weather and sea conditions. The result is an astounding collection of photographs illustrating the story of the organization and the spirit of its men and women in a way that allows the reader at least a glimpse of what it means to set sail for a mission when all other sailors and mariners are seeking shelter. Series of

photos taken on various training operations and re-enactments of historic maritime life-saving operations with open rowboats in rough weather conditions complete the visual history of 150 years of SAR operations in the North Sea and the Baltic.

Short texts in German and English complement the photographs and tell the history of the DGzRS. Given the hundreds of books and articles about the DGzRS that have been published over the last number of decades, anyone looking for new historic information about the DGzRS here will be disappointed. To be fair, however, this was not Neumann's aim. His goal was an homage to the spirit of the organization and he has definitely succeeded. His portraits of the various classes of SAR cruisers and boats operated by the DGzRS today provide not only concise information about the vessels but also about their unique design features.

While the book might not be the most important publication for the maritime historian looking for an analytical history of the German SAR service, it should be recommended reading for anyone interested in excellent photographs of maritime SAR operations. But *Respekt* is more than a high quality coffee-table book. It is a book that advocates for and educates about the German SAR service as an institution based on civic spirit and being an integrated element of Germany's coastal and maritime communities. For international readers, the most important information to gleaned from Neumann's book might be the fact that professional maritime SAR services do not need to be based on government initiatives, but that civic engagement, cooperation between professional and volunteer crews of SAR vessels, and private funding can result in SAR services as reliable, innovative and effective as any other SAR service around the globe. This reviewer recommends

Respekt without any hesitation to all readers interested in maritime history, even if only because the recommendation might be understood as part of the spirit that allows DGzRS to continue as a private foundation. Support and readership of this book is part of the civic engagement that has carried the German SAR service throughout the last 150 years. Finally, it deserves reading for the hundreds of high quality photographs of the sea and SAR operations that are a feast for any lover of the sea and its maritime industries. *Respekt* deserves respect as a well-told photographic essay of extremely high artistic quality about the history of a unique maritime service.

Ingo Heidbrink
Norfolk, Virginia

Stanley L. Quick and Chipp Reid. *Lion in the Bay. The British Invasion of the Chesapeake, 1813-14*. Annapolis, MD. Naval Institute Press, www.nip.org, 2015. 280 pp., illustrations, notes, bibliography, index. US \$32.95, cloth; ISBN 978-1-61251-236-5.

Lion in the Bay is an exceptionally well written and fact-filled history of the often underappreciated twin British campaigns to change the venue of the War of 1812 from the Canadian border to the middle Atlantic region of the United States. The genesis of this book is very interesting. It was largely written by historian Stanley Quick, who had worked on the manuscript for many years, only to fall ill later in his life and be unable to finish the book. Before he passed away, Stan Quick gave his research notes and incomplete manuscript to renowned Maryland historian, Ralph Eshelman. With the approval of Stan's spouse, Marian, Eshelman donated these documents to the Maryland

State Archives in Annapolis, Maryland. At this point, rising naval historian Chipp Reid entered the picture and agreed to carry Stan Quick's life-long labour of love across the finish line. Students interested in the War of 1812 in the Chesapeake Bay are the clear beneficiaries of this unique collaboration of scholars.

Written in twenty crisp chapters, it is evident from the start of this excellent history that both Stan Quick and Chipp Reid have an eye for detail. Throughout this fast-paced book, Quick and Reid vividly demonstrate just how susceptible the eastern seaboard of the United States was to British seapower. What is even more amazing was the moribund response of the Madison administration toward this very real vulnerability. Thankfully, Quick and Reid were able to utilize some really excellent Royal Navy sources, such as ship's logs and other manuscripts that enabled the reader to envision the activity of the British naval commanders from the very decks of their ships. Moreover, we also now have detailed information on various British naval officers and their intent in the Chesapeake region for both the 1813 and 1814 campaigns.

While it is clear that some sections of the manuscript were written some time ago and may have missed out on some emerging scholarship, such as Alan Taylor's path-breaking work on African Americans in the region, the authors have utilized excellent sources throughout most of the book. On occasion, however, it does seem as if they must necessarily move quickly through events because so many things were going on in the Chesapeake Bay at the same time. The author's coverage of the U.S. Marine detachment from Marine Barracks Washington D.C. was especially entertaining. The Marine Barracks are known as the "oldest post in the Corps" and

the authors cover the role of this 103-man company of Marines led by Captain Samuel Miller, a rising star in the early U.S. Marine Corps during the St. Leonard's Creek and Bladensburg campaigns.

The last chapter on the Battle of Baltimore seems a bit rushed. The authors missed a few critical details of that particular fight, but this is partially offset by the inclusion of some very interesting and little known post-battle vignettes following the British retreat. The book might have included an epilogue of some sort, as it abruptly ends when the Royal Navy departs the bay following their defeat at Baltimore.

In sum, *Lion in the Bay* makes a fine companion to a number of other recently published works on the War of 1812. Thanks to the authors, the strategic impact of the Chesapeake campaigns is finally getting its due.

Charles P. Neimeyer
Quantico, Virginia

Lars Scholl and Rainer Slotta (eds.) *Abenteuer Salpeter. Gewinnung und Nutzung eines Rohstoffes aus der chilenischen Atacamawüste*. Bremen: Editions Falkenberg, Deutsches Schiffahrtsmuseum, www.dsm.museum, 2014. 168 pp., illustrations, maps, tables, notes. Euro 22,90 €, hardback; ISBN 978-3-95494-039-4.

The turn of the nineteenth century was marked by a striking change to shipping as steam rapidly and permanently pushed out sail as the power that drove ships across oceans. As steamships became more common on oft-plied sea routes, sailing merchantmen found themselves seeking new routes and goods to transport that could still turn a profit. Among these was the nitrate

trade which became one of the last refuges of large sailing vessels. It has also been one of the most under-studied trades since Basil Lubbock's work in the 1940s.

