

BOOK REVIEWS

Thomas A. Adams and James R. Smith. *The Royal Fleet Auxiliary: A Century of Service*. London: Chatham Publishing, www.chatham-publishing.com, 2005. 192 pp., photographs, illustrations, tables, appendices, index, sources. £19.99, C\$52.95, cloth; ISBN 1-86176-259-3. (Distributed in Canada by Vanwell Publishing)

This is a "company history" of the Royal Fleet Auxiliary (RFA) commemorating its hundredth anniversary, which was marked on 3 August 2005. The co-authors are mariners as well as writers: Adams is an RNR officer and an advisor to the Naval Historical Branch and the RFA association, and Smith is a serving RFA officer who writes for various nautical publications. HRH the Duke of York contributed the foreword.

The RFA is similar to the Canadian Coast Guard (CCG) in that it is a government-owned civilian-crewed fleet in which it is possible to follow a nautical career in the service of the nation without joining the navy. The tasks of the two organizations are, however, completely different. The CCG has its own distinct tasks to perform and has comparatively little to do with the military, whereas the RFA exists to support the Royal Navy and works in close association with the fighting ships. The RFA may also be compared with the United States Military Sealift Command (MSC). Although the two organizations do share some functions, the RFA performs some tasks that in other navies, including Canada's, are usually carried out by naval ships and personnel.

The book starts with a fifteen-page introduction describing the creation, growth and development of the fleet that is actually an excellent condensed history of the RFA. Then the main body of the book is an account of events, year by year, from 1905 to 2005. It takes determination to go through it all! From the start, the RFA included a few ships of types other than tankers (the first Auxiliary ship was the hospital ship *Maine*); but the service's main tasks in the period up to the Second World War were to fetch the Navy's oil from the American

and Middle East oil fields, move it in smaller tankers between depots or naval bases, and supply warships when they were in harbour. This was mainly routine work and the annual accounts for this period are chiefly concerned with the acquisition and disposal of ships with some minor administrative changes.

Although there were periodic experiments in refuelling at sea, it was not until the creation of the British Pacific Fleet in the latter part of the Second World War that the RN adopted the systems for transferring oil, stores and ammunition that the USN had developed during the Pacific conflict. From this time, the annual accounts become much more interesting as they deal with actual naval operations as well as major exercises and list the ships involved. The RFA was fully engaged with RN units during the Korean War (1950-53), Suez (1956), the various "cod wars" (1959-1976), the Kuwait crisis (1961), the Indonesian confrontation (1964-65), the Beira patrol 1966-75), the Aden withdrawal (1968), the Armilla patrol (1980-91), the Falklands War (1982), the first Gulf War (1990-91) and the invasion and occupation of Iraq (2002 on).

The great strength of the book lies in the many excellent photographs. All types of ships from the early days onwards are illustrated and there are a number of impressive shots of groups of ships engaged in underway replenishment. A central colour section always enlivens publications of this nature and there are many illustrations of ships, personnel, Royal visits and insignia. The detailed statistics of ship classes and individual vessels, each with a photo, are in boxes throughout the book at the appropriate time period. The appendices record casualties, medals and battle honours, colour schemes and the like.

Throughout the history of the RFA, a consistent policy of fleet replacement has been followed, resulting in an up-to-date fleet of large modern ships. The fleet today includes twenty-two ships - nine replenishment and support tankers, four stores and ammunition supply ships, an aviation training ship, a repair ship,

four strategic sealift ships with two more available, and three logistic landing ships. Four dock landing ships are under construction. The latest replenishment ships can supply all types of stores as well as fuel, following the pattern set by the Canadian Navy with the *Protecteur* and *Preserver*. In most navies these and the landing ships are naval vessels, but the USN has transferred some ships of this type to the MTS, perhaps following the RN/RFA model.

This book provides a compact but comprehensive record of the RFA at its 100th year and deserves a place on my bookshelf.

C. Douglas Maginley
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Michael J. Bennett. *Union Jacks: Yankee Sailors in the Civil War*. Chapel Hill, NC: The University of North Carolina Press, www.uncpress.unc.edu, 2005. xv + 337 pp., photographs, illustrations, tables, notes, bibliography, index. US\$34.95, cloth; ISBN 0-8078-2870-X.

Given all of the scholarship devoted to Civil War soldiers, one might think that there is a correspondingly rich literature exploring the world of Civil War sailors. Despite the appearance of recent monographs by Dennis Ringle, Donald Canney and Steven Ramold, no one has come as close as Michael Bennett in articulating what it meant to be a sailor in the Union Navy. While his book is not without flaws, its detailed explication of the background, acculturation and shipboard life experienced by these jack tars is among the best in print.

Union sailors were, as Bennett convincingly demonstrates, very different from Union soldiers. They came primarily from the Eastern seaboard's urban centres and were much more likely to be recent immigrants or skilled workers than their army counterparts. A significant percentage, certainly much higher than in the army, were former slaves. Unlike soldiers, sailors joined the war effort not for emotional or patriotic reasons but instead with very practical motives in mind. Many entered the service lured by the promise of prize money

from seized blockade runners. Others did so to avoid the perceived hardships and risks of life in the army. In both cases, preconceived notions were rarely met; most sailors never received prize money and life in the navy turned out to be much more difficult than anticipated.

The real strength of this book is Bennett's careful reconstruction of life in the navy, where he challenges recent scholarship portraying the sailors' experience on board ship as relatively benign. Union warships were tough environments requiring the rapid acquisition of foreign skills within a rigid merit-based caste system. New recruits faced a severe acculturation process, little understood by those outside the navy, in the context of squalid living conditions, endless drill and busy work, and long-term confinement aboard ship. Even after the men became more seasoned, the close quarters of an active-duty warship heightened the obvious differences between officers and crews, landsmen and sailors, and whites and blacks on board ship. The lack of space for a healthy release of pent-up emotions, Bennett suggests, made warships very volatile places, especially when compared to army units. Sailors regularly expressed their dissatisfaction through work stoppages, sick-outs, work slowdowns, fights, race riots, and, on occasion, mutinies.

If Bennett's book has a shortcoming, it is that his arguments sometimes lack a nuanced understanding of the navy, its ships and their missions. For example, he generally views sailors in one of two capacities: as part of the blockading fleet or on Mississippi River gunboats. The difference is an important one as Bennett discusses the social life of sailors, because he makes a distinction between the Westerners, who manned the river gunboats, and the Easterners and immigrants, who crewed the blockaders. That distinction then informs his analysis of life onboard combat vessels as he suggests that regional characteristics made gunboats different places than traditional blue-water warships. In doing so, he mirrors an analytical framework that has been applied to both the Union and Confederate armies. River gunboats, however, were not confined to the western theatre and not all blue-water warships participated in the blockade. Bennett's argument

would have been more interesting had he compared and contrasted the western gunboat crews with their counterparts in the East, particularly the James River Squadron. Similar comparisons might have been made in juxtaposing the experience of crews aboard blockaders with those who served at sea on cruisers. That is not to say that Bennett ignores Eastern gunboats and blue-water cruisers; his narrative is sprinkled with anecdotes from both. But they are often assigned to all-encompassing categories when they might otherwise be separated out for more detailed analysis.

Similarly, Bennett's evaluation of the navy and its sailors might have benefited from a more careful reading of the differences between ironclads and traditional warships, as well as an appreciation for the variations between armoured warships. As David Mindell has so ably demonstrated, a submarine existence in the largely mechanical world of a monitor was very different than life on board a traditional wooden warship, even for seasoned sailors. The communal frictions, tedium and rigid caste structure might have been the same, but the skills that determined social structure among sailors on a sailing vessel simply did not apply, leaving one to wonder about the general applicability of Bennett's argument.

Bennett's explanation of naval combat points out important differences between war on land and at sea, and is an important contribution to Civil War scholarship. It too could have been more nuanced, however, especially in terms of ironclad warships. Not all armoured warships were the same and, by extension, their crews were not exposed to the same levels of risk nor afforded the same levels of protection. For example, when the ironclads *Monitor* and *Galena* engaged Confederate batteries at Drewry's Bluff in May 1862, *Galena* suffered severe damage and significant casualties while *Monitor* remained relatively unscathed. One suspects that the crews' experiences were dramatically different.

This is not the perfect monograph on Civil War sailors, but it is the best currently available and sets the standard for what will follow. Scholars will long benefit from Bennett's careful research and thoughtful

discussion of life in the Union navy. Any library with collections in naval or Civil War history would be incomplete without a copy of *Union Jacks*.

Kurt Hackemer
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Lt. Cdr. Arthur Bleby. *The Victorian Naval Brigades*. Caithness, Scotland: Whittles Publishing, www.whittlespublishing.com, 2006. vii + 184 pp., illustrations, maps, bibliographies. £ 20.00, cloth; ISBN 1 -904445-25-X. (Available from Wilson & Associates, www.thebookdistributor.com/whittles)

Winston Churchill admired the analytical mind of Roosevelt's wartime emissary, Harry Hopkins and told him that had he been British and raised to the peerage, he should have taken the title "Lord Root of the Matter." Such a sobriquet could be applied to Arthur Bleby, who has the knack of sorting out complicated situations and presenting them in a comprehensible, orderly manner.

This book is an important addition to British naval history. It is notable that there were many naval battles during the Victorian era: the Italians fought the Austro-Hungarians at Lissa; the Americans went up against the Spanish at Manilla Bay and in the Caribbean; likewise, the Japanese fleet fought first the Chinese, and then the Russian navy at the decisive battle of Tsushima Strait. The Royal Navy, however, was never involved in any action on the high seas, despite some ship-to-shore bombardments such as that at Alexandria in 1882. The navy's only activities were on land, the most important ones being covered in this book. My father, Commander E.A.E. Nixon, RN and RCN, earned the East Africa General Services Medal with a bar reading "Somaliland 1902," one year after the death of Queen Victoria. Although the Somaliland Field Force was one of the many minor actions not included in the book, it is indicative of naval fighting on land. As the author mentions, the two future Commanders in Chief of the Grand Fleet of 1914-1918, Sir John Jellicoe and David Beatty, fought first in Egypt

or Sudan and then in the Boxer Campaign in China where both were wounded, Jellicoe almost mortally. When Churchill became First Lord of the Admiralty in 1911, he took as his naval assistant young Rear Admiral Beatty. As a former cavalry officer, Churchill was impressed that Beatty had fought on land, but did that really increase his prowess at sea?

Bleby covers ten of the principle actions of the naval brigades during Victoria's reign, 1837-1901. It is, in effect, a collection of ten short stories which begins with the Crimean War in 1853. This basically unsatisfactory campaign is notable in that for once, the British and French were on the same side, even if, out of habit, the British general, Lord Raglan, kept referring to the Russian enemy as "the French." This war also produced the heroic Florence Nightingale who might be described as the first military nurse. An offshoot of this war was the establishment of Canada's Pacific naval base at Esquimalt, a suburb of Victoria, British Columbia. The British feared that the war would spread to Russia's far east and that, therefore, a naval hospital should be built at Esquimalt, the nearest British port.

Naval Brigade action then moves from the Crimea to the Indian Mutiny, mainly centred on the Calcutta-Delhi axis. The Indians call the mutiny their first war of independence, which, in fact, it was but there was brutality on both sides. The British responded to the "Black Hole of Calcutta" by stuffing mutineers into the barrels of cannon and then firing them. On to the Red Sea and the rescue of the British Consul by General Lord Napier of Magdala. Thence across Africa to what is now Ghana and the Second Ashanti War of 1873 where that redoubtable soldier of empire, Lord Wolseley, distinguished himself. (Wolseley was one of the special service officers sent to Canada in connection with the *Trent* incident in November 1861.) The Naval Brigades next appeared in southern Africa for the Zulu War. As always, the Royal Marines were heavily involved. Only a few years later came the First Boer War in 1880-81. Moving from South to North Africa, Wolseley went up against the Turks at the Battle of Tel El Kebir, a major engagement.

The siege of Khartoum in 1884-85,

with the assassination of General Gordon, the Governor General of the Sudan, followed by Lord Kitchener's avenging action, caused scandal in high places under Prime Minister William Gladstone. After the relief of Khartoum, the British erected statues of Kitchener and Gordon in the centre of the city. Years later, the government of independent Sudan, not wishing to be continually reminded of their colonial past, did what might be described as the opposite of unveiling; they covered the two statues and then quietly removed them. Still in Africa, the Naval Brigades participated in the Second Boer War (1899-1901), known as the Anglo-Boer War to the South Africans, where Kitchener and Lord Roberts were to the fore.

Arthur Bleby completes his series on the other side of the world with the Boxer Rebellion of 1900 in China, which has already been mentioned. One has to admire the author's meticulous research into these complicated operations and his conversion of them into lucid plain prose, definitely a standard work of importance on all the major Victorian Naval Brigade campaigns.

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Cassie Brown. *Writing the Sea*. St. John's, NL: Flanker Press, www.flankerpress.com, 2005. x + 164 pp., photographs, sources. \$14.95, paper; ISBN 1-894463-74-9.

Writing the Sea is an anthology of essays by Cassie Brown (1919-1986), billed by publishers as "one of Canada's best-known writers of sea tragedies." The essays, which first appeared in *The Daily News* (Newfoundland) are book-ended by Brown's reminiscences of her life as a young girl in Rose Blanche, Newfoundland, and an interview with her about her writing career conducted by writing students. "Rose Blanche and Me" is broken into short vignettes about her life and the events that shaped her writing, including almost drowning three times, her mutinies against her father's dictates, and her escape into writing to soothe her anger and to

exult in her happiness. Peppered with clichés such as "spare the rod" and "children should be seen and not heard," Brown's voice retains a childlike quality in keeping with her memories.

The essays that follow recount several well-known, water- and ice-based Newfoundland tragedies about which even this mainlander (with an Island mother and ancestors) had heard. The first, "The *Caribou* Disaster," is the story of the SS *Caribou*, sunk by a U-Boat in the Gulf of St Lawrence on 14 October 1942, claiming the lives of one hundred and forty-seven men, women, and children. The author includes first-hand accounts of survivors and photographs of the ship when it was launched and a few of the survivors. Particularly touching are the vignettes by friends of people lost, and a compelling photo of the only baby to survive being held by a crew member of a rescue ship.

The next three essays, including "Death March: The Story of a Sealing Disaster," relate to what I would call the most written-about disaster in Newfoundland (other than the tsunami of 1929); that of the SS *Newfoundland* and the sealers whom became lost on the ice during a two-day blizzard in January 1914. Of the six ships involved in the outing, only the *Newfoundland* became trapped in the ice, the only ship in the fleet without a wireless. Her captain, Westbury Kean, believing that the SS *Stephano*, captained by his father Abram Kean, was within walking distance, sent the men over the side for seals. Should the weather turn, the *Stephano* would certainly assist them. The weather changed to snow and, unfortunately, through a series of mis-communications, the sealers were sent back to the *Newfoundland*.

For two days during a blinding, freezing blizzard, the men walked toward their ship, but became lost and attempted to stay alive by stopping and taking shelter throughout the nights. Food ran out after the first day, but they were able to kill a few seals, burn the pelts and their gaffs for warmth, and use the meat for food. To stay warm, the sealers danced, told stories, and walked and walked and walked. Tired, cold, hungry, and wet, the men would lie down and die, freeze, or fall over dead. At the point of rescue, some men walked into the sea

thinking they were walking into their home. In all, 78 men died and 47 survived; some bodies were not recovered.

This story is so tragic that it does not require adjectives or editorial asides to create more pathos. Yet, Brown does not allow the story to tell itself, editorialising with comments such as "But they were wrong. Quite wrong," and "The grim reaper was not far away" (44, 45). Additionally, she uses inappropriate, hackneyed similes such as "the men were dropping like ninepins" and a man "fell like a log" (50). These superfluities distract from the heartbreak of the disaster, which she then summarises in one grossly understated sentence: "It was a sad, unfortunate incident caused by a freak storm" (59).

The essays on the other events are sprinkled liberally with similar clichés, effusive language, unnecessary repetitions and anecdotes, confusing facts, and spelling and grammatical errors. The ships become personified, and alarmingly, one shipwreck makes no mention of either those who survived or perished, while the ship, the *Leicester*, was "saved" by Newfoundlanders and "lived" to sail another day. As for the crew and/or passengers, the reader is left hanging as to their fate.

