

The major RNN theatre of surface operations was in the Dutch East Indies. *De Ruyter*, *Java*, *Sumatra*, and *Tromp*, seven destroyers, and 15 submarines comprised the RNN fleet there. The combats those vessels saw are well-known and chronicled in most histories of the Pacific War. (A recent full account of the RNN's combat in 1941-42 can be found in *Osprey Campaign #144: Java Sea 1942*, reviewed in *TMN/LMN*, vol. XXIX, #4, Fall, 2019.)

This book follows Noppen's usual style. He writes well and covers the subject appropriately. He discusses the historical background of the RNN prior to the Second World War, relates the classes of light cruisers, destroyers, and submarines, analyzes the risk theory that the RNN adopted, and briefly discusses the 1942 Java Sea campaign. The reader interested in more detail on the Java Sea campaign should refer to the Osprey book mentioned above or one of the many available works on the Pacific War.

In Osprey style, the book is heavily illustrated; photographs appear on every page and several colour illustrations add to the text. Colour plates of *Java*, *Tromp*, Admiralen and Gerard Callenburgh class destroyers, along with KXIV- and O 19-class submarines illustrate the main features of RNN equipment. The centre spread is a colour cutaway drawing of *De Ruyter*. Further colour plates of the naval battle for Rotterdam in May, 1940 and the February 1942 battle for the Badoeng Strait further highlight naval combat of the period.

The book could have been improved by a section devoted to the overall operational use of RNN assets throughout the war. Some of this information is available in the book, but it is located within captions to colour plates and thus, a bit hard to find. A brief

section relating the RNN cruisers, destroyers, and submarines post-1940 and post-1942 would have made this information clearer to the reader.

Overall, when read in conjunction with other books on the War at Sea from 1939-45 or on the Pacific War more specifically, this book can be recommended. It is a tribute to a small navy that fought hard when challenged.

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Jonathan D. Oates. *The Last Spanish Armada: Britain and the War of the Quadruple Alliance, 1718-1720*. Warwick, UK: Helion & Co., www.helion.co.uk, 2019. 184 pp., illustrations, index. UK £25.00, paper; ISBN 978-1-91286-661-8.

This book is an entry in the "Century of the Soldier" series and focuses on the period 1618-1721; namely, from the beginning of the Thirty Years War to the end of the Great Northern War, and the cusp of nearly twenty years of a theoretical greater European peace. It refers to the 1718 alliance between Austria, Britain, the Dutch Republic and France against Spain. Oates describes the war from an English perspective, beginning with the naval Battle of Cape Passaro in 1718 between Britain and Spain, then focuses on the fighting in Scotland and particularly the 1719 Jacobite uprising, before turning to the British amphibious attacks on southern Spain, and the end of the war in Italy and Sicily.

Oates is clearly a capable researcher, and dives into each topic with admirable attention to detail. The first chapter on the Battle of Cape Passaro is followed by "The War Widens," where he first discusses the wider conflict. The next four chapters all discuss "The Spanish Invasion of Britain," includ-

ing “The Campaign in Scotland,” “The Armies” and “The Battle of Glenshiel.” The last two chapters comprise “The Invasions of Spain” and “Sicily and the End of the War.” The author’s attention to detail is also, unfortunately, one of the book’s drawbacks. There is no in-depth introduction or discussion of context that would be helpful to readers who are not already familiar with the topic at hand. In particular, this book would have been improved by a discussion of European wars since the Glorious Revolution, with emphasis on the semi-integrations—and the conflicts—between the Dutch and English authorities and governments during the last war of the Allies against Louis XIV’s France and the War of the Spanish Succession (1701-1714). It would also benefit from a discussion of what followed beyond “the next two decades were ones of peace”, referring to Britain. Oates misses an opportunity for clarification by not discussing the 1710s as the last gasp of the old Williamite system and networks, and the 1720s and beyond as a different Hanoverian milieu.

There are several other issues with this book. The first is one of implied scales. The title, *The Last Spanish Armada*, invokes a grand event, as do the chapter titles that reference reciprocal invasions. The reality is that the events described are somewhat limited, and the actual text immediately drives down into the details and the historical narrative to a point that makes the juxtaposition a bit jarring. The second issue is that although Oates make excellent use of archival sources and printed primary sources, his secondary sources are generally quite dated, with a few exceptions, references that he was familiar with and likely already had to hand. Had he been able to pull something from the recent work of Catherine Scheybeler or Sarah Kinkel, it would have provided context for the historical

narrative.

I found this book a conundrum. For readers unfamiliar with the War of the Quadruple Alliance, it is too detailed and moves too quickly into historical narrative and the ‘19 Stuart invasion of Scotland, but is too brief a treatment and too much a restatement of existing literature to be particularly useful for those who are knowledgeable of the subject.

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Stephen Taylor. *Sons of the Waves: The Common Seaman in the Heroic Age of Sail*. New Haven, CT: Yale University Press, www.yalebooks.yale.edu, 2020. 416 pp., illustrations, map, notes, bibliography, index. US \$30.00, cloth; ISBN 978-0-30024-571-4. (E-book available.)

Stephen Taylor’s diverse bibliography includes two excellent works of naval history, a biography of Admiral Sir Edward Pellew and a history of the 1809 naval campaign in the Indian Ocean. *Sons of the Waves* is an altogether more ambitious title. Whereas his previous naval history books—indeed, most naval history titles—centre on matters of strategy, operations, and the officers who directed them, *Sons of the Waves* explores the history of the common seamen, the navy’s Jack Tars, during the height of the age of sail (1740-1840), a period running from the circumnavigation of Anson to the early Pax Britannia, when sail gave way to steam. This remains an under-studied aspect of British naval history, as few historians have attempted such a study. (Brian Lavery’s *Royal Tars* being a prominent exception). The reasons are easily imaginable; the ordinary sailor of the Royal