Lars Scholl and Rainer Slotta's *Abenteuer Salpeter* is a fine survey work that attempts to cover as many aspects of the topic as possible in a relatively short book. Written by a variety of contributors, it comes out of an interdisciplinary research project on the nitrate trade led by the *Deutsches Schiffahrtsmuseum (DSM)*. The resulting collection of articles reflects different approaches to the topic, not all of which are nautical.

An introduction to the book informs us that potassium nitrate, or saltpetre, had become one of the "hot" commodities in Europe during the late-nineteenth century and this demand meant that supply would follow. Along with mining companies set up to provide the raw goods, appeared shipping lines that specialized in hauling it to Europe. The majority of saltpetre came from the region in present-day Chile which had pushed out Bolivia and her Peruvian allies during the little known War of the Pacific from 1879-1883. Saltpetre now had to get from the Chilean coast, especially from ports like Iquique and Valparaiso to Europe. Stepping in to fill this need were the shipping lines of F. Laeisz (Hamburg), V. A. Vinnen (Bremen), A. D. Bordes (France) and Gustav Erikson (Finland).

All four of the above were well-established shipping companies that, with the opening of the Suez Canal in 1869, looked to new markets to continue operating their sailing vessels. Saltpetre, with no expiry date nor time-dependent delivery, was a perfect trade good to haul by sail. A.D. Bordes, for one, became especially successful with the trade as the British were selling off their sailing ships cheaply and the company

received substantial state subsidies. F. Laeisz, colloquially known as the Flying P-Line due to the names of their vessels, was another company that made their name in the nitrate trade. Laeisz, along with their chosen shipyard, Joh. C. Tecklenborg, developed the famous four-mast barques with steel rigging and powered running gear that became the epitome of what is known as Windjammers. The steel barque seemed especially well suited to the trade, costing 50% less than a steamer of the same size. Cargo loads continued to grow from 1,200 tons in 1880 to 3,900 tons by the start of the First World War. The record was held by the *Potosi*, topping out at 6,400 tons!

This reviewer found the section on the economic history especially interesting. As a German company, F. Laeisz had to hand over most of its fleet in compliance with the Treaty of Versailles. With many ships interned in Chile during the war, it was up to the company to deliver them to their new owners. Rather than ferry the ships over empty, they were fully loaded with saltpetre before departure, which was sold profitably before the ships were handed over. This enabled F. Laeisz to quickly buy back or build new and rebuild their fleet in no time. The mines themselves are also covered in detail. One in particular, at Santa Laura, has been listed as a UNESCO World Heritage Site since 2005 and a large portion of the book is dedicated to the preservation, layout, and significance of the site. There is also an interesting chapter on the journey the saltpetre made before it was shipped, being hauled by rail to the harbour, then transhipped to lighters before being loaded aboard the vessels (dock space was severely limited). The importers in Europe shrewdly checked the markets and some ships were not given their final destination until arriving back in the Channel.

The interdisciplinary approach to the topic is refreshing and something that is becoming more common to academia. As mentioned above, the chapters go beyond the basic material to include some examples of advertisements highlighting the geographical and political context of which 'Chilean saltpetre' was a part. Naval historians will be interested to learn that the War of the Pacific, nicknamed the Saltpetre War, which has largely vanished from modern memory, was important enough for a fledgling *Kaiserliche Marine* to send warships to Chilean waters at several times during the conflict to act as observers and to protect German interests. The author of the article in question makes a compelling argument that the involvement had it has its own withdrawn 'Bismarckian' flavour, that of a restrained and distant observer but aid when necessary, a far stretch from the ambitions of later Wilhelmine Germany.

Another strong point about the work are the many photographs, anyone interested in the last great sailing ships that plied the oceans will find of interest. Being a survey work and a summary of the DSM project is perhaps the only point that this reviewer can find a drawback. By its very nature the depth on many topics is lacking, especially the section on the shipping companies and life aboard the ships which come across as a bit of a canned life on a windjammer-- although the vessels may have been technological heights, it was still the hard times of a sailor very similar to Nelson's day. That said this reviewer concedes that depth in any particular area was not what the work set out to do and one can always make use of the satisfying bibliography attached to each chapter for further reading.

Overall the book is a quality addition to the *Deutsches Schifffahrtsmuseum's* ever growing list of offerings. If anyone is

considering delving into the topic of the saltpeter trade, *Abenteuer Saltpeter* is a fine place to start.

Christopher Kretzschmar
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John H. Schroeder. *The Battle of Lake Champlain. A "Brilliant and Extraordinary Victory"*. Norman, OK: University of Oklahoma Press, www.oupres.com, 2014. viii+164 pp., illustrations, map, tables, notes, bibliography, index. US \$26.96, cloth; ISBN 978-0-8061-4693-5.

Professor Emeritus John H. Schroeder has written a brief account of the Battle of Lake Champlain, which occurred in the final months of the War of 1812. He sees it as a significant engagement, a major victory for the United States, the ramifications of which have been under-estimated by historians. His is an American perspective of the battle and its place in the larger context of the War of 1812.

Schroeder lays out the war's background in the first two chapters. He notes, specifically, the issue of impressment and America's potential expansionist plans for British North America (even if only to hold it as a negotiation piece), but says nothing about the 'Free Trade' issue that accompanied the idea of 'Sailor's Rights'. Early American efforts to invade Upper Canada are quickly reviewed and seen as a failure of leadership and planning, rather than the result of a successful British defensive effort. The first chapter focuses on the Champlain Valley during the war, where the author describes two failed efforts to

invade Lower Canada along the route, again a result of failed American leadership. He makes it very clear that the valley offered an excellent route north and south, with the potential for the Americans to cut off Upper Canada from Lower Canada, resulting in the capture of the former and a significant threat to the later. In turn the British could use the route to launch an attack into the heart of the Hudson Valley, disrupting supply lines to Lake Ontario and even threatening New York City.