The final portion of the book, the students' interview with Cassie Brown is excellent in that she reveals how important writing was to her, what inspired her, and provides solid advice for young writers. One of her most amusing comments was when someone asked how her book was coming, she replied that "[t]hey were hoping it was going to be another disaster, of course" (151). I am sure she meant that the book would be about disasters, not a disaster itself.

Yet, despite my critique, Brown's stories are compelling and interesting, and she seems to have spent a great deal of time researching her topics. In her advice, she states that a writer has to write carefully and ensure that the writing is correct. Furthermore, the fault is not entirely Brown's; a good editor and some tighter prose could have fixed what she wrote.

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Lawrence J. Bopp and Stephen R. Bockmiller. *Showing the Flag: The Civil War Naval Diary of Moses Safford, U.S.S. Constellation*. Charleston, SC: The History Press, www.historypress.net, 2004. 380 pp., photographs, crew lists, notes, bibliography, index. US \$34.99, cloth; ISBN 1-59629-014-5.

When one thinks about naval operations during the American Civil War, frigate sloops from two generations earlier, like the USS *Constellation*, sister ship of the USS *Constitution* ("Old Ironsides"), don't really come to mind. Without steam power, armour, or rifled swivel guns, these beautiful warships were by that time, literally, dinosaurs. Given the vessels' inability to manoeuvre ship or direct fire in a contrary wind, even Confederate cruisers not designed for flat-out naval confrontation, like the CSS *Alabama* or CSS *Florida*, could have made short work of them.

But combat is not everything, and the Union navy decided to send the *Constellation* to the Mediterranean to serve out the period of the Civil War, showing the flag and generally serving in diplomatic, non-combat support roles for which newer, battle-ready steamers could ill be spared. From early 1862 to early 1865, she circled the Med from Barcelona to Beirut, from Gibraltar to Jaffa, weaving in and out of the same harbours repeatedly, re-supplying and shifting stores, and hosting elaborate entertainments and balls for representatives of the great powers of Europe who were all jostling for power in a turbulent political sea.

Here the tale is told meticulously through the eyes of a Down East sailor-turned-lawyer-turned-sailor again for the war's duration. Although fit for command in the merchant marine (his father was a captain), he signed on as yeoman as a personal favour to a naval family friend, Capt. Henry K. Thatcher. This put him in a position of intimacy with both officers and men, being the store room manager and accountant, while offering him no future whatsoever in the navy. Safford was truly a participating bystander with no reason to tell any story but his own, as personal witness, before returning to practice law in his native Maine.

Most naval journals (those in print,

anyway) are long on military action and short on period life details; some are even edited to eliminate long passages about the banalities of daily life aboard ship or visiting shore. In this case, since there is no military action, there is nothing else to relate, which means a golden window onto life on board ship and visiting ashore.

The result is a marvellous picture of a thoroughly mixed bag of Americans dragging themselves from port to port and trying to keep up good spirits while their nation is engaged in its bloodiest war, which it may not even survive as far as any of them knows. Some of this is predictable - lots of false rumours about victories and defeats at home that come on board through scuttlebutt or mostly Confederate-sympathizing newspaper reports; the attempt to look neat and trim on a hopelessly-outdated vessel in the same ports as the likes of the new French ironclad *Gloire*; and the expected vagaries of shoreside supplies and infections and fevers running through the crowded ports and ships in their harbours. Some of it, however, is differently depressing, especially the quality of the all-American crew, a too-large part of which were extraordinary drunkards and thieves. Most tales of merchant ships from the period look orderly by comparison. Discipline was either astonishingly lax or utterly brutal and indiscriminate, and from top to bottom, it was a situation of each man for himself if not thwarted in time. There were multiple desertions in every port, constant brawls of the most severe sort between crew members and, ashore, a surprisingly disorderly situation with rather little letup, considering it was in mostly "civilized" and non-combatant areas.

Yet, Safford himself takes it all as an educational opportunity, touring us through different port cities as if we are on foot with him, dealing with pushy guides, troublesome shopkeepers, and a host of other challenges we would still meet there today. In the process, we get a picture of these sometimes idyllic coasts that are so intimately connected with antiquity in ways that only someone with a classical education like this journal-writer would notice and point out. Commentaries on local and national styles abound, and there is an arduous foot-and-horseback pilgrimage to Jerusalem and

surrounding holy places thrown into the mix.

All in all, it's a wonderfully thoughtful time-tour from a naval perspective which could never be experienced any other way, edited by two major lights in the *Constellation's* current preservation efforts. The physical print is a bit difficult to read, and varies in quality, but beyond that, it's a joy to dive into these newly-opened waters.

John Townley
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Jack Brower. *Anatomy of the Ship: The Battleship Bismarck*. London: Conway Maritime Press, distributed in North America by Annapolis: US Naval Institute Press, www.usni.org, 2005. 160 pp., photographs, tables, notes, illustrations, sources, bibliography, index. US \$55.00, cloth; ISBN 1-55750-439-3.

For quite a few years, Conway Maritime Press's *Anatomy of the Ship* (AOTS) series has given ship fanciers an in-depth look at some very famous vessels (warships, mostly, along with a small handful of others). This latest examines one of the most celebrated warships of all time - the German battleship *Bismarck*.

All the titles in the AOTS series follow the same format: a couple pages of introduction describing the design background and rationale for the ship; an outline of the ship's history; a thorough technical description of the ship and her features; and finally, detailed photographs and line drawings - the bulk of the book. The target audience is the serious ship fanatic; particularly those with an interest in naval architecture, and most especially, the modeller. Indeed, the modelling community has long found these to be essential references.

The illustrations are what make these volumes so useful. In the case of *Bismarck*, the reader is given an even dozen photographs: most, clearly reproduced shots of shipboard details (though why they wasted space on a photo of HMS *Victorious's* aircraft escapes this reviewer). Immediately following, over one hundred and twenty pages of drawings. Plans, profiles, lines and body plans show *Bismarck's*

overall appearance, while a number of drawings sketch the layout of each of her decks, identifying every compartment. Plentiful structural details include a cutaway showing her double bottom; various armoured bulkheads and armour connections; and the layout of her armour. Many, many of her fittings are included, from hanger doors down to hawse pipes. Her underwater protection scheme (described in the text) can be teased out from the drawings, but is not specifically illustrated. The back of the dust jacket shows her starboard profile when she was wearing the striped Baltic Sea Camouflage pattern that would be painted out for her final sortie. A few drawings from the book are repeated on the inside of the jacket. Like all the other AOTS volumes, this one lives up to the word "anatomy."

The text is concise and focusses on the design and structure of the ship - this is not a ship's history, *per se*. It is nice to see the state of *Bismarck's* wreck described, and a list of the various expeditions that have visited it since Dr Robert Ballard's discovery in 1989. There is no explanation of how the German navy intended her to be used, nor comparison between her design and those of the other "Treaty" battleships designed around the same time. That sort of analysis can be found elsewhere, but they would have helped place *Bismarck's* design into perspective. By the same token, discussion of how *Bismarck's* design evolved (if, indeed, it did evolve) beyond that of the First World War ships of the *Baden* class is absent. Instead, this monograph stays, perhaps too narrowly, on topic: *Bismarck's* anatomy, as-built and as in her very brief service. It would have been useful, and not a major digression, to have included mention of the changes made to *Bismarck's* sister-ship *Tirpitz* as a result of the lessons learned during her single sortie. Nevertheless, this book lives up to its purpose, and will be welcomed by the legions of *Bismarck* fans and the many readers who appreciate the information provided in the *Anatomy of the Ship* series. Certainly this is a fine companion to the AOTS volumes on *Hood* and *Yamato*.

William Schleihauf
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Joseph Callo. *John Paul Jones, America's First Sea Warrior*. Annapolis MD: US Naval Institute Press, www.navalinstitute.org, 2006. xxiii+251 pp., illustrations, chronology, appendices, notes, glossary, bibliography, index. US \$29.95, cloth; ISBN 1-59114-102-8.

This is an avowedly revisionist work. The foreword by Peter Stanford, President Emeritus of the National Maritime Historical Society, and the biography by Joseph Callo both attempt to counter alleged calumnies heaped on America's first and foremost naval hero. The primary target of their zealous reinterpretation is Evan Thomas's *John Paul Jones: Sailor, Hero, Father of the American Navy* (New York: Simon and Schuster, 2003). Stanford fires the first shot. Although Thomas and most other historians agree that Jones systematically and effectively "terrorized" the English coast during the American Revolution, Stanford takes umbrage at the use of the term, explaining Jones has nothing in common with today's terrorists, since there is no evidence that he "deliberately" killed civilians. Callo is equally direct. On the opening page of his introduction he attacks an unnamed "recent biographer" who claimed that "ambition-ever present, all-consuming, and limitless-was his [Jones's] most defining characteristic." The quotation is from Thomas (10), and Callo says it is dead wrong.

So begins the battle over the character of John Paul Jones. Author Callo, a retired admiral in the United States Naval Reserve, locates the primary source of Jones's martial enthusiasm in what he describes as his abiding love of liberty. It is a difficult argument to make, particularly since Jones wrote far more often of his ambition and desire for glory than his love of freedom. He was, after all, a man who commissioned designs for elaborate coats of arms although his family was entitled to none, lamented the dreary uniforms prescribed for American naval officers, happily donned the ribbon and cross of the Ordre du Merite Militaire awarded him by Louis XVI, and revelled in being addressed as "le Chevalier." Then, too, he finished his career as an officer in the Russian navy. His putative attachment to liberty did not inhibit him from serving Catherine the Great,

one of history's premier despots, in exchange for the rank of admiral.

Other than on matters of motivation, the versions of Jones created by Callo and Thomas are surprisingly similar. There is little dispute between the two authors on factual matters. The real Jones, they agree, possessed uncommon courage, was a brilliant and tenacious commander, had an indomitable spirit, and lusted for victory. Similarly, both biographers are comfortable cataloguing his demons. At various times in his career, he suffered from debilitating depression, feelings of inferiority, an inability to manage his crews, a lack of tact, and self-destructive, Clintonesque sexual appetites. Callo, while determined to redeem Jones, is rarely dogmatic. He frequently qualifies his judgments with a prefatory "arguably" to indicate that this or that assertion is not beyond dispute.

As befits a book by a former advertising executive and television producer (in addition to being a retired reserve admiral), Callo's biography is a tract for the times, abounding in familiar, twenty-first century terminology. George Washington had a high "naval learning curve," the Americans engaged in "asymmetrical warfare" against the British, Jones was not "risk averse," and he cleverly managed to get "inside the enemy's decision cycle." In another contemporary sortie, the author praises American soldiers who captured Bagdad in 2003 and excoriates political leaders who sit safely at burnished conference tables making life-and-death decisions for real fighting men, presumably after dodging the draft themselves or abandoning their obligations to the Air Force Reserve.

In all, Callo's *John Paul Jones* follows a steady course until rhetoric overwhelms the chain-pumps in the epilogue, where the author maintains that a key to understanding America's military successes has been the commitment of the nation's warriors to liberty. He supports his contention with examples of how they have courageously fought and died for freedom over the past centuries. Alas, he conveniently neglects to mention that they have also battled with the same ferocity and determination for far less noble causes. Not only does the record of

the United States Army include a lengthy roster of battles mounted to drive Indians from their lands, but the massacres of women and children that attended various of these operations exhibited a level of savagery easily comparable to the atrocities perpetrated by modern-day terrorists. From 1846 to 1848, the same army that forced native inhabitants from their ancestral homes fought with conspicuous bravery to filch one-third of Mexico's territory for the expansion of slavery. A dozen years later, when the United States disintegrated into protracted and bloody civil war, a good many of the northerners who went off to fight did so expressly to expand the bounds of freedom, as Callo notes. Their southern countrymen, however, fought with equal determination to keep human beings in perpetual bondage. Among the leading lights in America's pantheon of military heroes, in fact, are Robert E. Lee, Stonewall Jackson, George Pickett, and an additional host of their slaveholding compatriots.

Callo goes on to conclude, arguably I think, that it was the concept of liberty being compromised that framed America's reaction to 11 September 2001. His gloss on that catastrophic event would not, I suspect, incline him to see any contextual similarities between the Continental soldiers struggling in the 1770s to free their country from foreign oppression and Iraqis in 2006 fighting to do the same.

B. R. Burg
Tempe, Arizona

Scott L. Cameron. *The Frances Smith: Palace Steamer of the Upper Great Lakes, 1867-1896*. Toronto, ON: Natural Heritage Books, www.naturalheritagebooks.com. 2005. xx + 265 pp., illustrations, appendices, maps, appendices, notes, resources, , index. \$28.95, US\$22.95, paper; ISBN: 1-897045-04-2.

The Frances Smith is a welcome addition to the literature of the Great Lakes. In an era when publishers seem intimidated by the buying policies of national superstores, it is refreshing to have a regional ship biography that is not being sold as "x number of people died

spectacularly in the shipwreck." Indeed, we are very quickly informed that the fishing around One Tree Island off Collingwood was especially good near the wooden frames of the discarded, burnt-out hull of what had once been the *Frances Smith*.

Cameron's text is very much in the "Life and Times" tradition. The title character doesn't make her entrance until chapter four, by which point we have been introduced to her namesake; her namesake's family connections; the communities along the southern shores of Georgian Bay and their ambitions and prospects. The narrative remains centred on the career of the *Frances Smith*, but routinely steps back to provide context. The wooden-hulled steamboat was launched at Owen Sound in 1867, and was intended for the service between Collingwood (which had a railway) and Owen Sound (which did not). For the balance of the century, she first served the south bay ports, then the Lake Superior trade, and then the Georgian Bay "turkey trail" and excursion trades. It was a career full of incident, a number of which form whole chapters in Cameron's narrative; transporting troops for the suppression of the Red River Rebellion, storms, accidents, international incidents, and "the *Baltic* affair." The latter occurred towards the end of her career, after her name had been changed to *Baltic*, and involved a deckhand's suicide following a brutal hazing that culminated in a tar-and-feathering. The subsequent scandal absorbed rivers of newspaper ink, the provincial detective, the minister of Marine, and the prime minister.

In general, the volume is an excellent introduction to the realities of operating a steamboat on a succession of inland routes, as business men struggled to find a profit in the transportation business that was increasingly crowded by railway services. As her career began, she was carrying the Royal Mail; in her last season operating it was carrying excursionists to the World's Fair at Chicago.

There are a few caveats in recommending the book. Steamers always seem to "slam" into shoals and shores. Oversized vessels brought up the smaller Saint Lawrence and Welland Canals were probably not "welded"

together again in 1866 (64), or even in 1884 (153). Rivetting was the order of the day. New to me was the term "paddlewheel house" applied to the pilothouse, but the author carefully footnotes the usage by the author of the foreword.

The twenty-one pages of notes are just one part of the apparatus of the book, which also features nine line maps, seven appendices, a four-page bibliography and a thorough index. A wide range of illustrations is presented, although the cut size of the book and the quality of the paper mean that many of them are smaller and less sharp than the reader might wish. Beyond that, this reviewer's only complaint with the production of the book is a caption on page 168 which promises a view of the *Pacific*, and delivers a duplicate of the picture of the *Baltic* on page 194.

In sum, if your interests include the Great Lakes in the late-nineteenth century, this is a worthy addition to your library.

Walter Lewis
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Stephen Courtney and Brian Patterson. *Home of the Fleet: A Century of Portsmouth Royal Dockyard in Photographs*. London: Sutton Publishing, www.suttonpublishing.uk.com. 2005. xii + 172 pp., photographs, appendices, bibliography, index. £19.99, cloth; ISBN 0-7509-2285-0.

In this pleasant account of events that have shaped Portsmouth's Royal Dockyard over the last century, Brian Patterson and Stephen Courtney use photographs to address the subject from the "Dockyard-matey" perspective, offering an interesting look into the how and why of the Dockyard's development. Capitalizing on Patterson's forty-one years of on-site experience, the authors effectively mix light narrative and interesting photographs to tell the story of the Royal Dockyard through a rather tumultuous period of history during which political, technical and social issues had enormous impact. It is also, by necessity, the story of the development of the warship, since Portsmouth was both a building and repair yard.

Home of the Fleet concludes with an introspective look at the success of the yard over the last century, examining both the quality and quantity of the yard's production, while subtly acknowledging the sometimes uneasy labour relations.

