

an armed ship from the East India Company. Off St. Helena, it appeared to be the latter, but soon after departure, the *Morning Star* was left to fend for herself.

Unknown to most of those on board, the ship carried a precious cargo. It was the treasure of the Kingdom of Kandy; the sale would alleviate the British government's financial troubles, now headed by the Duke of Wellington, victor of the battle at Waterloo.

In England, news about the fate of the *Morning Star* led to political uproar and critical attention from the media. What did the government intend to do about the piracy on the high seas? Why wasn't there a naval squadron in the South Atlantic? Questions were raised about the role of the British East India Company. Shipping companies and the public demanded action from the government.

Call it Divine intervention: Benito de Soto's ship was wrecked on a beach in the south of Spain near the port of Cadiz. Local police arrested the crew and soon it became clear that they were the pirates who had attacked *Morning Star*. After a trial, most of them were found guilty, sentenced to death and strung up. De Soto, however, managed to escape to British Gibraltar. He was able to hide there for a while, until he was recognized and arrested. In his possession were items that had been stolen from the *Morning Star* and the American vessel *Topaz*, the ship that De Soto had torched.

After a trial that left something to be desired, Benito de Soto was found guilty and hanged in 1830. Interestingly, there were no witnesses from the *Morning Star* who could identify him. It was almost a century later before De Soto's guilt could actually be established. In 1926, in Galicia in the north of Spain where De Soto had grown up,

a treasure was found. It contained riches stolen from the *Morning Star* and *Topaz*.

The author tells a beautiful story about an ugly event. Sometimes close to over-dramatizing the events, Ford carries the reader along step-by-step. The accounts related to political, commercial and judicial matters are as gripping as the story of Benito de Soto himself.

This page-turner is more than a story of piracy on the high seas. It is a time capsule containing both the good and the bad of the era. Personal greed and failures, both inside and outside established structures and political machinations beyond belief, led to great loss of lives. In the cesspit of diplomacy, yellow press, corruption, commerce, cover-up, organised crime and religion, where the underworld meets society, De Soto almost got away with his crimes. With *Hunting the Last Great Pirate* Michael Ford has laid down the perfect foundation for a movie; a great story.

Jacob Bart Hak  
Leiden, The Netherlands

Peter Fretwell. *Antarctic Atlas. New Maps and Graphics that Tell the Story of a Continent*. London, UK: Particular Books, www.penguinrandomhouse.co.uk, 2020. 208 pp., illustrations, maps, glossary, bibliography, index. UK £22.75, cloth; ISBN 978-1846-14933-7.

Most atlases include very few maps of Antarctica and often represent the whole continent with a single circum-polar physical map. Sometimes there is the narrow strip at the very bottom of a world map that, due to the limitations of map projection, does not usually show the South Pole. Without any doubt, Antarctica is the least covered continent

within the vast majority of atlases.

Peter Fretwell's new *Antarctic Atlas* breaks this tradition by dealing exclusively with the seventh continent and providing an abundance of topical maps that tell the story of the icy continent in a new and refreshing way. Even for the few specialists familiar with the topography of Antarctica, whose view of that continent is as strong as their knowledge of the rest of the globe, Fretwell's new atlas will provide a wide variety of new insights. It offers a better understanding of the continent, its physical characteristics, its biological features, and most important for the historian, past and present human activities south of the Antarctic convergence.

In recent years, a wide variety of books on various aspects of Antarctic history and human activities on the continent have been published. While most published works contained a few maps providing some basic information, a comprehensive collection of such maps remained a desideratum. Fretwell has now closed this gap with an atlas that is a comprehensive collection of charts accompanied by short, crisp and concise explanatory texts for each subject.

Unlike many cartographers of the polar regions, such as the famous nineteenth-century German cartographer August Petermann, who never actually visited the polar regions themselves, Fretwell has been to Antarctica several times. The maps in his atlas do not only provide a precise representation of the physical features of the continent, but also tell the story of what matters most to those familiar with Antarctica. As one might expect, distribution maps of the various species of Antarctic penguins and marine mammals are delivered in convincing quality and cartographic design. But he also presents maps relating to the various effects of climate change, the building history

of Antarctica, and the concentration of Antarctic tourism in a few small areas. This is the real strength of the book—telling these and other important stories without using a single word. Of course, there are explanatory text sections, but Fretwell lets the maps do most of the talking. Other maps illustrating mountain ranges easily rivaling the Alps, or canyons longer than the Grand Canyon, handily demonstrate that Antarctica is a continent of superlatives. The images teach without ever becoming 'school-masterly' lectures.