With the end of war in Europe in early 1814, the British sent thousands of troops to North America to carry the war to the United States. Schroeder mentions the attacks on Washington, Alexandria, Baltimore and Maine. The focus of the book, however, is the ten thousand troops that British Governor in Chief, Sir George Prevost, gathered to launch an offensive against Plattsburgh. These troops are described as elite, with a third being from Wellington's Spain campaigns against Napoleon, led by some of his most seasoned officers. John Grodzinski's 2013 book on Prevost, *Defender of Canada: Sir George Prevost and the War of 1812* is used to provide details on Prevost and his troops, but Schroeder does not put Prevost in the same positive light as Grodzinski. In fact, Prevost is portrayed as too cautious and inexperienced, even inept, to lead such a large expedition. While stating that the resulting criticism from the navy and military was perhaps motivated by others seeking to avoid blame, Schroeder's account leaves the reader with the sense that, 'where there is smoke, there is fire'.

Throughout the book, British strength in numbers and alleged experience are set against the gross incompetence or inexperience of American military leadership

at the time. Schroeder plays down the skill of Master Commandant Thomas Macdonough, who he clearly demonstrates, was a much better leader and naval tactician than his contemporaries may have appreciated. Afterwards, they seem to have made up for the oversight, showering Macdonough with an abundance of food, drink, silver and land. Brigadier General Alexander Macomb, too, is given a low-key profile, at first, but his qualities of leadership in the heat of battle were not truly tested during the day. A good part of his glory may have hung on Macdonough's coat tails, but his preparations and tenacity in confronting a numerically superior force were rightfully applauded.

Chapter four deals with the naval battle and the fumbled attack against the fortifications around the town of Plattsburgh.

The naval action, laid out in rich detail, holds the reader's attention. There is less detail about the ensuing engagement ashore, but it is full enough to leave the impression of another failed opportunity and Prevost's hand in the mistakes made by the British.

The final two chapters look at the impact of the outcome in Canada and the United States (chapter 5) and in Britain and at the peace conference in Ghent (chapter 6). In Canada, the chief outcome is an immediate seizing on the defeat, by Prevost's critics, as a means to oust him from command. In the United States, the victory at Plattsburgh was both politically and morale-wise a major boast to the American government and its citizens. Failures at Washington, Alexandria and Maine, and the bankrupt state of the nation are, in Schroeder's view, overcome by this singular moment. Macdonough and Macomb's victory renews the nation's drive to fight the British. To make this claim, Schroeder must play down the events at

Baltimore significantly. He even notes the British impression of a victory, rather than defeat, (120), though this sentiment was based on limited information and would change as the full story became known in Britain. He ignores the fact that contemporary Americans clearly saw Baltimore as a major victory against a predacious enemy who had been successfully raiding the Chesapeake Bay since early 1813 (not as Schroeder claims, only in 1814) and as the defeat of the very force that captured Washington and Alexandria.

The biggest claim of the book is that the United States' victory at Plattsburgh led to the British backing down at the treaty table and the United States coming away from Ghent with more than the British. Schroeder states that where the British wanted to take land away from the Americans along the northern border with Upper Canada and in Maine, the treaty settled on a return to 1811 borders. The Americans backed away from any comment on impressment, no reference appears on free trade issues, and both parties agreed to further negotiations to determine all other outstanding issues. During the negotiations, the place of the Aboriginal peoples went from owning territory between the British and Americans, south of Lakes Erie and Ontario, to being cast off by the British. For the country that declared war on Britain over 'Free Trade and Sailors Rights', and a potential expansionist desire, all they received was the British abandoning their Aboriginal allies. While the last point is very important, how it constitutes a major victory for the Americans is puzzling, given what they went to war to gain.

Unfortunately, there the author's descriptions of the naval and land battles contain some contradictions. For instance, he explains that British Lieutenant Robertson

did not signal Captain Pring, that the senior officer Captain George Downie was dead (early in the action) and that Pring now had command of the British squadron, because the signal book was lost (78). Then, late in the engagement, he has Robertson signaling the British gun boats to come to his aid (82). There is a difference in the two occasions when Schroeder discusses the recall of General Robinson's force from their effort to attack the Americans. On page 87, Robinson moves his entire force across the Saranac River and marches towards Plattsburgh when he is recalled, but, on page 101, he has just started the process of moving his force across the river when recalled by Prevost. These discrepancies will be confusing for readers and should have been caught in the editing process.

A minor error concerns British Lieutenant McGhie, in command of the small schooner *Chubb*. He is said to have deserted after the battle (91-92), a common belief in the older literature. In fact, he did not desert, but was detained in the United States long enough to miss the Pring court martial. McGhie was court martialled and acquitted in September 1815.

There are four maps (all from other sources), five illustrations and a table comparing the two squadrons on Lake Champlain. The sources are primarily American and consist of largely secondary material, with reference to published collections of documents. No primary research appears from Canadian or British Archives.

This will not be the definitive account of the Battle of Lake Champlain, but it ought to stimulate further discussion and possibly, a general British account of the engagement and its place in the larger context of the War of 1812. That aside, this book will be of

interest to those who would like to gain an overview of the battle.

Thomas Malcomson
Toronto, Ontario

Lawrence Sondhaus. *The Great War at Sea. A Naval History of the First World War*. Cambridge, UK: Cambridge University Press, www.cambridge.org, 2014. x+407 pp., illustrations, maps, bibliography, index. US \$34.99, cloth; ISBN 978-1-107-03690-1.

This important new naval history reveals how the era of the First World War was filled with misunderstanding, missed opportunities and unplanned events that unfolded like a Greek tragedy and led the world into an unintended conclusion. By the eve of the assassination of Archduke Ferdinand at Sarajevo, however, the supremacy of the British Navy was stamped indelibly on the history of the nineteenth century.