Having published the book in association with the Royal Naval Museum, the authors make it absolutely clear that this is not a complete history of the Portsmouth Royal Dockyard which dates back to Henry VIII. There is simply a book of historic photographic images, broken down by decade, that best represent the Dockyard activities that took place during the twentieth century. That said, in order to correctly frame the significant advancement in naval warfare and its impact on the Dockyard, the authors found it necessary to begin their story in the mid-Victorian era. This was a period of incredible technological development for warships from wooden ships-of-the-line, through HMS *Warrior* to HMS *Dreadnought*.

Very easy to read, *Home of the Fleet* is a handsomely cloth-bound picture book with a small D-Day appendix and a select bibliography. The photographs are carefully selected and accurately portray the breadth and depth of the Dockyard's rather impressive list of accomplishments over the last century. Regrettably, the reader could have been better served had the authors included an overall map of the Dockyard for ease of reference when describing the various changes over the years, particularly to the basins.

Rather than simply recounting prominent events with complimentary photographs, the authors go to great pains to explain the impact the late-nineteenth-century revolution in naval warfare had on the Dockyard, particularly on warship design - the trade-off in armour versus speed versus firepower. Moreover, they put into context the political imperatives that forced this worldwide revolution in naval shipbuilding. Culminating in the building of HMS *Dreadnought*, in one year and a day, a class of warship against which all others warships were to be judged and navies themselves ranked, Portsmouth's Royal Dockyard became the true epicentre of international naval warship construction.

Sprinkled throughout the narrative, and illustrated by carefully selected photographs, there are numerous curious and interesting tidbits of information on how evolving warship technology shaped the size and design of the dockyard.

I found *Home of the Fleet* to be quite an enjoyable read and appreciated the way the authors openly discussed the social aspects around a workforce that encompassed wars, worldwide depression and post-war global economies, without focussing too heavily on the negatives of labour relations. For example, on pages 39 and 40, the authors illustrate some of the difficulties facing the inter-war workforce in decommissioning the world's largest fleet and the impact the Washington Treaty would have on future work. Furthermore, because of the enormous volume of uncollated information and records facing the researcher, the authors openly admit to using the individual dock records to base activity rates. While this paints an impressive picture of a vibrant Dockyard throughout the first half of the twentieth century, it can be misleading. Because modern warships are designed for less frequent dockings than their predecessors, this can leave the reader with an impression of a rapid decline in the Dockyard's fortunes in the late-twentieth century. In fact, it is more of a shift in work - less building and more repair. This latter point is perhaps best described in the critical role the Dockyard played during the Falklands conflict of 1982, being able to rapidly mobilize a professional work force to take on a myriad of essential tasks that no civilian yard could afford to maintain the expertise in.

Clearly an area of considerable interest, dare I say passion, to the authors, I think *Home of the Fleet* more than anything else shows the enormity of the task of encapsulating the history of the Portsmouth Royal Dockyard into one work - it simply is that broad and that deep. Finally, I firmly believe this book is of interest to maritime historians, reminding us all of the essential, but often taken for granted, role the Dockyard plays in maritime power.

Norman H. Jolin
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Sir Lawrence Freedman. *The Official History of the Falklands Campaign, Vol. 1- The Origins of the Falklands War*. London: Routledge (Taylor & Francis Group), www.routledge.com 2005. xiii + 253 pp., list of abbreviations, maps, illustrations, notes, bibliography, index. £35.00, cloth; ISBN 0-7146-5206-7.

Sir Lawrence Freedman. *The Official History of the Falklands Campaign, Vol. 2- War and Diplomacy*, London: Routledge (Taylor & Francis Group), www.routledge.com, 2005. xxi + 816pp., list of abbreviations, maps, illustrations, notes, tables, appendices, bibliography, index. £49.95, cloth; ISBN 0-7146-5207-5. (Set - ISBN 0-415-36431-0)

Vol. 1 - *The Origins of the Falklands War*.

In an ongoing effort to record comprehensive major histories, the Government Official History series, compiled by historians, records important events or themes of British history. In the case of the 1982 Falklands Campaign, Sir Lawrence Freedman presents two volumes; in the first volume he develops the story of the Falkland Islands starting in the sixteenth century and stopping at the point when it becomes apparent to the government of the day that an Argentine invasion of the Islands is about to take place. Making full use of first-person interviews, as well as both primary and secondary official sources, the author presents a balanced view of events leading up to the conflict and provides some insightful analysis that may surprise students of this campaign.

Sir Lawrence Freedman is the Professor of War Studies at King's College, London. His extensive background in military strategy and contemporary conflicts is well reflected in this authoritative work on the origins of the Falklands War. Drawing primarily from secondary sources (an extensive bibliography is one of the gems of this work), the author focuses primarily on the period 1974-82, where the dispute between the UK and Argentina over the ownership of the Falklands Islands leads to years of negotiations and ends with the South Georgia scrap merchant incident. As Freedman dissects these negotiations for the reader, he

offers insightful and reasoned analysis (analysis which continues in Vol. II and extends the 1983 Franks Committee Report), capturing the salient points and providing a balanced perspective on issues with endnotes.

Although titled *The Official History*, this work should not be viewed as the officially-sanctioned history of the Falklands Conflict. As the author himself notes, no attempts to steer the account in one direction or another were made; rather, he endeavours to explore the best possible information available and dissect issues as they relate to existing or emerging policies, as they apply to both parties. On occasion, this style of writing tends to be somewhat lengthy and indeed, almost dull for the general-interest reader. It is, however, of particular value to those who are attempting to gain an even-handed perspective of the circumstances of the day that led to this conflict. In this objective, I believe the author was most successful.

From a technical perspective, the work is very well constructed and has been through a robust editorial process. The reader will not struggle through many typographical or grammatical errors. The maps are well presented and the only drawback may be the fine print which can be a challenge when referring to the charts in poor lighting conditions or without corrective lenses.

This is not just another book on the Falklands Conflict; it is a solid reference book that provides an in-depth analysis of how modern countries can come to a point where armed conflict is the only choice available to resolve a dispute.

Vol. II - *The Origins of the Falklands War*.

If you liked Vol. I, you will love Vol. II. In this work, Sir Lawrence Freedman picks up the story with the Argentine invasion of the Falklands. He goes on to detail the despatch of the UK Task Force to the South Atlantic and describes the political attempts to persuade Argentina to withdraw in depth. Next, he briefly covers the British landing and the fight to re-take the Islands. The last few chapters are devoted to the aftermath, up to and including the restoration of diplomatic relations between Britain and

Argentina in 1990.

As with the first volume, the author does not use a straight-forward chronological approach; rather, he successfully sought to "...disentangle the strands of policy so that each can be explored in their own terms as well as in the context of the wider conflict" (xxvi). This approach lends itself well to the overall theme of the book and allows the reader insight into the decision-making process of the time while providing a fuller understanding of the pressures on higher-level decision makers of the day. Although this book focuses primarily on British policy and strategy, Freedman makes an honest and successful attempt to provide a balance against the Argentine position.

Despite its length, this book is an easier and faster read than the first volume. If you are looking for details on either the sea or land campaigns, however, this is not the book, and the author is up front in noting that point. Sir Lawrence most adroitly captures the complex and often conflicting strands of strategic, operational, and tactical perspectives, and through insightful analysis, provides the reader with a fuller understanding of the political, military, economic issues pertaining to each major event of the conflict. Moreover, the reader will find buried throughout the text new items of information that the author gleaned from the many sources made available to him during the writing of this work.

Freedman makes extensive use of primary sources in this volume, including personal interviews with many of the key actors such as British Admirals Terence Lewin and John Fieldhouse. The comprehensive bibliography and detailed endnotes make this work very valuable to the serious student of this conflict, both from the political and military points of view. The additional information and details captured in a series of maps, illustrations and tables, combined with the inclusion of several appendices detailing draft agreements; lists of British units in the Falklands War; casualties; equipment losses and British Gallantry Awards, make this volume a treasure-trove for the professional library.

I highly recommend both volumes of *The Official History of the Falklands Campaign*

as a must-have for serious students of this period. A sterling reference, it provides a new and detailed analysis of a modern conflict. Anyone interested in understanding the origins of the Falklands Crisis and the aftermath of how it affects national policies must read this book.

Eric Gregory
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Ron Walsh, RN. *In the Company of Heroes*. Leicester, UK; Matador/Troubador Publishing, 2004. x + 169 pp., photographs, appendices. £9.99, paper; ISBN 1-904744-47-8.

F.N. Goodwin. *Midshipman, Royal Naval Reserve*. Spennymoor, Co. Durham, UK: The Memoir Club, 2001. xi + 195 pp., photographs, illustrations, appendices, index. £15.50, cloth; ISBN 1-84104-033-9.

Recording naval history has been likened to filling a large jar to the top with walnut-sized stones. Once it seems full, you can add more small pebbles which occupy most of the spaces left. Then, finally, you can add sand, which in turn fills in the remaining interstices. In history, the stones are the "broad pictures" of admirals, generals, analysts and historians, the wider views of events. The pebbles are the follow-on stories by captains and those in responsible positions, decision-makers who knew what was happening in their spheres, or those telling the stories behind the main events - Ultra, the dockyard problems, convoy Reports of Proceedings, equipment failures or successes.

Books, such as *In the Company of Heroes* and *Midshipman, Royal Naval Reserve*, are the "sand" added to the mix, the stories of ordinary but very real people doing ordinary jobs, but tales that bring history alive at last. These are the people, in this case a seaman and a midshipman, who were the actual protagonists at the "sharp end." Neither man attempts to tell the broad picture; often the memorialists really didn't know what was happening and say so. But they give the knowledgeable reader a very strong flavour of what war was really like for that elusive "average man."

Chief Petty Officer Walsh started his career off in some confusion, and his naval life seems to have followed that pattern to the end. He was sent to a Merchant Navy school at 13, and served for a year with the Union Castle Line. Finding this tedious, he joined the Royal Navy in 1936 as a Boy 2nd Class. He takes us swiftly through that training and to HMS *Glasgow*, from which he deserted in 1939 because his commanding officer would not permit an ordinary seaman to keep a car, or even return it to his quite affluent parents. After a spell in business, he rejoined the navy in 1940, being given a pardon for past sins, for which one senses he is rather proud! Walsh's wartime career as an asdic rating is covered with little attention to detail, serving in an Algerine up to her D-day sweeping, then to the United States to pick up a new frigate. Walsh skips the rest of the war as being just patrols.

Post-war, he served in MTB's, then remustered to aircraft handler and was discharged in 1949. Tiring, yet again, of a job in a distant airdrome's civilian crash crew, he rejoined the RN as a seaman Petty Officer in 1952 and held a series of jobs with gradually increasing responsibilities in frigates, destroyers, LST's, in the UK, Malta, Bahrain, Hong Kong and Singapore. He married in mid-career, became a gunlayer/armourer, and remustered again after twenty-two years for a final five, even when he had problems with various captains and trouble getting promoted to chief. One gains the impression he may have been a somewhat difficult cox'n or buffer, but this is a simple tale simply told of a seaman's life, ashore and afloat, in wartime and post-war. Walsh survived the sinking of the A.A. ship HMS *Foylebank* at Portsmouth in May 1940, when a compatriot earned a posthumous Victoria Cross - probably the reason for his title. He presumes the reader will be familiar with usual naval terminology, and the tale has an easy ongoing connection with a matelot's daily life. Like sand, it fills in some of the detail.

In the second book, author Goodwin is assessed with remarkable clarity by the contributor of his Foreword, his former commanding officer in a Castle class corvette: "His attention to detail made him a precise and

reliable navigator... [He] is totally accurate.. (1). This biography is as neatly laid out as a navigator's passage plan, with ship-by-ship personal histories and event-by-event sub-titles. For his early career, his time in the training ship *Conway* and thence into the Royal Naval Reserve as a midshipman in May 1940 and on to service in the armed merchant cruiser, HMS *Canton*, he relies mostly on memory. Goodwin's war was remarkably varied; he served in the fast minelayer *Abdiel*, sailed in the cruiser *Sheffield* to the Arctic and was aboard the battleship *King George V* for Operation Torch and the North African landings. At one point he tried to rejoin the Merchant Navy, being a "surplus sub," but failed their colour test, something he says didn't seem to bother the navy. He ended his war, and spent a year after, as navigator in two successive Castle class corvettes, which he describes as "the ultimate in anti-submarine weapons" with their squid mortars. They were employed as North Atlantic A/S convoy escorts back and forth to Canada and the US and then on fisheries protection patrols.

The book paints a broad picture of the life of a junior officer in a widely varying series of appointments, described in careful and insightful detail from his gradually expanding perspective. As a mid, Walsh was, to his considerable delight, a boats officer, and he describes in a very normal fashion where his ships went and what they did. It is one of those tales from which we simply gain an even, if rarely exciting, feeling of what it was like to be just one of the ships' company. There are a few errors that a careful editing by a knowledgeable naval reviewer should have caught - frigates referred to as corvettes (58) and fathoms when he means feet of depth - but they are rare.

The book ends with quite an odd series of appendices giving, for instance, the names of almost all the officers in each of his ships, and twenty-seven pages of direct quotations from convoy reports and ship movement reports for his two corvettes he found in the Public Record Office. The ship movement reports are too incomplete to be informative, and the convoy reports are of nostalgic interest to those of us who did such duties, but surely would mean little to the normal reader or those who were not

involved in them. One, for 27 May 1945, however, does make for fascinating reading. When Goodwin's seventy-two-ship westbound ON-303 convoy ran into icebergs in dense fog SE of Newfoundland, the escort group commander and the convoy commodore elected to alter the convoy course by 90°, which resulted in twenty collisions, none fatal - a not unusual circumstance that rarely gets mention in "official histories." One suspects Goodwin has included all this just to have it in easily accessible record for himself and those who served likewise.

Altogether, two interesting books to fill in the smaller spaces between wartime histories, not great histories, but worth their place in complete collections of wartime naval history.

Fraser McKee
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John Harbron. *Trafalgar and the Spanish Navy: The Spanish Experience of Sea Power*. Annapolis, MD: US Naval Institute Press, www.usni.org, 2004. (Originally published by Conway Maritime Museum, 1988). xiv + 178 pp., maps, illustrations, notes, bibliography, appendix, index. US\$38.95, cloth; ISBN 0-87021-695-3.

The much anticipated bicentennial of the battle of Trafalgar in October, 2005, has now come and gone following celebrations, academic conferences, and the publication of many scholarly and popular books in the three former combatant nations. Spain, after what was a most painful and humiliating naval defeat in 1805, by 2005 celebrated the transformation of the nation into a mature and prosperous member of the European Community. For English speaking readers, the re-publication of John Harbron's 1988 study makes available a book that is a broad introduction to eighteenth century Spanish sea power. Harbron examines the eighteenth century recovery of the Spanish navy, the development of well designed and capable warships, and the emergence of Havana with its availability of tropical hardwoods as a key centre for marine construction. Among many warships, is included the construction of the

immense *Santissima Trinidad*, a four-decker ship-of-the-line that was the largest of its type ever built. The Spanish Bourbon administrations worked hard at every level to regain maritime preeminence. By 1805, a Franco-Spanish alliance set the scene for destruction of the omnipotent Royal Navy of Great Britain and its most famous commander, Admiral Horatio Nelson.

Harbron traces the emergence of the modern Spanish navy beginning with Jorge Patiño who founded the naval schools for marines at Cadiz and for engineers and artillery officers at Barcelona. As Minister of the Navy, Patiño expanded and modernized Spanish shipyards around the world, strengthened maritime industries, and oversaw the creation of monopoly trading companies such as the Havana and the Philippines Companies. When Patiño died in 1736, Spain possessed a fleet of over fifty warships. In the 1740s, the Spanish government dispatched Jorge Juan to study the British Royal Navy and he hired skilled English maritime artisans of different specializations. In the 1770s, Francisco Gautier, a former French naval commodore took over as Spain's director of naval construction. With this background, the scene was set for José Romero y Landa who, by the 1790s, had built a fleet of seventy-six well designed modern ships-of-the-line of the San Ildefonso Class. With the capable Antonio Valdés serving as minister of the Navy, Spain was once again a major sea power.