The subtitle of the atlas reads: "New maps and graphics that tell the story of a continent" and without a doubt, the book delivers on this promise. When teaching my students how to write book reviews, I often recommend including at least one critical point about the book, but I must admit that such a flaw is hard to find. Of course, the maritime historian in me would have hoped for a more complete coverage of the maritime history of Antarctica and the Southern Ocean, but when looking at the map of the journeys individual seals took around Antarctica these thoughts are immediately replaced by the humble feelings most Antarcticans get when thinking about the amazing nature of the continent and that humans (fortunately) have had so little influence on the continent. Finally, the maps relating to the political history and situation of Antarctica make the reader hopeful that humans have finally found ways to deal with a continent that was a white spot on most charts only little more than a hundred years ago without resorting to war and the concept of traditional boundaries and nation-state based sovereignty. Each turn of the page provides access to a new feature of Antarctica; some familiar, some totally new and unexpected. This knowledge reflects one of the most important char-

acteristics of Antarctica— regardless of how often you have been lucky enough to visit the southernmost continent, you will always discover something new and important; something you never thought about while living in the higher latitudes. Most readers will never have seen such an abundance of southern circumpolar maps before, let alone the many stories they contain. It will make you think not only about Antarctica, but more importantly, how this remote, icy wilderness is directly or indirectly connected with the other six continents and the oceans in between.

With a retail price of only UK £22.75, Fretwell's book is without any doubt a bargain, particularly given that comparable atlases with such a number of high-quality maps regularly come with price tags in the three-digit range. I recommend Fretwell's *Antarctic Atlas* to everyone, even those only remotely interested in Antarctica and its history. For the serious Antarctic historian, it is a long-expected compendium that will serve as a reference whenever it comes to the spatial dimension of Antarctica. For the casually interested reader, it works as a great coffee-table book and conversation starter, while the Antarctic greenhorn it will find it a quick way to clarify the unfamiliar geography. Even the armchair traveler who is planning a future real trip to the frozen continent will appreciate this atlas as welcome travel guide. Having reviewed a good number of books on Antarctica and its history, and recommended them to one or another group of potential readers, I have to say that this is the first book I would recommend without the slightest hesitation to any reader, even one only remotely interested in Antarctica. It needs to be part of any library having a section on the frozen continent.

Ingo Heidbrink  
Norfolk, Virginia

Nicholas Frykman. *The Bloody Flag: Mutiny in the Age of Revolution*. Oakland, CA: University of California Press, www.ucpress.edu, 2020. 285 pp., maps, illustrations, notes, bibliography, index. US \$32.95, cloth; ISBN 978-0-520-35547-7.

Nicholas Frykman's *The Bloody Flag: Mutiny in the Age of Atlantic Revolution* is an ambitious study of naval mutiny in the Age of Revolution. According to Frykman, the red flag or the bloody flag that historians associated with revolution originated as a symbol of naval mutiny in the era of the French Revolution. Although mariners traditionally used the red flag to declare their intentions to stop work or to fight, this symbol acquired new meaning in era of republican ideology and collective action.

Unlike earlier scholars who studied naval mutiny within a national context, Frykman, employs an Atlantic approach to the subject starting at Camperdown, moving to Revolutionary France, the Caribbean and ultimately to England. According to Frykman, "While conflicts in each navy followed their own trajectory, in the latter half of the 1790s overlapping waves of revolt flowed together into a single revolutionary surge, genuinely Atlantic in both origin and Scope." (10) The French, Dutch and British navies experienced 150 single ship mutinies and half a dozen fleet mutinies which lasted a few days to several months involving 3,000 to 40,000 men. Navies maintained discipline through regimen of harsh punishments, including floggings, keelhauling and hangings. Objection to such cruelty and the shipboard social hierarchy that maintained it began with an insurrection in the Toulon dockyard on 1 December 1789 and spread to the French Fleet.

Although the French ship of the