The author, Lawrence Sondhaus, is Professor of History at the University of Indianapolis, as well as Director of the Institute for the Study of War and Diplomacy. His previous publications include *Naval Warfare 1815-1914* (2001), *Strategic Culture and Ways of War* (2006), and his general study *World War One: the Global Revolution* (2011). His current areas of academic interest include the arms race, preparing for war and the gamble of submarine warfare.

More than half the world's steamships flew the Red Ensign of the Merchant Marine as British commerce girdled the globe with loading and discharging ports and coaling stations. This Empire was founded on the sea, and there was a popular assumption,

which ultimately was proved wanting, that only Britain's naval supremacy made it possible for her to remain a European state. This book's powerful, but human and dramatic narrative explains how Great Britain and Germany staggered towards the first great arms race of the twentieth century.

It also includes a description of the state-of-the-art heavy battleships, namely Britain's *Nelson*, *Rodney* and *Royal Sovereign* class that faced Germany's *Gneisenau*, *Scharnhorst*, *Deutschland* and *Admiral Scheer*.

The author examines the reverse of that particular coin to argue that an accommodation with Britain would have not only assured German predominance in Europe and, in return for a moderation of German ambitions overseas, would have neither alarmed nor provoked Britain into an aggressive colonial policy. He also questions the presumption that Britain's traditional enemies were France and Russia and suggests why this stand faltered in 1897, when the single-minded Rear Admiral Alfred von Tirpitz became Foreign minister of Imperial Germany, and why the emergence of Chancellor Bernhard von Bulow signaled that war was now more likely.

Within twenty-four hours of the outbreak of war, the first requisition, P & O's elderly passenger ship *Himalaya*, was quickly followed by the tragic loss of the luxury liner *Lusitania* at the hands of a German U-boat in May 1915. The author explains why this event, considered to have been the most disastrous sinking in the annals of maritime history, was denounced in most allied and neutral countries for its heavy loss of life in the most savage attack on civilians in wartime.

Sondhaus charts, with great clarity of thought, how Allied supremacy led the

Central Powers (Austria-Hungary, Germany, Bulgaria and the Ottoman Empire) to revolutionize naval warfare by pursuing unrestricted submarine warfare. We now know that sea power was a key element in the global conflict that led to the Great War and not only dominated communications, the movement of populations and the flow of food, but also affected industrial production and manpower for a decade.

While the author correctly claims that the course of the Great War at sea confirmed the deterrent capacity of capital ships, he also expresses his belief that they did not have to be risked in combat in order to have strategic relevance. As a consequence, just ten capital ships were sunk during the war, of which four were lost in port by accident or sabotage. These were joined by one Russian and one Austro-Hungarian vessel sunk after those navies had stopped fighting.

He confidently argues that this book's contribution to maritime history is to reflect a true synthesis of the best scholarship currently available on the subject. It also benefits from the author's expertise on German and Austro-Hungarian maritime history rather than 'other general English-language accounts on the topic'. This places the emphasis of his contribution on the strategies and operations of the Central Powers with little doubt that accommodation with Great Britain would have assured German predominance in Europe while requiring a moderation of German ambitions overseas.

This masterful new naval history of the First World War is an important synthesis of the author's own extensive primary source research coupled with some of the most recent work by other naval historians. Each chapter highlights how the naval dimension of the Great War mattered in terms of the

evolution of warfare at sea. His writing is particularly strong on the role of the Central Powers' naval operations and the non-operational, but nonetheless vital, dimensions such as the mutinies in the Russian, Austro-Hungarian and German fleets.

The Great War at Sea is a gripping chronology of the personal and national rivalries that led to the twentieth century's first great arms race. Professor Sondhaus concludes his intelligent book with a quote from the final draft of the Washington Naval Treaty which implies that 'the War had ended with the relative security of the great naval powers unimpaired.' Existing literature, however, has revealed the decisive contribution that the war at sea gave to an Allied victory and the extent of the global scale that was predicted for the Great War at sea.

Michael Clark
London, England

Mark Stille. *Imperial Japanese Navy Destroyers, 1919-1945 (2). Minekaze Asashio to Tachibana Classes*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2013. 48 p., illustrations, appendix, bibliography, index. US \$17.95, CDN \$18.95, paper; ISBN 978-1-84908-987-6.

The grist of any good naval history is always the ship. It is the tool of naval power and the epicentre of combat. It is literally the sailors home, employment, and, of course, his castle. But usually the focus for most histories is the capital class ship. The battle ship, the aircraft carrier and even the battle cruiser are the major surface combatants that naturally draw the attention. They are

expected to be where the battle is the hottest, to decisively change the course of history. As impressive as the capital ships are, and expensive to produce, the real work horses of the fleet are of course the smaller ships.

One of the most numerous and decidedly important ships is the destroyer. Tasked to escort larger ships and to protect them from threats in the air, on the surface and beneath the waves means that speed and firepower dominate their designs at the expense of armour and the ability to withstand damage. Any understanding of naval power especially in the Second World War has to come to grips with the subtle nuances of the design of these ships, their strength and weaknesses. National differences in design ethos and the constantly evolving technology mean that these ship designs can show some remarkable variation between nations and within the fleets themselves.

Mark Stille's book *Imperial Japanese Navy Destroyers, 1919-1945* is an attempt to do just that for Japanese destroyers from the Asashio to Tachibana classes. A follow-up for a similar earlier work, Stille breaks this short 48-page text into six main sections, one for each of the destroyer classes discussed. Some very short elements are also included on the principles of Japanese destroyer design and the role of the destroyer in Japanese naval strategy to provide some small context for the reader. The author then wraps up his study with a short conclusion.