The short biographies of the leading Spanish naval commanders of the eighteenth century up to and including the epoch of Trafalgar are particularly valuable. Both Dionisio Alcalá Galiano and Cayetano Valdés, who served under Alejandro Malaspina in his scientific expedition to the Pacific Ocean and the Northwest Coast (1789-1794), commanded warships at Trafalgar where Alcalá Galiano died aboard the *Bahama*. In the battle the Spanish and French captains suffered from the severe disadvantage of never having had their two fleets previously operate together in joint exercises. Although many individual Spanish ships fought well, the Spanish sailors and gunners lacked the high level of skills and training of the British seamen. As a testament to the quality of Spanish

ship design and construction, however, the victors captured and refurbished Spanish ships that in some cases served for many decades in the Royal Navy.

Unfortunately, neither Harbron nor his editors at the Naval Institute Press took the time to correct many errors from the first edition or to bring the book up to date. For example, in both editions Harbron has the battle of Lepanto fought in 1576 (6) rather than 1571 when it actually took place. King Felipe V's sons, first Fernando VI (1746-1759) and second, Carlos III (1759-1788), were instrumental in restoring Spanish power. However, the author became confused by the succession of two brothers, describing Carlos III as the second son of his older brother (32). Manuel Godoy, the powerful minister of King Carlos IV, won the designation as the "Prince of the Peace" referring to his diplomatic skills in the 1790s and not the "Prince of Peace" as Harbron describes him (99), a position reserved for Jesus Christ. In the 2004 edition, when discussing Havana's capacious harbour, Harbron should have removed earlier Cold War references to Fidel Castro's dependence upon the no longer extant Soviet Union, descriptions about the presence of Russian warships, and remarks about Marxist Cuba employing its fishing fleet to gather military intelligence (51). There are a number of translation errors and the captions for some of the illustrations are incorrect. Finally, with the French occupation of Spain (1808-1814), Harbron describes Cadiz as ". . . the seat of a Spanish government 'in exile'" (138). Certainly the nation was in bad shape, but Cadiz was Spanish national territory and the British were most anxious to maintain at least the fiction that Napoleon did not control all of the Iberian Peninsula.

In spite of some editorial deficiencies, Harbron's wide ranging study concerning the evolution of the Spanish navy up to the Battle of Trafalgar makes a valuable contribution. For two examples of recent scholarly works presenting the Spanish side of the battle of Trafalgar, readers should examine José Cayuela Fernández and Ángel Pozuelo Reina, *Trafalgar: hombres y naves entre dos épocas* (Barcelona: Ariel, 2004); and Hugo O'Donnell, *La campana de Trafalgar:*

Tres naciones en pugna por el dominio del mar (1805) (Madrid: La Esfera de los Libros, 2005).

Christon I. Archer
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Nick Hazlewood. *The Queen's Slave Trader: John Hawkins, Elizabeth I and the Trafficking in Human Souls*. New York: HarperCollins, www.harpererennial.com, 2005. xvi + 416 pp., illustrations, notes, bibliography, index. C\$19.95, paper; ISBN 0-06-093569-3.

Historically, John Hawkins (or Hawkyms) has been overshadowed by his more famous cousin, Francis Drake; both were formidable privateers, pirates, explorers and naval seamen during the reign of Elizabeth I. Hawkins also had the distinction of being the Treasurer and one of the architects of Elizabeth I's navy during the conflict with Spain. Many earlier biographies of Hawkins have had a hagiographical tone and Nick Hazlewood is right to assert that Hawkins has been treated with "kid gloves." In *The Queen's Slave Trader*, Hazlewood seeks to change that by exploring the dark side of Hawkins's legacy.

Hazlewood's examination of Hawkins and the early years of the slave trade draws on important primary and secondary sources in several languages. It is also well-written and very readable: we are taken through the fascinating business of the profits and perils of Hawkins's slaving voyages.

Hawkins, the man, is portrayed as ruthless and self-interested, although, occasionally, he was capable of compassion. He was a complex individual who wasn't entirely sure if he adhered to Catholicism or Protestantism (not surprising given the extreme changes in religion in Tudor England). In many ways, Hazlewood's portrait of Hawkins is much more nuanced than earlier efforts. Certainly it is more balanced than Harry Kelsey's recent scathing biography.

It is therefore surprising that Hazlewood doesn't discuss Kelsey's work when he analyses the historiography of Hawkins

(although he does list Kelsey's book in his bibliography). While Hawkins' excellent reputation cried out for someone to tarnish it with a more critical evaluation, Kelsey stole much of Hazlewood's thunder by publishing his biography a few years before this one. Kelsey's work aside, Hazlewood is right to state that most biographers have dismissed corruption charges against Hawkins too easily and assumed that he was innocent of embezzling money from the navy. Hazlewood gives Hawkins the benefit of the doubt but does not rule out the possibility. Similarly, Hawkins's questionable dealings with Philip II of Spain are explored in one of the most interesting sections of the book. At best, Hawkins was a double agent and at worst, a traitor to Queen and country. Hazlewood considers various possibilities but once again gives Hawkins the benefit of the doubt. When it comes to Hawkins's ventures into the business of slaving, however, Hazlewood loses all impartiality.

The vast majority of the book provides a more balanced view of Hawkins than Kelsey's vitriolic attack or the glowing accounts of earlier biographers, although in the epilogue, Hazlewood is very open about his distaste for his subject. Hazlewood asserts that the impact of Hawkins's actions is wide-ranging: he lays much of the blame for the slave trade and its attending misery (including the underdevelopment of Africa) on Hawkins's doorstep. Nor does he have kind words for Hawkins's sovereign. Hazlewood portrays Elizabeth I as morally opposed to the trade initially, but eventually seduced by the profit margins. Her involvement was the catalyst for further royal involvement in the next century.

Blaming these two individuals for early modern slavery seems out of proportion, especially since Hawkins's later career was dedicated to naval administration and helping his queen fend off the mighty Spanish. The sad truth of the matter is that there are many both well-known and unknown participants who began and enhanced the trade. Hazlewood is far too quick to paint Hawkins and Elizabeth as "the man who began it all - and the woman behind him." These are the sort of sweeping statements that make historians very nervous. As quick as

he is to condemn England's involvement over the centuries, Hazlewood mentions nothing of the valiant efforts of many Englishmen and women to abolish slavery in their own country and globally.

Hawkins's actions have been defended on the grounds that he shared the prevailing sensibilities of his time, but this does not wash with Hazlewood. While Hawkins's involvement in the "trafficking in human souls" rightfully jars our modern sensibilities, we must see him as a sixteenth-century capitalist. To expect anything else is anachronistic. Hazlewood, however, expects Hawkins to move beyond the shackles of his own mental world.

In Hazlewood's haste to condemn Hawkins, he neglects to mention the many laudable measures introduced by Hawkins and his son Richard to improve the life of seamen on land and on shipboard. While we can say his concern for Africans was wanting, Hawkins's efforts to improve charity, wages, health and health care for seamen should be mentioned as well. Given that Hazlewood finds many of the sixteenth-century attitudes and actions reprehensible, it is odd he would not use the modern version of Hawkins's name in lieu of an older form (Hawkyns).

While it is always helpful to have new biographies which interpret historical figures for the current generation, Hazlewood could have borrowed a bit more from the older versions which emphasized Hawkins's attributes. Hazlewood's distaste for slavery impairs his vision and prevents him from seeing Hawkins as someone who, at least in his later years, did strive to improve the lot of one section of humanity (seafarers). Hazlewood opts mainly to cover Hawkins's early career and to attribute the long range impact of slaving almost single-handedly to Hawkins. This is controversial in the extreme but is certainly thought-provoking! While we should question some of the shaky underpinnings of his argument, *The Queen's Slave Trader* is still a fascinating and worthwhile read.

Cheryl Fury
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Martin J. Hollenberg. *Marco Polo: The Story of the Fastest Clipper*. Halifax, NS: Nimbus Publishing, www.nimbuspublishing.ns.ca, 2006. 154 pp., photographs, illustrations, appendix, glossary, bibliography, index. \$19.99, paper; ISBN 1-55109-565-3.

Saint John, New Brunswick, once a major centre for wooden ship building, remembers its past glories and none of the city's ships were more glorious than *Marco Polo*. She has been celebrated in fable and song, while some years ago there was a serious (if seriously misguided) proposal to build a replica for tourist day-sailing on the Bay of Fundy. What has been lacking was an accessible telling of her history. Martin Hollenberg has now successfully filled that void.

Her story began in 1850-51, when James Smith built the large (1,625 register tons), three-decked ship. *Marco Polo* was sent to Liverpool for sale, carrying a timber cargo on the way. James Baines bought her for the Black Ball Line and fitted her as a passenger ship for the Australian run - her cabin-class appointments being luxurious for the time. She made her first voyage to Melbourne in 1852, under Captain "Bully" Forbes, and shattered previous records. She circled the globe in under six months, an astounding feat, including sixty-eight days outward and seventy-six home. An effective publicity campaign then promoted the fame of ship, captain and company, the echoes of which can still be heard in Saint John today. Thereafter, *Marco Polo* made two dozen Australian voyages (never equalling her own records) until she failed a passenger survey in 1867. Stripped of her cabin fittings, she hauled cargo until 1882 when, as an old, outdated ship, she was sold to Norwegian owners. Leaving Quebec for Europe with a load of timber the following year, she hit heavy weather and was run ashore at Cavendish, PEI to save crew and cargo.

All this Hollenberg relates in an easy and readable style, fully meeting most readers' needs in a re-telling of the *Marco Polo* story. He gives particular attention to the experiences, often-harrowing and always exciting, of emigrant passengers on the early voyages. That is the only topic for which he uses original

source material, including diaries, letters and the weekly newspaper printed on board.

The author even provides a balanced conclusion on the question of why the first voyage was so fast. Hollenberg plays down the much-discussed speed of the ship and even the hard driving of Captain Forbes, while emphasizing the latter's choice of a great circle route through the Southern Ocean. That decision is, however, credited to the advocacy of John Towson, while the book barely mentions Matthew Fontaine Maury's patient analyses of accumulated data which made the geometrically-obvious great circle option a practical choice. Maury's other key contribution to the cruise route, sailing almost to Brazil while southbound in the Atlantic, is ignored.

Academic readers of this journal, likely not the book's intended audience, may be distressed at Hollenberg's lack of footnotes, his general reliance on secondary sources (which he too often misunderstands) and his frequent errors. Most of the latter are minor: keel blocks are not "stocks," a topgallant forecastle does not provide crew accommodation, £100,000-worth (not 100,000 pounds weight) of gold was carried home on the first voyage, longitude cannot be determined from the time of the sun's meridian passage, lunar distance methods were not impractical at sea, and so on. Of greater concern is the author's discussion of *Marco Polo* herself. In these latter days, when "clipper" seems synonymous with the neologism "tallship," the publisher's choice of subtitle may be an excusable advertising ploy. The author's attempt to argue that *Marco Polo* was a clipper is not. In 1850, the term had a specific meaning and the men who knew the ship did not apply it to her, for the simple reason that she was not a clipper. Her speed came from flat floors and firm bilges, giving her power to carry sail in the strong winds of the Southern Ocean, not from fine waterlines, which she lacked. Hollenberg also insists that *Marco Polo* was built as a lowly timber carrier and thus, was the more remarkable as a fast passenger ship. Yet she was given three decks and was correspondingly deep, making her over 1,600 tons on 184 feet length, half again the tonnage of typical contemporaries of similar length, which suggests that she was always

intended as a passenger-carrying packet. In short, this book does not offer a serious analysis of the ship, in the context of others of her time.

Hollenberg might also have revealed to his readers what became of *Marco Polo*'s records but he did not. Both were broken within two years. Her outward one lasted nineteen months until *Crest of the Wave* (an English clipper of under 1,000 tons) trimmed it by three days. Later in 1854, *James Baines* (a McKay-built clipper of 2,300 tons) reached Melbourne in sixty-three days. In October of that year, *Marco Polo*'s homeward record was beaten by the McKay clipper *Red Jacket* and a month later, "Bully" Forbes himself slashed the time to sixty-three days in *Lightning*, yet another McKay ship. *Marco Polo* often exceeded three hundred and fifty miles in a day but never came close to the four hundred and thirty miles twice logged by *Lightning*. Thus, the New Brunswick ship was far from the fastest of her era, being eclipsed by the newer clipper model. Her fame lay in her being the first large ship to make an Australian voyage following Maury's recommendations - that plus a hard-driving captain, a fully-adequate design and a considerable slice of luck with the weather.

Trevor Kenchington

Musquodoboit Harbour, Nova Scotia

Dennis F. Johnson. *York Boats of the Hudson's Bay Company: Canada's Inland Armada*. Calgary, AB: Fifth House Publishers, www.fitzhenrv.ca/fifthhouse.aspx, 2005. 224 pp., photographs, maps, illustrations, appendices, notes, bibliography, index. \$18.95, US\$14.95, paper; ISBN-10 1-897252-00-5; ISBN-13 978-1-897252-00-0. (Originally published by Lower Fort Garry Volunteer Association, Selkirk, MB, 2005)

In 1857, a member of the Palliser Expedition, having travelled between Hudson Bay and Red River by York boat, concluded that it would be less arduous and more sensible to travel from the west by way of the plains to the Mississippi and Missouri Rivers. He was quite right, of course, but to do so would not have suited the British-

based Hudson's Bay Company. And so the York boats and their hard-working crews laboured along the waterways of Rupert's Land, helping to bind Canada together.

While the York boat story is a Canadian story, the York boat has a special place in the hearts of Manitobans. Its name comes from Manitoba's York Factory, the once-great HBC post on the western coast of Hudson Bay. York was "The Gateway to the West" before Winnipeg assumed that role with the coming of the railway. I recall, years ago, attending a community banquet in Selkirk, Manitoba, which is on the Red River near the HBC's Lower Fort Garry. As part of the opening ceremony there was a solemn procession of men and women, walking two abreast, each line carrying a massive York boat oar on their shoulders. It was a stirring sight and a wonderful way to honour a tradition.

Since the York boat enjoys such prominence in the cultural identity of Manitobans, it is not surprising that this book should be a local production. Yet local need not mean inferior, and certainly does not in this case. For one thing, the major source for HBC history, the archives of the Hudson's Bay Company, is in Winnipeg. For another, thanks to readily available and easy-to-use software, the capacity to design and lay out an attractive book is there for all. This book, apparently produced with nothing more complicated than MS Word, is a pleasure to look at and to read.

Like a York boat, this book carries a large cargo, neatly stowed. It is composed of thirty-five chapters, each of two facing pages. On nearly every page there is an illustration, map or a piece of text displayed separately by means of shading. Each chapter is prefaced with a relevant quote in bold. The history of the York boat and the boatmen is presented in a manner that manages to be both thematic and chronological. The text moves forward smoothly over the centuries. The history of the York boat is traced from Orkneyman Joseph Isbister's experiments with boats on the Albany in the 1740s all the way to the 2001 TV series *Quest for the Bay*, which followed a crew travelling by York boat from the Forks of the Red and the Assiniboine Rivers to York Factory on the Bay.

Every once in a while there are chapters devoted to special episodes, such as the role of York boats in the Red River Flood of 1826, or the boatmen who took part in the attempt to rescue General Gordon at Khartoum in 1884. Perhaps because the chapters are so short, these diversions enhance the story without disrupting it.

There are two very useful appendixes at the end: "York Boat Details and Drawings" and "Comparison of York Boats and Canoes." Together they form a compendium of handy information. The first appendix is based on several sources, including "the last York boat," now on display at The Manitoba Museum as part of the HBC Museum Collection. The second appendix compares the superior cargo capacity of York boats to canoes, and also gives four other advantages of York boats over canoes - more durable, better able to cope with ice, more seaworthy, able to carry more sail. The first appendix includes a section on "York boat performance," comparing data from the York boat races at Norway House in 1998 to that of Olympic rowing eights. The York boat averaged seven minutes to cover a kilometre, the rowing shell three minutes. The boat, however, weighed 1,300 kg compared to 113 and each oar weighed 18 kg compared to 4. The length of a York boat oar is an astonishing 4.8 m. (No wonder it was so impressive to watch them carried in procession.) As Johnson ends the story of the York boat in 2001, the book is missing a further development. As of 2003 the Norway House Cree Nation began to use aluminum boats for the races, weighing about 350 kg less than the traditional model. For this most recent chapter in York boat history see www.nhcn.ca/yorkboat.