The workhorses of the fleet, destroyers exist in a diverse variety. Each class exhibits differences that reflect the expectations of the designers for the needs of the fleet. In the case of the Japanese navy this often placed a higher emphasis on firepower and night surface attacks than on the production of an all-around balanced design. The challenge of laying out the specifics of six

different classes of ships plus detailing each ship of these classes of ships in one text is certainly daunting. To do it in only 48 pages is impossible. To distill each class of ship into such a brief format is reductionist to the extreme. With the additional task of discussing each ship of the class, the book far over reaches itself. At best, it is able to provide small vignettes of these Japanese destroyer classes. Lacking context, discussion of operational experience or even a solid discussion of key issues of gun or torpedo armament, propulsion, etc. means that this book lacks significant value.

Certainly, the fact that it is a second book in a series is a potentially important point. The implication is that some of the materials relating to the technology, design, etc. may be covered in the earlier work. Thus, reference back to this work is essential to flush out the materials. Each book, however, should provide sufficient materials to be coherent on its own. The absence of that material seriously limits the usefulness of this book.

The absence of a comprehensive discussion of ship design and development when mated with the scope of the subject and the restricted size of the work makes this book of limited real value. It is neat to read certainly. Visually the images are impressive, but beyond interest's sake, the book has exceedingly limited value for anyone seriously into the subject.

Robert Dienesch
Windsor, Ontario

Michael Sturma. *Freemantle's Submarines: How Allied Submariners and Western Australians Helped Win the War in the Pacific*. Annapolis, MD: Naval Institute

Press, www.usni.org, 2015. ix+161pp., photographs, maps, table, notes, bibliography, index. US \$32.95, cloth; ISBN 978-1-61251-860-2.

Michael Sturma's latest work on the Allied submarine campaign in the Pacific mixes operational and social history in a compelling blend. Roughly two-thirds of *Freemantle's Submarines* is concerned with the positive interplay between American, British and Dutch submariners and the people of their Western Australian host cities. Contacts among the groups were intense from the outset. The first American submarines appeared at Freemantle in March 1942, soon to be joined by a handful of Dutch vessels escaping from the East Indies and, later, British submarines from Ceylon. It was a moment when the Japanese advance across the Western Pacific (with a side foray into the Indian Ocean was nearing its apex and an invasion of Western Australia from their newly conquered base at Singapore seemed likely. Jitters continued for months thereafter and the Yankee presence in particular was welcomed as both a deterrent and a promise of better days. The warmth with which the Australian hosts embraced the submariners from all three nations was genuine. The people of Perth as well as Freemantle, and those in the surrounding countryside opened their homes, farms, hotels and bars to lonely men far from home, for whom life at sea was a constant hazard. The sailors, in turn, generally behaved themselves with surprising restraint, though Australian hospitality has always involved strong doses of booze amidst forgiving camaraderie. Enduring friendships were forged, romances begun and marriages undertaken. Among all Allied submariners Freemantle came to be acknowledged, by

common consent, as the best liberty and rest port in the entire Pacific—not excluding Hawaii. Sturma’s observation that wartime friendships forged in Western Australia underlay a genuine shift in the Canberra government’s attitudes from a reliance on Britain to that of the United States is entirely plausible.

The author has wisely chosen not to focus on the individual submarine operations out of Fremantle, many of which have been written about many times over the years. Rather, he seeds accounts of the most spectacular missions throughout the narrative. More than a few involved nail-biting commando raids and/or contacts with guerrilla forces well behind Japanese lines and Sturma’s accounts do justice to the drama. Japanese atrocities, when they occurred in the midst of, or in reaction to specific operations, were horrific. Somewhat surprisingly, Sturma ignores the moral aspects of the many small boat sinkings indulged in by both British and American submariners, the subject of his earlier *Surface and Destroy: The American Submarine Gun War in the Pacific* (Kentucky, 2011). A brief mention might have given this book a greater balance, a richer context. A few grammatical and factual errors appear here and there. The United States Navy went “dry” under Josephus Daniels in 1914, not “the late nineteenth century.” No one escaped the loss of cruiser *Houston* in March 1942; all survivors were captured and spent years in Japanese prison and labour camps. It was, thus, impossible for the American Chief of Staff at Fremantle to be “served by mess cooks who had survived the sinking. . . .”

But these are quibbles. Western Australia’s important role in supporting the Allied submarine campaign in the Pacific has

long demanded careful study. In a relatively brief book, Professor Sturma has covered its many aspects with impressive thoroughness.

Lisle A. Rose
Edmonds, Washington

Jim Wellman. *The Deadly Sea. Life and Death on the Atlantic*. St. John’s, NL: Flanker Press, www.flankerpress.com, 2015. viii+224 pp., illustrations, index. CDN \$19.95, paper; ISBN 978-1-77117-336-0. (E-book and Kindle versions available.)

European explorers such as John Cabot and João Fernandes Lavrador claimed North America during the late fifteenth century for its natural resources. Cod was an especially important commodity and several fishing outposts were established to meet the high codfish demand back home. In fact, the Portuguese originally called Newfoundland “Terra Nova dos Bacalhaus” or the “Land of Codfish”. Although fur became the main North American export a few decades later, fishing remained a cornerstone in Atlantic Canada, a term used to refer to the region of Canada comprising of Newfoundland and Labrador, New Brunswick, Prince Edward Island, and Nova Scotia. *The Deadly Sea* by Jim Wellman is a collection of 25 vignettes documenting the lives of those working in the Atlantic Canada fishing industry during the late twentieth century.

Wellman is the managing editor of *Navigator*, a popular fisheries and marine magazine, where these short stories originally appeared as articles. The son of a schooner captain in Newfoundland, Wellman is familiar with daily life at sea and the people who live in northeastern Canada. He has written several books on the topic

including *Final Voyages: Trouble at Sea*, *Lighthouse People: Stories of Men, Women, and Children Who Worked and Lived on Lightstations in Newfoundland and Labrador*, and *Sea Dogs & Skippers*. Wellman's austere literary style and nautical knowledge show in his newest publication, *The Deadly Sea*. Each chapter of this book is either a brief biography of an individual connected to fishing in Atlantic Canada, or a gripping story of a close call or tragic final voyage on the ocean.

Seventeen of the 25 chapters are biographies of the women and men who work in fishing-related trades such as boat builders, seafood restaurant owners, marine biologists, fishery plant managers, and fishermen and women. Having interviewed each person face-to-face, he tells their stories in their own words. For example, in chapter 13, Wellman offers a glimpse into the life of Lesley Peddle, a ship's mate and scuba diver. Her near-death experience from a refrigerant gas leak on a ship and her exploits that proved her worth as a ship's mate capable of doing a "man's job" is written in a personal tone, interrupted by direct quotes from Peddle herself. Wellman also includes photos of some of his subjects.

Eight chapters narrate the gripping accounts of final voyages or close calls on the ocean. Fishing is one of the most dangerous activities in Canada—on average, one person dies every month at sea, even with modern technology and sailing experience. In chapter one, for example, a fun family outing turns into a horrific ordeal when the vessel catches on fire and the dory lifeboat capsizes. As temperatures drop, the corpses of two family members are discovered by one of the survivors, and as midnight approaches, their chances of rescue

grow slimmer. Similar to the biographies, these stories are the first-hand accounts of the survivors or the direct quotes and memories of the family and friends of those who perished. Photos of the people mentioned, and their tombstones, ships, or locations bring these accounts to life and serve as a tribute to those whose lives were lost.

This volume is written in a sparse style, without cumbersome jargon and redundant description, making Wellman's stories easy to understand, even for those without a nautical background. Unfortunately, the trade-off for his efficient style means that the book lacks imagery and depth. The chapters are short, however, and each is a separate account unrelated to the previous one, making it an effortless volume to read.

Wellman does a wonderful job of describing the rough but rewarding life of those who rely on the ocean to make a living, and the fickle and unpredictable nature of the Atlantic Ocean. Anyone who wishes to learn more about daily life in Newfoundland and Labrador, Nova Scotia, and the surrounding areas would benefit from reading this book. This is not intended as a textbook and will not appeal to those looking for technical information on fishing, the seafood industry, or survival skills at sea. Although not an academic publication, this book contains the primary accounts of a subset of people whose experiences are often overlooked, but who play a crucial role in the economy and culture of Canada. These stories will be an important contribution to the historical documentation of Atlantic Canada in the future.

Grace Tsai
Thousand Oaks, California

Greg H. Williams. *The Liberty Ships of World War II: a Record of the 2,710 Vessels and Their Builders, Operators, and Namesakes, with a History of the Jeremiah O'Brien*. Jefferson, NC: McFarland Publishing, www.mcfarlandbooks.com, 2014. v+364 pp., photographs, notes, bibliography, index US \$75.00, paper; ISBN 978-0-78647945-0. (E-book available.)

This work reads like a reference book on the individual components of the iconic Liberty Ships built in the United States. It is also a history of business, legal, and logistical aspects of this most important mobilization of the American shipbuilding industry in the Second World War.

In the preface, the author states that his purpose is to answer the questions: “Who built the ships; for what person or place was a 10,500 ton freighter named; and what is the story behind the steamship companies that operated the ships during the war?” He plans to highlight one particular yard, the South Portland Shipbuilding Co. in Maine, and, finally, to describe the restoration of a ship built in that yard, the *Jeremiah O'Brien*, as a museum ship. The author then lists his major bibliographic sources, each with notes on the information they carry. Finally, the work contains the results of legal and other inquiries by bodies like the Truman War Investigation Committee into allegations of fraud and profiteering.

Major chapters of the work are: “The Beginning: the British Contract and Six Companies”, “Building the Liberty Ships”, “Liberty Ship Construction”, “Liberty Ship Operation and the General Agents”, “The Liberty Ship *Jeremiah O'Brien*, Post-War Restoration and Voyages.” There is a glossary, bibliography and an index. Liberty Ship Builders is a one-page list of companies

that built these vessels accompanied by very basic information.

In the first chapter, the author traces a story that began long before the Second World War in the nineteenth century, featuring members of the Todd family, Bath Iron, and the Six Companies, including Henry Kaiser and Admiral Emory Land, USN, Chairman of the US Maritime Commission. It also began with the design for a robust tramp steamer for the British Ministry of War Transport. “The Beginnings” also covers the evolution of the design for a “10,000 deadweight ton, single screw, all-riveted, flush-decked, 2 mast, 5 hold, 11 knot ship coal-fired Scotch boilers”. It describes further modifications in the basic design made for and by the British Purchasing Commission, including the further evolution of the design by American shipbuilders to include electric welding and small tube boilers. The design became the Maritime Commission’s designation EC2-S-C1 in which “E” stands for Emergency; “C2” for a cargo vessel with length being between 400 and 450 ft. at the waterline; “S” for steam; and “C1” for the model type. The author describes the construction of new shipyards and the evolution of the processes of mass production that produced such a large number of vessels in so short a time.

Chapter 2, “Building the Liberty Ships”, addresses the evolution of the process of ship construction from decentralized prefabrication and assembly to launch and fitting out. There are sections on naming ships; the sailors; and the Todd-Kaiser operation, the archetypal Liberty ship producer, where construction techniques were refined for other builders to follow. Also included are well-publicized incidents of cracking due to the all-welded design, along with attempts to control abuses and mis-

management, focusing on the South Portland, Maine, ship-building operation. The author looks in detail at factors that affected quality and production, such as management; yard layout; deliveries; appropriations and record keeping; building techniques; transportation; and labour relations. He also discusses the involvement of the Maritime Commission and company profits.