York boats travelled only part of the HBC's transportation system, of course. Another major component was the ships that brought goods from England and returned with furs. On page 56 Johnson exaggerates the difficulties and dangers faced by the annual ships to the Bay, whose arrival was a fairly reliable event. On page 68 he unfortunately does not make it clear the HBC Museum Collection, including "the last York boat" was a gift from the HBC to The Manitoba Museum. These are the only quibbles

I have. Deserving of praise are the meticulous quotation references and image credits. The list of suggestions for further reading is carefully selected, consisting as it does of *The Beaver* magazine and five books. One of the books is Harold Innis's *The Fur Trade in Canada*, a classic of transportation history. *Inland Armada* deserves to be tucked on the shelf beside it.

Anne Morton
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David Jones and Peter Nunan. *U.S. Subs Down Under: Brisbane 1942-1945*. Annapolis, MD: US Naval Institute Press, www.usni.org. 2005. xv + 297 pp., photographs, illustrations, maps, notes, bibliography, index. US\$34.95, cloth; ISBN 1-59114-644-5.

U.S. Subs Down Under: Brisbane, 1942-1945 is an authoritative and enlightening account of the US Navy's highly successful submarine campaign waged against Japan from the shores of Australia during the Second World War. The book focuses on the part played by the American submarines based in the Queensland capital of Brisbane from the grim days of early 1942 until final victory in the Pacific, some three and a half years later. The two authors are both closely affiliated with the Queensland Maritime Museum.

The decision to establish United States Navy (USN) submarine bases in Australia followed a series of seemingly unstoppable victories by the Imperial Japanese forces which resulted in their domination of South East Asia and much of the South West Pacific. With the American Asiatic Fleet submarines forced to evacuate their base at Cavite in the Philippines, they were successively ordered to withdraw to Bataan, Java, and finally Australia, which became the main base from which future submarine operations against the enemy were mounted. The ports of Fremantle, in Western Australia, and Brisbane, on the eastern sea board of Australia, were selected by the USN as suitable bases and facilities were quickly requisitioned to provide the necessary infrastructure to support a major submarine

offensive.

Brisbane, in April 1942, a small city with a modest population of 350,000, proved highly suitable for its role as a submarine base, with well established port facilities and a dry dock capable of handling most US submarines. It was also beyond the range of Japanese aircraft based in New Guinea.

The first US submarines arrived at Brisbane in company with the tender USS *Griffin* on 15 April 1942, under the command of Captain R. W. Christie, USN. Christie wasted no time in readying his squadron of early S-class boats for action, and by the end of the month, four of his submarines had left Brisbane in search of the enemy. The author's description of these first war patrols, supported with select recollections from veterans of the early South West Pacific campaign, provide the reader with an immediate appreciation of some of the realities faced by the S-boat crews. Initial feelings of absolute invincibility soon disappeared when their ageing submarines came under depth charge attack from a determined and capable enemy, intent on their destruction. Inhibited by slow speed, equipment limitations and unreliable torpedoes, the crews of these early patrols received a harsh lesson in the hardships of wartime submarine life.

A useful early inclusion in this book is an uncomplicated review of an S-boat's design and performance. This synopsis is well written, allowing those readers who may be less familiar with the layout of submarines to gain a good understanding of how they work and operate. The conditions in which the crews of these boats lived, worked and fought also receives attention, providing the reader with a distinctive insight into the day-to-day lives of the submarine crews.

As the first major battles of the South West and Central Pacific war unfold, the authors follow the exploits of numerous Brisbane based submarines throughout this period. The S-boats' involvement during the Solomon Islands campaign is covered in detail and both their disappointments and successes are highlighted. Accounts such as the *S38's* frustration at not being in a position to engage Admiral Mikawa's cruiser force as it passed above them en route to its stunning victory at Savo Island, to *S44's*

success in becoming the first US submarine to sink a major enemy warship when it exacted revenge on the cruiser *Kako* following the battle, are related in an easy style that holds the interest of the reader.

This book, however, does not simply focus on the deeds of the submarines. It also examines the social issues and the impact the submariners had on the city of Brisbane where several rest and recreation camps were established for their well being. A warm rapport was soon established between the citizens of Brisbane and their American visitors, with many Australian families welcoming them into their hearts and homes. Brisbane was also transformed into a major submarine maintenance facility, where a total of eighty-nine submarines were dry docked for repairs over a three year period between war patrols.

As the war progressed, the ageing S-boats were gradually replaced with the new *Gato* class submarines that were better suited to the Pacific War. With increased range, higher speeds, an outfit of more than twenty torpedoes and with the benefit of radar, these boats soon proved their worth in the battle to disrupt Japanese sea lines of communication. Gradually other operational tasking was introduced such as supporting Australian coast watchers and special forces operating deep behind enemy lines. Lifeguarding duties were also undertaken by the American submarines which involved standing off enemy positions during air strikes to rescue ditched allied airmen.

By the war's end, patrols under Brisbane's submarine command resulted in the sinking of one hundred and seventeen enemy ships totalling around 515,000 tons. This success however, came at a price with seven submarines lost while under Brisbane task force control.

This reviewer enjoyed reading *U.S. Subs Down Under: Brisbane, 1942-1945*. It is well researched and judiciously illustrated, recording an important chapter in the history of both Australia and the United States. I commend it to all those interested in the Pacific submarine campaign of the Second World War.

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Michael Keane. *Dictionary of Modern Strategy and Tactics*. Annapolis, MD: US Naval Institute Press, www.usni.org, 2005. viii + 218 pp., US \$34.95, cloth; ISBN 1-59114-429-9.

A dictionary is a challenging object to produce. A useful dictionary needs to provide succinct yet clear definitions of words and phrases, in this case in the realm of modern defence issues. A good dictionary offers useful definitions for the entire spectrum of words and phrases in the subject area, but does so without errors of fact or garbled sentences. An excellent dictionary contains useful definitions without errors, but in addition, provides context and provenance for words and phrases, which is useful for understanding how these words or phrases would best be used. It may seem like this reviewer holds dictionaries to a higher standard than most books, which is the case. Editorial errors seem to be inevitable in publications, but nowhere is the potential greater for small errors causing problems than with a dictionary.

Using this categorization, Michael Keane has produced a useful dictionary. There is little doubt that a dictionary on the subject of modern strategy and tactics is worthwhile. Modern defence establishments produce a steady stream of new words and phrases to describe activities in which they are either engaged or believe they should, or should not, become engaged. Keeping abreast of this terminology is moderately challenging for those within the defence establishment, and must be a struggle for those outsiders seeking to understand the flow of modern defence literature. The United States is the most prolific source of new defence verbiage, and it is probably appropriate that a dictionary that spans the spectrum of modern defence activity should come from there. The author has tried to be reasonably broad in his selection of terms and in his development of definitions, but this volume is mostly focussed on the American perspective. Many key definitions are explicitly framed in US terminology, including the explicit use of American institutions, and there is an implicit US perspective in many other cases.

The definitions provided in the book are generally good, and are phrased to be

understood by most readers. Even those not too familiar with the often unique jargon of defence departments, which are notorious for clouding meanings if it would assuage public perceptions, should be able to grasp the explanations provided here. The occasional quotes the author has selected are usually quite appropriate, providing general readers with fascinating words from usually well known historical figures. Providing the date of a quotation is often helpful in assisting a reader's understanding, and it is done a few times, but not nearly as frequently as it should be. The historical examples are also generally good, and are quite far ranging. A fine example is the story of how Gavriilo Principe came to assassinate the Archduke Franz Ferdinand on 28 June 1914, a surprisingly good illustration of the nature of "chance." The author uses quite a few classical history examples for a modern dictionary, some well known but others quite obscure. This will likely intrigue a general reader, but some seem rather stretched. General readers may also be willing to overlook editorial errors, such as the duplicate (and different!) definitions of interdiction found in the book.

While the quotations (where used) assist in establishing context, the author does not often provide much in terms of the provenance of a word or phrase. The result is that most of the definitions do not have a reference or source. This is not to suggest that dictionaries require footnotes, but some of the best dictionaries, such as the *Oxford English Dictionary*, indicate the first use of the word, subsequent changes in the meaning of the word, and suitable quotations indicating how authors have used it, for just about every word. This dictionary does not meet that same high standard.

There are also some words and phrases which are potentially relevant, but are not to be found in the book. As the author notes in his preface, any dictionary is something of a work in progress, given the ongoing development of words and phrases to describe new technologies and concepts. Nonetheless, expert readers will note that the US, or at least western, perspective narrows the selection of words or topics included in this dictionary. Concepts and strategists well known in the west, such as Sun Tzu and Clausewitz, are mentioned, but less well

known strategists from different regions are not as likely to be found. One example is the Soviet-developed concept of deep battle, as well as its chief proponent, Mikhail Tukhachevsky, neither of which will be found. Western contemporaries of Tukhachevsky, however, such as Liddell Hart and J.F.C. Fuller do have good entries. The sometimes disparate choice of what words are included in this dictionary suggests that it might have been more accurate to include "abridged" in its title.

This dictionary could be a useful addition to a library, although it is difficult to see general readers wishing to add it to their collection, especially with the availability of official dictionaries, such as the US Department of Defense dictionary, readily available on the internet. A future edition that addresses the existing shortcomings could easily make this a good dictionary, or even, with the addition of more information regarding the provenance of the words, an excellent one.

Doug McLean
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Roger Knight. *The Pursuit of Victory: The Life and Achievement of Horatio Nelson*. London: Alan Lane, The Penguin Group, www.penguin.com, 2005. xxxv + 874 pp., maps, illustrations, chronology, ships list, bibliographical sketches, notes, index. £30, C\$49.00, cloth; ISBN 0-713-99619-6. (Distributed in Canada by Canbook Distribution Services).

The bicentenary of Trafalgar elicited copious works on Nelson and related issues of naval history in that period. There was some professional skepticism that little in the way of fresh information or interpretation would be forthcoming, given the inflated list of works Nelsonic already extant. Happily, the fear proved unfounded and several works of quality have emerged. As it turns out, Nelson provides an almost inexhaustible cornucopia of issues, many of which are the subject of heated debate no matter how many books examine them. It is a particular strength of Knight's book that he

thoroughly explains the basis of the Nelson legends and myths, and their undisciplined growth through two centuries, often produced by uncritical authors content to accept stories from previous books as factual. Knight then proceeds to a mature analysis of Nelson and his times, based on exhaustive documentary and secondary research, to produce a very readable and authoritative work, with calm and reasoned conclusions. In this vein, he defuses many issues with in-depth research and clear analysis.

Let one example illustrate: in the Nile campaign much was made of the "Band of Brothers." Some authors have been critical, citing ship's logs and saying that Nelson's "Band" was limited to a handful of favourites, and that many captains never enjoyed his confidence or even his hospitality. Knight dug deeper and examined heretofore mostly ignored lieutenants' logs (kept as an exercise by aspiring young officers) to discover instances of all captains being summoned to the flagship. This is a small item, though there are many others, and it demonstrates painstaking fresh research into often-neglected sources.

Several issues seem to draw the attention of all Nelson biographers; his early and rapid rise to prominence, the Nile campaign, the Naples and Emma experiences, the Trafalgar campaign, and leadership. Knight covers all of these, but much more besides, with subtle and often fresh interpretations. Nelson's rapid early rise during the American Revolution was often attributed to natural talent, and while this is relevant, he also enjoyed the patronage of important relatives (the Suckling uncles) in the Navy Office and Customs, who pressed his case with influential contacts. Knight explains all this very clearly, but points out that character flaws almost led Nelson to throw it all away. As a promising young captain, he obtained coveted employment in the post-1783 navy, which indicates considerable influence. Posted to the West Indies station, he was awe-struck by Prince William Henry, then a junior RN captain, and ill-advisedly took his part in all disputes. It seems Nelson was prepared to hitch his star to the erratic prince, not recognizing that the connection was apt to bring more grief than benefits. Coupled with his prickly

correspondence with the Admiralty over seizures of American ships, Nelson fell into disfavour. It is significant that in the three major "armaments" of 1787, 1790 and 1791, when over forty ships of the line and attendant vessels were commissioned, Nelson was not offered a ship.

The star-struck reaction to royalty seems to have resurfaced in his much-analysed Naples adventures following the 1798 Battle of the Nile. It was while stationed in Naples that Nelson and Emma Hamilton began their relationship. Nelson, apparently besotted with Emma, was criticized then and subsequently for lingering at Naples. Moreover, he seems to have been manipulated by the queen and her court into following policies primarily in the Neapolitan interest. According to Knight, Nelson was played like a puppet and made several errors of judgment. The suppression of a domestic revolt and the punishment and execution of those deemed responsible got Nelson and the navy directly involved in Neapolitan politics to the shock and disgust even of his own officers.

Knight does note the Nelson strengths, which were many. His leadership qualities during the Nile campaign are reinforced, as noted, and his aggressive, risk-taking, warlike character is amply reaffirmed. Moreover, the author's broad and deep familiarity with naval history allows him to place Nelson's tactical, strategic, and administrative skills into the context of Royal Navy development over the eighteenth century. Nelson's genius did not spring alive into a void, rather it was a logical result of growth over decades of naval practice in terms of ship design, doctrine, officer professionalism, and administrative methodology. This is the central context of the Nelson story which has been missed by numerous other biographers.

Nelson's personal story has also rivetted attention for two centuries. Knight is fair but firm in his judgments. Yes, Nelson treated his wife badly, although he was scrupulous in financial arrangements; and yes, he misjudged in fawning over Prince William; he also erred in being dazzled by the Neapolitan queen to the point of losing sight of British

interests. Yet, his subsequent commands, especially the Danish campaign of 1801 (which restored his tattered reputation), and the Trafalgar campaign of 1805, showed a more mature and self-confident Nelson. By then, he handled complex fleet administration, nursed diplomatic issues, demonstrated true leadership qualities, evinced sound strategic analysis, and won the resulting battles. Knight points out that Nelson was an evolving story and the ambitious junior officer, over-eager for patrons and honours, gave way to the more seasoned and mature admiral of 1805. Of course, the absence of Emma from Copenhagen and the Trafalgar campaign might have helped this transition.

There is so much more to this book than a brief review can cover. The illustrations are appropriate, the maps excellent, the writing clear. The appendices of Nelson's ships, biographical sketches of his contemporaries, the exhaustive bibliography, the endnotes, are all worthy of praise, and they occupy three hundred and sixteen pages in themselves. In short, Knight has produced the best, most all-encompassing biography of Nelson now extant. Nelson the warrior, or Nelson the lover, might be found in more dramatic prose elsewhere, but this book is "the compleat Nelson." Highly recommended.

Paul Webb
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Bruce Linder. *Tidewater's Navy: An Illustrated History*. Annapolis, MD: US Naval Institute Press, www.usni.org. 2005. xiv + 343 pp., photographs, glossary, chronology, appendices, notes, bibliography, index. US\$45.00, cloth; ISBN 978-1-59114-465-5.

Bruce Linder, a retired captain, USN, has written an engaging history of the United States Navy on the east coast that is a companion history to his *San Diego's Navy* (also published by the Naval Institute Press in 2001). The book is not precisely about the east coast, of course, it is an illustrated history of the naval facilities at Norfolk, Virginia, and the wars fought nearby, or supported by the base if fought elsewhere. That said, separating a history of Norfolk from

that of the USN is no more possible than separating the operational history of the RCN from Halifax. The two cities are the home ports of their respective navies in both a spiritual as well as physical sense.

Norfolk was an important British naval base in the decades prior to the American Revolution. During that war, the Royal Navy abandoned Norfolk, as the area around the then town was the scene of bitter civil strife. Off its coast was fought one of the few crucial naval engagements of that war, The Battle of the Virginia Capes (or The Battle of Chesapeake Bay). Although essentially a tactical draw, the French fleet, having blocked the British, forced General Cornwallis's surrender at Yorktown, and thus the war was lost. Thereafter, the facilities at Norfolk were rebuilt and it became the home of the fledgling USN. Norfolk played its role as a base in the early years of the USN's difficult birth and survival, notably during the campaigns fought in the Mediterranean with the Barbary pirates. Next, Norfolk was obliged to witness the USN being swept from the seas by the overwhelming Royal Navy during the War of 1812, called America's Second War of Independence. Norfolk last witnessed war first hand during the American Civil War (1861 -65). Although the naval base was essentially destroyed by retreating Federal troops, one of the quintessential naval engagements in history occurred off the ruins as the USS *Monitor* and the CSS *Virginia* hammered away at each other and the era of the ironclad warship was born.