“Liberty Ship Construction by Shipyard” constitutes the bulk of the work. Here are lists of vessels by order of launch date, within sections on builders from Alabama Dry Dock to Todd Houston Shipbuilding. There is a brief history of each shipbuilder, giving key people, costs and the process of designing and building the facilities. Each ship is recorded by given name, month and year of delivery, official number, call sign, namesake, and operator. In addition, some ships’ service histories are mentioned.

“Liberty Ship Operation and the General Agents” presents information on the companies that operated the vessels, including company histories going back decades, sometimes to the nineteenth century.

The strength of this work is its unwavering focus on the people whose stories made up the organizations involved in designing, building, and operating the Liberty Ships. Names of the actors include Joseph Kennedy, Chairman of the Maritime Commission before the Second World War, and luminaries of the corporate and engineering worlds, like Morris Knudsen and Warren Bechtel. At times, detail appears excessive, for example the street addresses of individual sailors, company officials and sponsors, but overall, they contribute to the picture of the people and add texture to our understanding. Williams presents key

individuals from previous eras, such as the Todd family that dates back to 1880.

Weaknesses include many digressions, large and small, that do not add to the story. Where these tangents involve historical or political sidelights, they can be of questionable validity, for instance, “In 1937... mutinies were occurring in the Royal Navy over proposed pay cuts” (8) and “The Japanese occupied... Ceylon” (27). The Invergordon mutinies occurred in 1931 while Ceylon was not occupied. Larger digressions include several paragraphs on internal Japanese politics in the 1930s that are of marginal relevance. There is a lack of information on the vessels and the technology they contained, especially in the form of drawings. Photographs are mostly of the restored *Jeremiah O’Brien*.

This would be a useful addition to reference libraries on naval studies and the economics of mobilization. Otherwise this is a “read only” commendation.

Ian Dew and Kathy Traynor
Thunder Bay, Ontario

Paul Williams. *The Last Confederate Ship at Sea. The Wayward Voyage of the CSS Shenandoah, October 1864–November 1865*. Jefferson, NC: McFarland Publishing, www.mcfarlandpub.com, 2015, viii+200 pp., illustrations, map, appendix, notes, bibliography, index. US \$39.95, paper; ISBN 978-0-7864-9857-4. (E-book available.)

The land battles of the American Civil War, or War Between the States as Southerners like to call it, have been chronicled in innumerable texts but the naval war, while having less impact on the ultimate outcome,

is just as rich in strategic thought and personal interactions.

The Last Confederate Ship at Sea by Paul Williams is the story of the voyage of the C.S.S. *Shenandoah*, a raider that took an impressive haul of Yankee shipping, became the only Confederate ship to circumnavigate the globe and was the last Confederate force, army or navy, to fire a shot and surrender. At sea from October 1864 to November 1865, the *Shenandoah* saga presents the story of the Confederate Navy in microcosm.

To some degree, Confederate raiders were more akin to privateers than to conventional naval units. Their mission was to apply political pressure on the Lincoln administration by disrupting Northern commerce rather than fighting the United States Navy, meantime paying their own way through the prizes they captured or sank. The success of such raiders created havoc in insurance markets, made American bottoms uninsurable and drove many owners to register their ships under neutral flags. The *Shenandoah* plied its trade in the Pacific, frequently against New England whalers, taking 38 ships and 1,052 prisoners.

The purchase of raiders in Europe was a tricky business. Confederate agent James Bulloch, brother of *Shenandoah's* Sailing Master, Irving Bulloch, had to purchase unarmed ships in neutral shipyards and then have them equipped with the armaments of war at sea. The Clyde-built steamer, *Sea King*, was purchased in England and sailed away as a merchantman over protests of the American Ambassador, Charles Francis Adams. It was to meet the *Laurel* at an uninhabited island off Africa, take on guns and a Confederate crew, and then corroborate the ruse that the *Sea King* had floundered and *Laurel* had rescued its original crew.

One section I really enjoyed is the account of *Shenandoah's* visit to Melbourne in the then-colony of Victoria, Australia. Students of the Civil War read of the schism in British opinion between the upper classes, who sympathized with the Confederacy, and the workers, who favoured the free North. Similar divisions of opinion existed in the colonies. Like raiders of all wars, the *Shenandoah* eventually required supplies and repairs which her crew sought in the neutral port of Melbourne. As would be the case in many such visits, continuing at least to the visit of the *Graf Spee* to Uruguay in 1939, *Shenandoah's* arrival set off a flurry of diplomatic activity as the United States Consul, William Blanchard, did all he could to prevent it from leaving port. Legal arguments were raised. Was *Shenandoah* a belligerent or a pirate? Was it really the *Sea King* in which case it had been illegally obtained and, having never visited its home country, not a legitimate belligerent or had it emerged from the Confederate mists with its past shrouded in mystery? Was it limited to a 48-hour visit or did the need for repairs entitle it to a longer stay? Were four of its company crew members or prisoners? While lawyers argued, the press poured ink on the controversy and the Victoria legislature debated, the decision rested with Governor Sir Charles Darling, who finally granted *Shenandoah* the right to obtain repairs in dry-dock.

During their ship's month-long stay in Melbourne, the crew was treated as visiting celebrities. The officers were feted at the Melbourne Club and other swank venues while the seamen were entertained by anyone lucky enough to enjoy their company. This is reminiscent of the celebrated visit of the C.S.S. *Alabama* to Cape Town during the same war. In these enclaves of European

civilization the arrival of adventurers from America brought a touch of romance and daring to their colonial existence.

In February 1865, *Shenandoah* slipped away to resume its plunder of the United States Merchant Marine, taking 29 vessels before newspapers and passing ships informed it of the surrender of the Confederate army and the capture of President Jefferson Davis. What to do next? Confederate agent James Bulloch, who had started the *Sea King* on its way to reincarnation and terror, had given orders that, at the end of its usefulness, it should be sold in the Pacific and never return to Europe.

Though made of timber and propelled by wind and steam, a vessel's soul is in the hearts of its crew. I do not want to give away the mystery, but let us just say that when *Shenandoah* took the *Delphine* of Bangor, Maine, and her captain, William Nichols and his wife Lillias, of a long line of New England seafarers, came aboard as prisoners, things changed for Captain James Waddell and the voyage of the *Shenandoah*. Was it blackmail by a seaman aware of secrets of the heart, the rumour that Bulloch had funds to pay off crew members or some other motivation that drove Waddell to lead his ship around Cape Horn and to Liverpool where, on November 6, 1865, it lowered the last Confederate flag flying above its warriors? Author Paul Williams presents the facts and lets us to draw our own conclusions.

Williams has crafted an intriguing sea saga which, while specific to the *Shenandoah*, is representative of other Confederate raiders in challenges and successes. Although he mentions that Irving Bulloch was the uncle of Theodore Roosevelt, this is the only book I have read

that includes James Bulloch without mentioning his famous nephew. This is a rewarding tale of the sea, of the war and of the heart.

James M. Gallen
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John R. Yates, Jr. *The Boston Marine Barracks. A History, 1799-1974*. Jefferson, NC: McFarland, www.mcfarlandpub.com, 2015. 223 pp., illustrations, appendix, notes, bibliography, index. US \$45.00, paper; ISBN 978-0-7864-9650-1. (E-book available.)

Based on archival records, primarily official letters dating back to 1800, *The Boston Marine Barracks, A History, 1799-1974* is an account of one of the oldest military seaborne units in the United States. Stationed at the Charlestown Navy Yard in Boston, Massachusetts, before the base was closed in 1974, the unit "stood within eyeshot of the USS *Constitution*." As the last commanding officer of the barracks, Yates approaches his subject as a labour of love, but he has also produced a work of merit, and built a strong case for honouring a group of men who served their country well over the course of two centuries.

Congress created the U.S. Navy in the 1790s as the threat of naval war with France loomed. Marines were assigned to guard Navy Yards at Boston, New York, Philadelphia, Washington, and Norfolk. The Secretary of the Navy further directed that "a small house [be] built for barracks" at each of those locations (8). 1811 saw the completion of permanent barracks at Charlestown consisting "of a central one story block and cellar with double story

wings.” Together with the nearby commandant’s house, Yates describes the structures as “the oldest Marine barracks in the country.” (10). Modernization, alterations and additions came later.

Yates details service by Marines from the Boston Barracks in the War of 1812 (1812-15), especially aboard USS *Constitution*, in the Seminole War of the 1830s in Florida, and in the war with Mexico (1846-48). Today’s Marine anthem commemorates their valour in the taking of Mexico City and the securing of the “Halls of Montezuma”. Candidly, Yates reveals that recruiting efforts for the Service largely faltered during the Civil War thanks to high casualty rates on Southern battlefields, but also because of federal conscription laws for the Army, and bounty programs offered by the states. Desertion rates at the barracks, he admits, were at an all-time high, too.

As the twentieth century dawned, the United States had a first-class navy in its Great White Fleet, and the moment had come for America to assert its authority in the Western Hemisphere. Faced with rampant economic depression, war with Spain in 1898 proved to be just what the nation needed to turn things around. It also gave the navy a chance to test its new warships and season its new leaders in actual combat. War, likewise, helped to revive the Charlestown Navy Yard as naval ship building and repair centre. In the last two years of the nineteenth century, the Yard provided repairs to over fifty vessels, which led to an increase in well-paying jobs in the Boston area.

War affected Marine life at the barracks too, as many Marines shipped out for sea duty in the Caribbean and in the Pacific. The Great White Fleet easily defeated the aging Spanish navy in the Spanish-American War,

and the United States, a nation that prided itself on its anti-colonial heritage, suddenly became an imperial power. The U.S. Navy controlled ports in Puerto Rico, Guam, the Philippines, and at Guantanamo Bay. To the men of the Boston Marine Barracks, these were places that would soon summon them to many new duties.

That the war with Spain provided America with an Empire was undeniable, but then it became necessary to defend that Empire. More than a few battalions assigned to service overseas were deployed from the Boston Barracks, principally to occupy the Philippines. In 1899, Filipinos declared war against the United States in their own struggle for independence. It was a tough, dirty fight, with atrocities committed on both sides. Filipinos were herded into concentration camps, where disease was rife. They retaliated by disemboweling American troops with bolo knives. Yates calls this three-year jungle slaughter the Boston Marines’ “Vietnam.”

Interestingly, in the nineteenth and twentieth centuries, local authorities often called upon the Boston Barracks for assistance: in 1824, to quell a riot by unruly prisoners at the Charlestown State Prison; and ten years later to control threatened violence by protesters seeking the release of Nativists after their arrest for torching Charlestown’s Ursuline Convent. A more distasteful duty for Boston’s Marines, no doubt, was helping to enforce federal fugitive slave laws by returning escaped slave Anthony Burns to the South in 1854. In 1872, a detachment of Marines was posted in Boston proper to protect public and private property exposed to the depredations of looters after the Great Boston Fire had consumed some 66 acres of the city. In 1908, during the Great Chelsea Fire, Marines

were detached from the barracks to take people out of burning buildings, provide help in moving the sick and disabled, and to protect and guard public property.

While this is, in many ways, a commendable work, it is a difficult book to read because Yates has organized his chapters around the terms of various barracks commanders, and he lists events as they occur during the different tenures with little integration, or explanation. Another quibble is his limited discussion of the Marine Barracks' important contribution to America's victory in two world wars. *The Boston Marine Barracks, A History, 1799-1974* works best as a reference work because of its encyclopedic detail. As a literary contribution to maritime history, it is less successful.

William Welch
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