Thereafter, Norfolk and the Chesapeake Bay area enjoyed the long years of peace between the Civil War and the First World War. It need not be said that this time was one of significant technological ferment and one in which Norfolk and its ever-growing facilities and capacities played their full role. After the huge growth following the First World War, but particularly after the Second, Norfolk became the greatest naval facility in the world. No navy ever had more vessels operate out of one location before, and since 1945, it has directly supported the USN in its many campaigns that continue to this day.

So much for the story. How does Linder cover the waterfront? In my view, very

well. As an illustrated history, particularly one that covers such a prolonged stretch of time (1770s to the present), it is not a scholarly production *per se*. It is clearly design-ed for the general reader or perhaps more specifically to the general USN reader, and it succeeds very well in this regard. Linder has an engaging style and he is even handed in his descriptions and assessments. While obviously presenting the story from an American perspective, he does not gloss over failures (e.g. the impotence of USN forces in Chesapeake Bay during the 1813-14 period that included the burning of the White House) as well as the many triumphs.

The key to any illustrated history is the selection of the illustrations. Linder has done an excellent job with this essential task. The early chapters of the book are a little thin, but towards the current period, the quantity increases substantially. Many provide fascinating glimpses of eras not that long past. Many Canadian (and British) naval personnel are quite familiar with Norfolk having visited the base many times, and will readily recognize features and locales forming the background to the photographs. A full colour selection in the centre of the book is a nice touch and for the most part, the pictures are quite striking. A number are dramatic portrayals of America's naval power, for example, a photo of five Nimitz class carriers alongside at the same time (255), and another of six amphibious assault ships steaming in the Persian Gulf (264). No other country can come close to such forces.

Two very minor *caveats*. The first is that it is a pity there is no comprehensive collection of maps of the Norfolk area and its growth over the period covered in the book. The omission seems odd. What maps that do exist are, on the whole, sketches and of poor quality. The second is that, on occasion, the captions to the illustrations are not quite correct. For example, the USS *Wisconsin* does not have, 18" guns (226).

I recommend the book for what it is - a popular, illustrated, history of the USN's premier naval base. It is an excellent book.

Ian Yeates,
Regina, Saskatchewan

David Lyon and Rif Winfield. *The Sail and Steam Navy List: All the Ships of the Royal Navy 1815-1889*. London: Chatham Publishing, www.chathampublishing.com, in association with the National Maritime Museum, 2004. 352 pp., illustrations, appendices, glossary, bibliography, chronology, index. £60.00, cloth; ISBN 1-86176-032-9.

In addition to being a first-rate naval historian, the late David Lyon spent much of his life working at the National Maritime Museum in Greenwich, England, cataloguing, organizing and interpreting that institution's collection of eighteenth- and nineteenth-century ship plans. The first results of this labour of love were published in *The Sailing List: All the Ships of the Royal Navy Built, Purchased and Captured, 1688-1860*, (London: Conway Maritime Press, 1993). Like its earlier companion, this new volume comprises a highly detailed compilation of every class of ship used by the Royal Navy during the transition from sail to steam in the nineteenth century. This was a period when ship design was undergoing the stresses of incorporating new, and sometimes untested, technologies. The Admiralty Board was wrestling, not only with administrative policy questions relating to the effects of steam power and other changes in technology on ship design itself, but with naval and imperial strategy and naval tactics at a time of new (and some not so new) threats to the Pax Britannica.

The latter would be highlighted both in larger conflicts, such as the Crimean War (1854-56), and the numerous imperial "small wars" the navy participated in throughout the century, such as the Opium Wars (1839-42 and 1856-60) and the invasion of Egypt in 1882. At the same time, Britain used the numerous arms races and war scares of the period as a means to discourage the outbreak of war via the maintenance of overwhelming sea power, as the former were generally less costly than actual conflict. Emerging threats moved closer to home with the French invasion scares from the 1850s onwards. The Admiralty recognized that steam power could not only overcome unfavourable winds but also compress distance, thus reducing the time available for them to react to the naval

movements of potential enemies. The development of the French *jeune école* school of naval strategists in the last decades of the century, focussed on the torpedo and a potential *guerre de course* against British imperial commerce, prompted a similar Admiralty reaction. The debates surrounding all of these issues are analysed in the book's introduction written by Andrew Lambert.

The book also contains a succinct overview of the three technological "revolutions" which occurred throughout the period. These included not only the "motive revolution" of the complex transition from sail to steam, but also the "material revolution" from wood to ironclad to steel armour, and the "ordnance revolution" from muzzle-loading smoothbore cannon firing solid-shot to breech-loading rifled guns firing armour-piercing high explosive rounds, fitted in armoured turrets (27-32).

The "meat" of the work, the ship list itself, then makes its first appearance. Essentially following the same format as the earlier volume, over three hundred pages are dedicated to detailed division of ship classes and the specifications, dates of service and other information on individual vessels within them. These are organized in three main periods: those ships in service on 22 June 1815, following the conclusion of the French and American wars; those launched between 1815 and 1863, the era of the transition from sail to ironclad paddle and screw steamers; and those launched between 1863 and 1889, when steel armour and new armaments were added to the mix. Each period is divided into general classes of vessels for easy reference. For example, if one wished to browse vessels armed with torpedoes, it is a simple matter of turning to the appropriate chapter in the third part of the book. The detailed index by ship name makes it easy to locate a specific warship. Each entry contains the origins of the design, name of the designer and dimensions; details on crew, armament, and cost; the yard where the ship was built and dates ordered and approved by the Admiralty, when the keel was laid down, and dates of launch and completion; and of course, the eventual fate of the vessel. Many entries are liberally illustrated with

detailed design drawings, paintings or sketches of vessels, and of course for the later period, that other new technology, the photograph - all primarily drawn from the impressive collections of the National Maritime Museum, and attractively laid out.

Although such a work may not be of interest to many general readers, except perhaps those with a technological bent, it is a valuable tool for specialists and academic researchers in the naval history of the period. It provides insight into the contemporary and ongoing historiographic debates over how well the Royal Navy and Admiralty Board coped during a period of great technological change and upheaval. It aids in illustrating how and why those institutions reacted later in the nineteenth century when new great powers began to appear on the international naval stage.

Finally, as Lambert argues in his introduction, Lyon has successfully created a broad overview of the interconnections between policy, strategy, tactics, procurement, and the conceptualization and production of warships that provide the "acid test" for analysing the strategy and policy of the time. In Lambert's view, an examination of ship types and characteristics indicate that "Britain was reasserting her sea control strategy, that she expected to blockade her main enemy, France, with a fleet of ocean-going battleships, capable of fighting on the high seas, supported by a large force of cruisers, for close blockade and commerce protection, with torpedo gunboats to counter the threat posed by French flotilla craft" (15). Although some may disagree with some or all of this interpretation and the effectiveness of Admiralty policies, this volume provides a fitting stern piece to Lyon's scholarship. In addition to its utility as an excellent reference work, it supplies the technological basis and evidence for continuing research and debate in these areas for decades to come.

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Janet Macdonald. *Feeding Nelson's Navy: The True Story of Food at Sea in the Georgian Era*. Mechanicsburg, PA: Stackpole Books, www.chathamublishing.com, 2004. 224 pp., photographs, tables, appendices, notes, bibliography, index. US\$39.95, cloth; ISBN 1-86176-233-X.

This book is the culmination of Janet Macdonald's interest in cookery and naval history. She has written more than thirty books, many on cookery, but her abiding interest in naval history led her to pursue an M.A. in history at the Greenwich Maritime Institute. Her thesis, entitled "Victualling the British Mediterranean Fleet, July 1803 - June 1804," forms the basis of this book. That being said, she has broadened the scope and timeline of her examination to cover the Georgian era, paying particular attention to the Napoleonic Wars. She is especially interested in overturning the myth, perpetuated by Tobias George Smollet, a surgeon in the Royal Navy from 1739-1744 before leaving the Service to take up the pen, and John Masefield, among others, who have painted a rather bleak picture of life and the quality of food at sea. According to Smollet, Georgian sailors were forced to endure tainted and rotting food; soft bread had been cut with chalk and bonemeal, while biscuits were riddled with weevils. The issuing of rotting meat and weevily biscuits appears to be the exception rather than the rule.

Macdonald examines a myriad of issues related to her subject ranging from the role of the Victualling Board to the manufacture, distribution, and transportation of food to the fleet. She also traces the preparation of food at sea and provides a detailed treatment of the differences between what the men ate compared to the officers. The pursers and cooks in the Royal Navy performed their jobs admirably, often under trying and difficult conditions. As Macdonald has observed, while the facilities for cooking aboard ship were virtually the same as what were found ashore, the menu had to be modified according to the weather. Dishes were kept simple when it was rough and more complex when it was calm. "It is not the facilities of the cooking stove which make for

good food, it is the expertise and care of the cook" (133).

Particularly useful is her comparative chapter which outlined what the other major navies of the day served their sailors. Macdonald concludes her unique examination of the subject with recipes for the dishes served at sea, including biscuit, salt beef, suet pudding and the more exotic lobscouse. She prepared (and tasted) many of these items according to the standards of the day. This is a detailed and unique treatment of the subject and compares favourably with Martin van Creveld's seminal work *Supplying War*. Macdonald relies upon memoirs, personal correspondence, ships' logs, Admiralty records, documents of the Navy Records Society, secondary sources, and numerous graduate theses to paint an accurate view of life and food at sea during the age of sail. She acknowledges, however, that many of the private papers and memoirs she consulted were written by officers and tend to reflect their own experiences rather than those of the men. Moreover, there are still many gaps in the existing documents and she was forced to make "informed guesses."

The basic ration for sailors, set down by Samuel Pepys in 1677, consisted of: one pound of biscuit and one gallon of beer each day, with a weekly ration of eight pounds of salted beef, or four pounds of beef and two of bacon or pork with two pints of pease. Fresh beef, however, was served when vessels were in port. It was also common practice to carry live cattle on board and slaughter them as needed. Chickens were also kept on most ships, "where they supplied eggs for the officers and the sick until they went off lay and were eaten" (29). Meat was served on Sunday, Monday, Tuesday and Thursday; on the other three days they had fish with two ounces of butter and four ounces of cheese. This basic ration was issued until 1847 when the Admiralty introduced new items thanks to the advent of canning. As Macdonald has observed, the standard ration provided for an average daily intake of almost 5,000 calories, which was more than sufficient for the men to carry out their arduous daily tasks.

Although the Admiralty had laid down the basic minimum requirements, there was a

great deal of flexibility and variety. There were, of course, official substitutes for certain items such as butter and cheese. For example, "for one pound of cheese, these were one pound of cocoa, or a quarter of a pound of sugar, half a pint of oil, half a pound of cocoa, or a quarter of a pound of tea" (32). In addition to these basic rations, oatmeal was issued to make porridge although it "was never terribly popular with English sailors." Fresh fruit and vegetables were also obtained by ships' pursers whenever the opportunity presented itself, either through local or foreign merchants as well as the victualling yards. In fact, this practice of obtaining fresh supplies existed long before the Spithead mutiny in 1797. In the *Additional Regulations and Instructions*, which were published in 1790, it was noted that "such a quantity of greens and roots ... give sufficient satisfaction to the men ..." (37). The types of fruits and vegetables obtained depended upon the region and climate in question. Similarly, while beer was the official drink, substitutions were commonplace. When the beer ran out, or was not available, the "official preference was for wine, although this was often fortified with brandy to improve its keeping qualities" (41). Moreover, most ships of the fleet carried spirits as well as wine and beer. The type of spirit drunk, like wine, depended on where they were and what was made locally. In the Mediterranean it was brandy, on the East Indies station it was arrack and on the West Indies station it was rum.

Supplying and replenishing the fleet fell to the Victualling Department. Originally, supplies were distributed throughout the fleet through a system of contracts, whereby the contractor agreed to supply, for a set number of men, the standard provisions at an agreed rate per man per day, delivering these to specific locations. For reasons of quality control and efficiency, this system changed and by 1815 all but the most remote stations were supplied by the Victualling Board. In peacetime this was a relatively easy task. It was also made easier when ships of the fleet operated in Home Waters. But as Macdonald observes, "when you are engaged in a major war, with over 1,000 ships and 140,000 men (as was the case at the high point of the Napoleonic Wars in 1810) and

when over half that force is operating in foreign waters, the logistics of keeping all those men fed would have been insurmountable without an efficient organization to arrange things" (7-8).

In addition to using private contractors to deliver provisions directly to naval bases both at home and abroad, the Victualling Board used them to supply raw materials and finished products to the Navy's warehouses. The Board realized that the best way to ensure quality was to manufacture their own provisions. Consequently, the Victualling Board brewed beer, slaughtered and packed meat, and baked biscuits at various locations throughout London and along the Channel coast. Manufacturing their own provisions prevented the development of monopolies and price-fixing, as well as limiting corruption and fraud. During wartime, however, the Admiralty still had to rely upon private contractors to meet the burgeoning needs of the navy. With increased growth in the size of the navy came professionalization and bureaucratization. All the British yards were administered by an agent victualler. This was an important position and commanded a significant salary. In addition to the agents, each yard had a staff of clerks to oversee the complex provisioning process. It was the responsibility of the Transport Board, which had been reinstated in 1794, to make sure that supplies made their way to the ships. In home outports, (those yards outside of London and the Channel depots), almost all items required by the Royal Navy and not manufactured locally arrived in Transport Department ships.

This book is an important contribution to the literature and should be required reading for any serious maritime and naval scholar. The book is well laid out and easy to read. Equally important, there are numerous appendices, illustrations, and photographs that complement the narrative. Readers with an iron constitution can even sample the fare of the day thanks to the recipes found in the appendices.

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Charles D. Maginley. *The Canadian Coast Guard 1962-2002: Auxilio Semper*. St. Catharines, ON: Vanwell Publishing Ltd., www.vanwell.com. 2004. 270 pp., illustrations, appendices, glossary, bibliography, index. \$38.95, paper; ISBN 1-55125-092-6.

The Canadian Coast Guard (CCG) came into being on 26 January, 1962. It existed within the Department of Transport (DOT) until 1 April, 1995, when it was transferred to the Department of Fisheries and Oceans (DFO) where it remained through 2002. These 40 years of CCG existence, 1962-2002, are the subject of this history. Chapters one and two outline the advent of the CCG, 1867 to 1962, while the balance of the book, chapters three through fifteen, describes the CCG 1962-2002 in the style of an "in house" publication, much gloss and few, if any, warts.

The author makes no bones about being in the pay of his subject, or of the trials and tribulations, over a period of four years, in producing this and a kindred publication *The Ships of Canada's Marine Services*. That he has persevered to the satisfaction of those commissioning, *Canadian Coast Guard 1962-2002*, is evident by the nature of the foreword written by the then-commissioner, CCG.

The process of organizing CCG HQ at Ottawa is the topic of chapter three. Its design, from the director of Marine Operations (from 1975 commissioner CCG) through regional and branch, directors-general, and the impact thereon of federal legislation, together with the immense geographical and environmental differences encompassed by the CCG area of operations, sets the scene for this work. Organizational charts, staff function diagrams, and a national map showing the regional boundaries, would assist in the understanding of this bureaucratic entanglement. The usefulness of the untitled map (12) would be increased with the detailing of the many coastal communities in Hudson Strait, Hudson Bay and Ungava and James Bay. The insertion of Churchill, Manitoba, one of only two operating ports in the Arctic region, with a wharf capable of berthing ocean-going vessels, the other being Nanisivik, would also be appropriate.

In 1962, at the time of the inception of the Coast Guard, headquarters staff at Ottawa determined that there was an immediate need for a college dedicated to the training of CCG navigating (nav.) and engineering (eng.) officers. Thus, in 1965, the CCG College was established at Sydney, N.S. A full discussion of the expansions and contractions of the student body and of the curriculum offered to officer cadets (O/C) and others, both at the college and at the Transport Canada Training Institute, Cornwall, ON is detailed at chapter seven. Since 1997, O/C have graduated with a bachelor of technology in nautical science degree, jointly awarded by agreement between the CCG College and the University of Cape Breton that provides additional courses. Clearly the CCG College is an institution producing degree-educated men and women capable of filling senior positions in government service and the marine industry, as is evidenced by the success of its alumni since the first graduating class in 1969. A consolidation of the O/C student body numbers since the initial intake in 1965 up to the graduating class of 1998, is: intake, 1680; graduates, 864; male, nav., 372, eng., 378; and female, nav., 92, eng., 22.

The major emphasis of this history concerns the ships and their crews, including helicopters and air cushion vehicles and their never-ending battle to give service in the face of successive studies and organizational changes (229). The activities of operations: "Navigation and Communications," "Icebreaking and the Arctic," "Rescues and Disasters," "Oil Spills and Pollution Countermeasures," "A Variety of Experience," (Weather, Cable Ship and miscellaneous operations), and "Marine Safety," have dedicated chapters with quotes from items listed in the Bibliography although without specific reference. The major fire in *Louis S. St. Laurent* is described in detail but there is no mention of the major engine room fires in *John Cabot* and *Alert*.

Since 1995, the form of the CCG has been within the Department of Fisheries and Oceans. A government department since 1930, the Fisheries has had varying names and responsibilities. These changes in the department from 1930 to 1979, are clearly laid

out in table 14.1 (219). A similar table for the Coast Guard, covering 1962-2002, would greatly contribute to the understanding of the frequency and magnitude of the organizational changes and the associated challenges wrought on CG personnel, both ashore and afloat, over the past forty years. During that time, 33 years in the DOT and seven years in the DFO, six major studies have examined the operations of the federal fleets (221). The changes made at the time of CCG's transfer to DFO continue in 2002.

The appendices, five in all, are both useful and interesting, particularly appendix V, "Who Were They?" Here, brief notes are provided about individuals for whom ships were named. Readers seeking further details of ships, beyond those given at appendix II "Fleet Lists," are directed to the author's work, *The Ships of Canada's Marine Services*, done in collaboration with Bernard Collin. A glossary listing abbreviations and acronyms, a bibliography, an index and an index of ships and aircraft close out the book.

This book should appeal to all interested in the operations of the Canadian Coast Guard. Ongoing information regarding the CCG is available on the internet at www.ccg-gcc.gc.ca/main_e.htm.

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Captain Bob McQueen. *Island Base: Ascension Island in the Falklands War*. Caithness, Scotland: Whittles Publishing. www.whittlespublishing.com, 2005. xi + 123 pp., photographs, £15.95, paper; ISBN 1-904445-18-7.

The significance of the conflict over the Falkland Islands in 1982 was enormous, not only for Britain's self-confidence and its standing in the world, but also for relations between east and west during the latter years of the Cold War. Although much has been written about the history of the Falklands War, little attention has been paid to the role played by the thirty-four square-mile mid-Atlantic island of Ascension.

The author, who commanded the British Forces Support Unit on Ascension Island, has addressed this lack. He has brought together the accounts of twelve of the main participants in the build-up to the war, representing the views of the Royal Navy and Royal Marines, the Royal Air Force, Royal Engineers and also the American Airfield Commander. Lacking a contribution from the Island's resident administrator, he obtains the civilian viewpoint from other residents, including the local representative of Cable and Wireless and the head of the local BBC staff.

Island Base is the story of how Ascension Island was crucial to the success of British operations as an essential stepping stone in the execution of the war against Argentina. It explains in detail how an isolated location with a population of about 1,000 but virtually no resources, accommodation, fuel or natural water was built up into an advanced forward operating base for one of the most daring and successful displays of military force at long range. In a few weeks, the island's population doubled and its 10,000 feet runway became, for a brief moment, the busiest airfield in the world. There were 350 take-offs and landings in one day as the author and his colleagues turned it into a staging-post for troops and the RAF Victor air-tankers that facilitated Vulcan bombing missions over Port Stanley, 7,000 miles from their base.

The book is not intended to be an appraisal of the rights and wrongs of the forty-five days of fighting that cost more than one thousand lives in the Falklands War, but represents the view of those who, by their very participation in the campaign, were in favour of it. The underlying theme is that in the 1970s, the tacit assumption made by both British and foreign governments was that not only was its world role doomed to diminish, Britain was also perceived as lacking the will and capacity to defend its interests in peace, let alone war. In the event, the victory in the Falklands changed that, and Britain's logistical organization was second to none. The author also acknowledges the importance of the co-operation of the United States and its wholehearted support of the UK in the Falklands War.

It is clear that the improvisation needed

to overcome Ascension's lack of facilities was accomplished with commendable dedication and good humour by British armed forces. As editor, the author has successfully assembled a writing team that has created a tapestry of opinion but the distance of twenty-four years and their subsequent careers in the services may have coloured some of the contributors' recollections of events. Perhaps the most moving account is by the island's young English schoolteacher, who compares letters she wrote home in 1982 about her "exciting" life on Ascension, with a return visit she made in the year 2000.

Island Base is an important aspect of the history of a war and demonstrates that, although a recurrence of hostilities is unlikely, the need for Ascension as a staging post for the Falklands air support service will continue for the foreseeable future. Excellent photographs provide an intriguing record of all aspects of Ascension during the Falklands War. The difference between this book and other works on the war is that it is a compendium written by those who were involved. The contributors offer a variety of perspectives and, as onlookers from a distance, they possibly saw more of the game than those in Port Stanley. Since no journalists were allowed on Ascension during the conflict, the book gives a fascinating view of the heady atmosphere of "going to war" and an authoritative overview of the logistics involved in war. It will appeal to those interested in modern history or marine warfare, but it would have greatly benefitted from an index and a bibliography.

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Jonathan Parshall and Anthony Tully. *Shattered Sword: The Untold Story of the Battle of Midway*. Dulles, VA: Potomac Books, www.potomacbooksinc.com, 2005. xxvi + 640 pp., maps, photographs, figures, appendices, notes, bibliography, index. US\$35.00, cloth, ISBN 1-57488-923-0.

The Battle of Midway is a worthy subject of study by advanced military students at both joint

and naval war colleges. It is also intensely interesting to academic audiences and naval enthusiasts alike. The intricate and interrelated issues of strategy, leadership, doctrine, operational concepts, campaign design, and tactics are illustrated beautifully by the events of this enormously influential battle. Until recently, a dearth of material written from the Japanese perspective has impeded a balanced approach to study of the battle. However, *Kaigun*, (USNI Press, 1997) by David Evans and Mark Peattie, and its sequel, *Sunburst* (USNI Press, 2001) by Peattie, added many new dimensions to western understanding of Japanese naval strategy and doctrine. Jonathan Parshall, who provided illustrative and consultative support to both *Kaigun* and *Sunburst*, has entered the stage with his own book, assisted by Anthony Tully. Advance reviews of *Shattered Sword* are touting it as "the definitive volume on the most important battle of World War Two" and "a classic." While Parshall's use of many original Japanese sources makes this substantial work noteworthy, in the opinion of this reviewer, it falls far short of the high praise being bestowed.

At the outset, readers should be aware that the reviewer instructs operational art and campaign design at a joint war college and is a senior naval officer. Therefore, the failings of this book may be viewed by some to be merely technical in nature. *Shattered Sword*, however, goes far beyond the "untold story of the Battle of Midway" and endeavours to identify the fundamental reasons behind the Japanese defeat, laying harsh blame for that failure mainly on Admiral Yamamoto Isoroku. While the treatment of tactical issues is fulsome, the analysis of Japanese strategy, leadership, headquarters structure and command relationships, and campaign design is fundamentally flawed. The fatal and most telling example occurs when the authors identify Midway Island as "the center of strategic gravity in the entire Pacific Ocean." (47) In strategic and campaign design terms, Midway was either a tactical centre of gravity, in which case Admiral Nagumo was correct to focus his attention upon it, ignoring for the moment American fleet forces, or it was a tactical objective, which meant it needed to be sequenced into a series of actions within the

larger operational plan. Because the authors do not understand campaign design theory, they postulate an endless series of arguments that circle about the main issue of command priorities without addressing the central problem of the higher commander's intent. Far more emphasis should have been placed on high-level issues to substantiate the authors' conclusions, although it is likely that the same confused arguments would have gone on endlessly without resolution.

The book's 443 pages of main text focus disproportionately on tactical factors and actions (304 pages), while the most damaging high-level accusations are not adequately developed. Parshall and Tully do not properly cover the issues of command relationships between the higher Imperial Naval Headquarters (Admiral Nagano), Combined Fleet Headquarters (Admiral Yamamoto), and the commander of the First Air Fleet (Admiral Nagumo). The factional rivalries within the Imperial Japanese Navy and their influence upon the actions of Admiral Yamamoto are not addressed at all, which is another major and fatal oversight. This is, in effect, a bottom-up analysis based on tactical and technical observations. While the main section of the text (Part II - "Battle Diary") is backed up with good research and tightly integrated logic, the other two sections are flimsy. The reason for this weakness is the background of the lead author.

Peattie identified Parshall in his Acknowledgements for *Sunburst* as a "longtime naval history enthusiast" (xix). While remarkably well read and skilled in graphic design, Parshall lacks a profound understanding of naval strategy and operational concepts, the tenets of operational art, and the principles of campaign design. These deficiencies have led to dozens of deductive errors and failures of logic in the analytical portions of the first and third sections of the book. The second section, by comparison, is reasonably sound, which reflects the enthusiast's typical focus on tactics and low-level material issues. Readers should also be aware that Parshall is currently engaged in a spirited academic debate in the pages of *Naval War College Review* with Professor Dallas Isom over the implications of some of these tactical

factors.

The middle section is well written and the description of the action makes riveting reading. The illustrations and maps are of the same exceptionally high standard that won praise for both *Kaigun* and *Sunburst*. Unfortunately, the failings of *Shattered Sword* are multitudinous in the sections which extend beyond tactical events. Readers are strongly encouraged to consult Wayne Hughes' seminal work, *Fleet Tactics* (USNI Press, 2000 ed.), and carefully study the sections entitled "A Tactical Model of Carrier Warfare" and "Resolution of Tactical Problems" (99-114) before reading *Shattered Sword*. Clearly, although Hughes' first edition (1986) is listed in their bibliography, the authors have not understood the operational tenets that govern the subject. Had they done so, they would not have failed so massively in the analytical aspects of this work and they would likely have tempered their opinions instead of laying blame so freely.

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Paul D. Taylor and David N. Lewis. *Fossil Invertebrates*. Cambridge, MA: Harvard University Press, www.hup.harvard.edu, 2005. 208 pp., photographs, further information, index. US\$35, cloth; ISBN 0-674-01972-5

This well-illustrated, non-technical review of fossil invertebrates provides a gentle introduction to invertebrate palaeontology, the study of those animals without backbones that lived in prehistoric seas. The genre of the work is somewhere between a coffee-table book and a general knowledge palaeontology book. It includes a large number of exquisite black-and-white and colour photographs, but also provides extensive background on the natural history of each major fossil group. This book should not be confused with the textbook of the same name (Boardman, et al. 1987), which provides exhaustive detail in a more traditional textbook format.

Fossil Invertebrates is organized into chapters based on modes of life ("Living in

Colonies," "Shells Galore"...), rather than the traditional phylum-by-phylum approach. This structure is appealing because it emphasizes the similarity in function and mode of life among groups of organisms, rather than the dissimilarity in anatomical structure and taxonomy. Within the chapters, a taxonomic approach is provided, with distinguishing features of higher taxonomic levels (orders and stratigraphic ranges of corals, trilobites, etc.). Descriptions of individual illustrated fossils accompany the photographs, explaining the most distinctive structures, and often providing interesting anecdotes, such as the types of coral that compose the Frosterley Marble, and some of the more famous British buildings in which this rock is prominently displayed. Fossils are presented alphabetically within chapters, rather than in stratigraphic order or by taxonomic group - Devonian *Calceola* (rugose coral) follows Paleocene *Acropora* (Scleractinian coral). This alphabetical approach could be potentially confusing to readers who are trying to understand either evolutionary or taxonomic relationships among fossil groups.

Chapter 1 introduces fossils, the stratigraphic record, fossil preservation styles, and very briefly touches on evolution, the history of life, and the importance of mass extinctions. Chapter 2, Living in Colonies, covers corals, bryozoans, sponges, and graptolites, with the greatest detail given to corals. It briefly discusses some major questions regarding the biology of fossil corals, including deep-sea corals like *Lophelia pertusa* (not illustrated - the fossil record of this deep-sea species is poor), stable isotope geochemistry of corals, and coral skeletal banding and growth rates, and weighs in on the question of whether most Palaeozoic corals harboured endosymbionts as do most modern reef corals. The coral section even mentions caunopores, the distinctive but rare intergrowth of thin-branched tabulate corals and stromatoporoid sponges, although this unusual type of mid-Paleozoic fossil is not illustrated. The bryozoan section illustrates the diversity of bryozoan groups and morphologies nicely, and includes a spectacular photo of the mobile bryozoan *Selenaria* walking ("look Ma, no feet!").

Chapter 3, "Shells Galore," covers molluscs and brachiopods, with much greater coverage of molluscs (especially bivalves, gastropods, and cephalopods) than the brachiopods. The coverage of bivalves is excellent, and covers a wide range in bivalve modes of life, including the enigmatic reef-building rudist bivalves of the Cretaceous. The section on gastropods is nearly as comprehensive, and gives brief mention to some of the most interesting aspects of gastropod palaeontology and palaeoecology. While predatory snails are mentioned in one paragraph (78), there is only one photo showing the gastropod predation trace fossil *Oichnus*, and in very little detail. The defensive features of gastropod shells are discussed briefly, but their evolutionary importance is given little attention. The section on brachiopods covers the range of brachiopod orders and morphologies adequately, including spectacular photos of the spiral brachidium in *Spiriferina*, and the unusual late Palaeozoic reef-dwelling brachiopods that may have harboured endosymbionts like the corals they resemble.

The very brief chapter 4, "Worms and Tubes," includes some of the more interesting aspects of the worm fossil record, including the worm teeth known as scolecodonts and the mid-ocean ridge dwelling vestimentiferan tube worms. These gutless tube worms, known best from modern deep-sea hydrothermal vents, are represented in the fossil record associated with deep-sea volcanic rocks, but unfortunately are not represented by a photograph in the book. The final two chapters, on arthropods (jointed-limbed animals) and echinoderms (spiny-skinned animals), continue the descriptive approach. The arthropod chapter is heavily skewed toward trilobites, including a list of trilobite orders, an excellent discussion and illustration of trilobite eyes, and excellent photographs of trilobites. Unfortunately, the rest of the arthropods receive relatively little attention. The chapter on echinoderms presents many of the rare, short-lived Palaeozoic echinoderm groups, such as carpoids, cystoids, and edriasteroids, and is relatively well balanced among these and the five extant groups of echinoderms.

Unfortunately, microfossils, which are used extensively in palaeontology, are almost ignored. The highly diverse foraminifera (protists, not technically invertebrate animals) and highly useful conodonts (now recognized as the teeth of primitive jawless vertebrates), are not covered at all, and the ostracods, which are extensively used in dating and determining depositional environments, receive one photograph and less than half a page of text. As the book is aimed primarily at amateur fossil enthusiasts, the omission of microfossils is only a minor concern.

Ultimately, *Fossil Invertebrates* celebrates the beauty of fossils from the sea and the natural history of the invertebrate animals preserved. This book achieves its stated goals well: introducing common fossil invertebrates and rarer but scientifically significant fossils, and explaining the biology of the once-living animals that invertebrate fossils represent. This book should stimulate interest in palaeontology, and appreciation of fossils themselves.

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Norman Polmar, Eric Wertheim, Andrew Bajhat, and Bruce Watson. *Chronology of the Cold War at Sea, 1945-1991*. Annapolis, MD: US Naval Institute Press, www.usni.org, 2005. 662 pp., photographs, illustrations, tables, appendices, indices. US \$76.46, cloth; ISBN 1-59114-685-2. (Originally published 1998.)

During my first university history course, a former professor tried to focus his students on the patterns in history by telling his group of nervous freshmen that names, dates and places can be looked up in any decent text book. When it comes to the naval history of the Cold War, Polmar and his co-authors have produced a book that meets the requirements for such a text. Their book, *Chronology of the Cold War at Sea, 1945-1991* provides a detailed, day-by-day chronology of events in a clear and concise style that makes the book extremely valuable to anyone who is interested in naval history post-1945.

On the surface, a chronology seems to

be a straightforward and admittedly "dull" enterprise, but such an assumption is inaccurate and a disservice to the authors. While the main body of the text provides a daily account of events, broken up into years for the ease of the reader, a detailed chronology is maintained. Obviously the focus is on issues between the two superpowers, the US and the USSR, including American involvement in Korea, the Cuban Missile Crisis, and Vietnam. But the other protagonists in the Cold War are not forgotten. Due to the fact that the Soviets tended to act through surrogate nations, the authors included events relating to allies - NATO and the Warsaw Pact - and other nations during the Cold War. Thus, they provide a far more accurate and balanced account of events. If this was the entirety of the text, it would be valuable to the reader.

The authors, however, were more ambitious. They included not just straight naval confrontations but other issues as well. Intelligence gathering, the use of submarines as part of the strategic deterrent force, economic and political issues relating to the Cold War, not to mention the development of structures and institutions that supported the Cold War at sea, all fall within the purview of this work. As such, it provides a well rounded account that allows the reader to follow the progression of naval developments in ship design, the relationship of politics and economic policy to naval events, not to mention key moments and elements of the Cold War like the first orbiting of an astronaut, the role of the US Navy in the space race, exploration, etc.

The book includes three other sections that support its efforts. The first of these, a short preface, summarizes the Cold War and helps to put the main body of the book into greater context. This is matched by a glossary of terms and ship designations which provide the reader with an understanding of some of the terms commonly used in naval history. Finally, and probably as useful as anything else in the text, the authors provide a list of the key military leadership of both the US and the Soviet Union for the period covered by the text. This list includes all the ministers of defence and commanders-in-chief for the USSR, as well as

American secretaries of defense and of the navy, the joint chiefs of staff and the chiefs of naval operations and commandants of both the coast guard and marines, along with their dates of service. By indicating names and dates of the relevant people, the authors open up doors for further research into the various administrations and general political history.

The book is also well served by the inclusion of a well-appointed index. The difficulty in using such a chronology to support research or even general interest is the fact that the body of the text is tied to specific dates. Should the reader wish to focus on a specific ship, policy or even individual or captain, finding data would be difficult. It would force the reader to seek a needle in the proverbial haystack. The index allows the reader to focus on a specific subject or issue quickly. This is a must if this work is to sustain more than a passing interest for the reader.

The only real negative that stands out when it comes to this work is the lack of depth. Obviously, to cover so much, the authors have had to summarize and minimize the extent of coverage. Individual citations are interesting and useful but they convey the material in the most bare-bones fashion. While this is necessary and logical considering the scope of the topic and the space available, it does limit the overall value of the work. Nevertheless, Polmar and his colleagues have produced a book that serves a dual purpose. For the general naval history enthusiast, it is an excellent source for personal reading and reference. For those with a more professional interest in the subject, it is a handy reference and starting point for their own work. All told, this book is a worthy addition to anyone's collection and is a must for the naval enthusiast.

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Michael Whitby, ed. *Commanding Canadians: The Second World War Diaries of A.F.C. Layard*. Vancouver, BC: University of British Columbia Press, in association with the Canadian War Museum, Studies in Canadian

Military History Series, www.ubcpublishing.ca, 2005. xv + 383 pp., photographs, maps, appendices, notes, bibliography, index. \$85.00, cloth; ISBN 0-7748-1194-3.

"A diary is like a confessional in that all one's sins and omissions are exposed and recorded." This is how Frank Layard later described the diaries he kept over more than three decades. He appears to have been an officer of average ability and ambition. His diaries, in which he wrote forthright, shortish entries almost daily, acted as one of his safety valves. A. F. C. Layard was one of many Royal Navy officers loaned to a rapidly-expanded Canadian Navy during the war. About to turn 44, Layard had been a naval officer since the age of 14. When he arrived in Halifax in the fall of 1943, Canada needed seasoned senior officers to command groups of new antisubmarine escorts known as frigates. His professional background had largely been in destroyers; and most importantly, he had experience in command - four years in peacetime and 15 months during the gruelling war in the Atlantic in 1941-42. Michael Whitby, the naval historian for the Department of National Defence, has extracted the diary entries for Layard's time with the Royal Canadian Navy (RCN) and has provided excellent background chapters and footnotes. These draw on his understanding of the naval culture and years of research and familiarity with naval memoirs. Thanks to the context provided by Whitby, the unvarnished diary of a run-of-the-mill participant is now a unique first-hand record of Canada's role in the final year- and-a-half of the arduous Atlantic campaign.

Most of the time Layard was a group leader, but he also commanded three of his frigates while simultaneously serving as senior officer of the group. Immediacy sets *Commanding Canadians* apart from otherwise first-rate accounts by wartime participants like Alan Easton's *50 North* (1963), D. A. Rayner's *Escort* (1955) or Sir Peter Gretton's *Convoy Escort Commander* (1964). These other eye witnesses wrote with the benefit of hindsight, while Frank Layard's entries are what he regarded as highlights each day. His remarks generally sketch in the day's operations. Much

of it is rather mundane - the day's weather, interminable searches trying to differentiate spurious bottom contacts from U-boats, worries about encountering other convoys or formations at night, the difficulties of maintaining station on a distant screen in near perpetual darkness relying on problem-prone radars and inexperienced operators. But all these details yield a vivid picture of what preoccupied an escort ship group leader. Layard meticulously recorded the names of people he met socially or encountered professionally; the result is a sort of "Who's Who" of Battle of the Atlantic persona.

Other than reflecting on his own leadership Layard did not take time to analyse events. He was often plagued by doubts about his own abilities and hard on himself when he had partied too hard in harbour. He blamed himself when a search was unsuccessful and contrasted his performance with that of outwardly confident and competent contemporaries. This fearless honesty provides interesting insights into how he saw himself in a command role where he was unable to confide his uncertainties in others. Layard also enjoyed books. Interestingly, his reading included one of C.S. Forester's contemporary *Hornblower* series which were groundbreaking in portraying their successful hero as being wracked by self-doubts.

Commanding Canadians starts on a high note as Whitby opens with Layard's dashing assault on Algiers in November 1942, while in command of the destroyer *Broke*. Layard seems to have surprised himself by his steadiness and resolve when it looked as if the attack would fail. It was his own *Hornblower* moment. The editor is perceptive about the stresses of command and the various factors which helped Layard provide solid leadership despite his self-questioning. The sense of belonging to a sound and cohesive professional organization was key. Whitby has grasped how important those social encounters with old Royal Navy contemporaries and his Canadian commanding officers were as opportunities for Layard to share experiences with fellow practitioners. One of the strengths of the editor's extensive research is his insight, based on contact with Canadian officers who served under Layard, about how they saw his leadership.

Layard appears to have been respected and revered for his professional knowledge and personable style.

Layard often despaired about his Canadian officers and ratings and their shallow naval background. The captains of his frigates were naval reserve (RCNR) officers, i.e. men with merchant ship backgrounds. They tended to be solid seamen but rather conservative in outlook. All of Layard's captains had previous experience commanding corvettes. Their dominant role, according to the diaries of the RCNR captains, is a reminder that a third of the RCN's wartime captains came from this professional background. Most of Layard's more junior officers were members of the volunteer reserve (RCNVR), former civilians without seagoing backgrounds. Whitby points out that trying to sleep while riding a frigate as group leader, knowing that an inexperienced team was on the bridge, and that their own ship's captain was an ineffective leader, was an ongoing strain for Layard. Despite his misgivings about his teams, Layard recognized good performance. He rated one of his young RCNVR officers "the best Navigator I've yet met in small ships" (132). One of his first lieutenants was "the best I've ever had in spite of the fact that he lacks a certain amount of knowledge" (198).

Layard's group crossed the Atlantic in March 1945 to operate under the Royal Navy (RN). It's interesting that the RN's patronizing attitude towards Canadians came to grate on Layard. After sinking a U-boat, he convinced an RN Captain to visit his ship to say "well done," telling him that the RN was "all criticism and no help, and we'd never seen a senior RN officer on board." (208).

Later, when the group spent several days in Scapa Flow the commodore, an old contemporary of Layard's, gave the Canadian captains lunch. They subsequently left an illegal present for their host because, tellingly, "it was the first time any serving RN officer had taken any notice of them" (26).

This book has an excellent comprehensive index, interesting and fresh contemporary photographs and satisfactory maps. *Commanding Canadians* is a rewarding source of authentic insights into the wartime

RCN and daily grind of the Atlantic campaign during the period when Canada shouldered an important role in inshore and deep ocean operations in the eastern Atlantic. It also provides insights into the stresses of command at sea and how a solid professional institution can underpin an individual commanding officer.

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Richard Woodman. *The Real Cruel Sea: The Merchant Navy in the Battle of the Atlantic 1939-1943*. London: John Murray, www.iohnmurravs.co.uk. 2004. 781 pp., illustrations, maps, photographs, notes, index. £30.00, cloth; ISBN 0-7195-6403-4.

The Real Cruel Sea is much more than its title suggests. It is an impressively substantial work and a masterpiece of research, both archival and personal. It abounds with extensive data, clearly gathered through meticulous and painstaking research. Much of this information is made readily available to the reading public for the first time. For these reasons alone, this prime example of peerless scholarship is deserving of commendation. Regrettably, however, a researcher's potential treasure has become more of an obstacle course.

Clearly, it is not Woodman's writing ability that is at fault, since, when he devotes space and effort to a specific action or incident, his prose reads well and fairly easily. This is true, for example, when he treats the *City of Benares* incident and, later, convoy HX 84, with the *Jervis Bay* and *San Demetrio*, allotting several pages to each vessel. It is, in fact, the very attempt to present such a massive profusion of data in a single work that causes the problems, sometimes rendering it overly challenging to locate and extract individual facts and relate them to specific incidents and vessels. Certain sections are comprised of page after page of convoy numbers, vessels' (and masters') names, cargo lists, casualty numbers, and other statistics. This can be confusing when these facts are not precisely organized, especially in cases of similar or identical surnames.

As an example, an escort commander surnamed Churchill appears in the text from time to time. In reading a chronicle of the Second World War, when one comes across a reference to the thoughts or actions of "Churchill," without further identification, one is to be forgiven for assuming that it is British prime minister, Winston Churchill, who is meant, even when the naval officer's initials have appeared in a previous paragraph. Simple use of the title, "Captain" or repeated use of the man's forename initials would have greatly lessened the confusion.

As it is Woodman's wont to consistently use the full ranks of German U-boat commanders, e.g. *Korvettenkapitan*, *Oberleutnant zur See*, *Kapitanleutnant*, etc.), it would have been extremely useful to include an equivalency chart or appendix, indicating the Royal Navy (and perhaps even the US Navy) ranks corresponding to the less generally familiar German officers' titles.

A number of errors exist, which should have been caught by proper proofreading and copy editing. For example, a vessel is referred to as "heself" (403), rather than "herself." There are also some notable printers' errors of the modern variety, where a spellchecking software application has accepted or inserted a viable word that is not the word intended. For example, when loose cork cargo clogs the pumps of a damaged ship, and it is necessary to clear the "roses" (presumably "hoses") before they can proceed (231), and a few pages later, when men are described as being in "an access of terror" (clearly this should have been "excess") at the thought of sharks in the waters surrounding their life raft (236). On at least one occasion (323-324 transition) this technological mangier has separated the word Newfoundland into its three component parts. Occasional convoluted turns of phrase and pedantic choices of vocabulary (Woodman never says "foresight" when he can say "prescience") present only minor obstacles. It is recommended, however, that the less academically minded reader have a dictionary within easy access.

Another drawback is the book's internal organization, which adheres rather firmly to the chronological time-line, with

emotionally evocative chapter titles - mostly quotes from the testimony of survivors - that seem to function more as banners than as guideposts. In the middle of chapter eleven, several pages are devoted to improvements in lifeboat stores, the addition of fishing gear, for example, and the change in the formula for ship's biscuit. This is all relevant and worthwhile information, but one is hardly led to expect it from the chapter title, "The End Was Terrible and Violent."

It is, perhaps, more effective to employ the extensive index to locate data, although even that is less helpful than might be expected if one is searching on a general topic, as it is woefully insufficient to serve a work of such tremendous scope. For information on specifics such as convoy, vessel (Allied or Axis), or individual person, references abound. Most footnotes (presented, in the modern manner, as endnotes) are merely bibliographical citations, but a few contain vital data and should have been either footnoted on the page in the old style, or otherwise located closer to the relevant text in order to be fully effective.

The book's most informative feature is a trend in emphasis which begins in chapter nine and continues intermittently thereafter. Unlike the previously noted concentration on document data that might be better presented in charts or tables, the text becomes heavily laced with personal accounts and testimonies. These concern the experiences of Merchant Navy personnel and their treatment by government, companies, escorts, and various other groups and institutions. In addition, chapter nine itself includes improved tactics and logistics employed by the British against the three major anti-maritime weapons of the Axis, the U-boat, the surface raider, and the Focke-Wolf Kondor.

In short, this work is an unparalleled mine of hard-to-find information, but its treasures are difficult to access. Serious scholars will be more willing to make the effort than will readers with merely a casual interest in the subject.

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David Wragg. *Sacrifice for Stalin: The Cost and Value of the Arctic Convoys Re-assessed*. Barnsley, S. Yorkshire: Pen and Sword Books Ltd., www.pen-and-sword.co.uk, 2005. xv + 230 pp., photographs, maps, bibliography, index. £19.99, cloth; ISBN 1 -84415-357-6.

The title of this book and the publisher's summary on the jacket imply that the author has found evidence which sheds new light on the support given to Stalin by the Allies in the Second World War, especially that represented by the Arctic convoys. This is an intriguing proposition. In his introduction, the author certainly reinforces the notion and claims that this is the first examination of whether or not the sacrifices of the Arctic convoy operations were worthwhile.

The first six chapters of the book, of a total of seventeen, deal with European geopolitics prior to 1941 and Hitler's invasion of the Soviet Union. Somewhat oddly, inserted into the middle of this thematic setting of the scene, is a chapter on convoys, their history, organization and makeup. Within that is a subsection on the Arctic convoys and the weather they often encountered, together with several quotes from veterans who had been in the ships. Chapters 7 through 16 then provide a description of the convoy effort as well as some of the well-known naval battles in the Arctic Ocean. The final chapter recounts the events that led to Soviet domination of eastern Europe after the end of hostilities against Nazi Germany.

The author begins by describing the political and military events that eventually led to the invasion of the Soviet Union and Stalin's subsequent need for support from Britain and the United States. Possibly because the author is trying to compress a series of very complex issues into a few chapters, the end result is a rather simplistic historical summary and a discussion of some issues that are not directly related to the Arctic convoys or the re-assessment suggested by the title. The author may have felt the need to review these significant events since the book appears to be aimed at an audience that may know little about them.

I found the main part of the book,

where the author deals with the convoys themselves, to be disappointing. The narrative seems to me to be poorly organized without a unifying thread of chronology. Within each chapter are sub-sections which, at times, appear to be out of phase with other elements of the chapter and therefore, confusing. Like the opening segment of the book, the main part also seemed to be trying to simplify enormously complex events and condense them into easily digested components. I found no new or fresh evidence revealed in this part of the book which warrants a re-assessment of previous analyses of the Allied convoy effort to supply the Soviet Union.

In the final chapter, the author examines the expansion of the Soviet sphere of influence after the war. Implicit is the contention that the wealth of war materiel given to Stalin had a direct bearing on his ability to occupy and control most of eastern Europe post-1945. The author, however, offers no substantive evidence to show that this was in fact the case. Granted that without the support of the Allies in his struggle against Hitler, Stalin may well have been defeated, but in my view, Wragg does not make the case that Allied materiel support allowed Stalin to dominate eastern Europe as he did.

Inevitably, given the subject matter, I found myself comparing this book to Richard Woodman's definitive work on the convoys, which the author lists in the bibliography. *Sacrifice for Stalin* does not reflect a similar depth of research or critical analysis. The only end notes are citations for the sources of quoted personal recollections by survivors of the convoy battles. The bibliography lists twenty-eight sources, six of which are the author's previous works. The publisher asserts on the dust jacket flyleaf that this book is "...a long overdue examination of whether the Allied effort was worthwhile or even counter-productive." I don't think that objective was achieved. Furthermore, contrary to claims by both author and publisher that this book is the first to do so, Woodman's book does indeed examine the worth of the effort to resupply Russia via the Arctic convoy route.

Nevertheless, as a general work on a

critical aspect of the Allied naval effort in the Second World War, this is a creditable overview which would at least give general readers a better understanding of the main issues, and perhaps allow them to draw some personal conclusions. This type of popular history may well be necessary to remind readers that there were wider aspects to specific campaigns. If that is what the author intended, then he has succeeded.

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