

panying captions are the heart of this book. Only a very few of the photographs were familiar to this reviewer; the captions are relevant and well-written and enable the reader to learn much from the accompanying photos. This reviewer found no errors in the captions worth mentioning. The photos give depth and meaning to the narrative and were taken from all sides in the Pacific War—American, British, Dutch, and Japanese. The reproduction quality is excellent including many details; such as propaganda posters and photos from obscure battles such as the invasion of the island of Guam. All these are valuable, connecting the reader with what actually happened.

Besides the above comments, the chapter subjects stand out. The book covers topics not well-described in standard histories of the Pacific War. For example, the chapters on British and American war preparation mention such locally-raised forces such as the Burma Defence Force, the Tongan Defence Force, and the Philippine Army. Further, the chapters on the Hong Kong disaster and the Netherlands East Indies Army and conquest thereof are important; most histories of the Pacific War simply mention the defeat at Hong Kong and touch only briefly on the Netherlands East Indies campaign. The chapter on the War at Sea has photographs of many ships—often written about, not always pictured.

The only criticisms that can be made of this book are 1) that there could have been included a page of “Recommendations for Further Reading,” noting at least some of the many works on the Pacific War; and 2) perhaps some way of stating the sources of the many photos could also have been included..

Still, this is a very useful book. It is not a comprehensive history of the first few months of the Pacific War, but it was never intended to be such. It is, rather, a helpful reference book for the

student of the Pacific War and/or a good introduction to that war for the novice. It is recommended.

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Joseph Kelly. *Marooned. Jamestown, Shipwreck, and a New History of America's Origins*. London, UK: Bloomsbury, www.bloomsbury.com, 2020. Pp. etc. UK £10.99, paper; ISBN 978-1-63286-778-0. (E-book available.)

The traditional founding story of America is the Pilgrims, those religious dissenters who sought freedom in a new land, befriended the Indians and started Thanksgiving. *Marooned* challenges that tradition and posits that America's true founding story is Jamestown. It draws its title from a Spanish derived word indicating those who run away, separate themselves from civilization to become “savages”. The early history of Jamestown was a tug between the ordered life of Europe with its standards and laws and the life of the marooned, uncivilized, unrestrained, free to establish their own civilization.

This saga begins with a reference to Shakespeare's *The Tempest*, drawn loosely on the accounts of a 1609 shipwreck that left Jamestown's Third Supply Fleet “marooned” on Bermuda. It then traces the Jamestown story from its 1607 beginnings. The first settlers left who London were contracted with the Virginia Company, sponsors of the colony. They were listed as “gentlemen” (presumably with military backgrounds), councillors, labourers, bricklayers, carpenters, surgeons, “boys”, a mason, a fisherman, and a sailor (good to have one on a Trans-Atlantic voyage) and divers others. With the distribution of occupations, a successful enterprise was not a given, in fact the road was rocky.

Though this was England's first attempt at a New World settlement, the English were no strangers to the "plantation". They had experience in "planting" English and Scotch settlers in settlements in Ireland. The circumstances were both comparable and divergent. The "planted" were similarly placed in a foreign land among alien populations speaking foreign languages and following strange customs. Lines of communication with Virginia were much longer than those with Ireland, the climate was warmer and the natives of a different complexion. As an Irish-American I was surprised by the suggestion that settlers found the Indians "less terrifying" than the Irish. At first, I thought it should be regarded as an insult but, on further reflection, took it as a source of pride.

Much of the tale is predictable: illness, starvation, death, uneasy relations with the Indians and unrest within the stockade. The fascinating development is the response of the surviving settlers to their new environments. In both Jamestown and Bermuda, leaders emerged who guided their communities through their most turbulent challenges. In Jamestown Captain John Smith, he saved by Pocahontas, emerged and ruled until deposed by men of the Third Supply fleet. On Bermuda Governor Sir Thomas Gates organized the castaways to survive and escape to Jamestown.

Several themes are woven into this work. There are comparisons of Spanish and English colonial practices. Readers are invited into political studies that examine shifting commitments and loyalties and the substitution of one social contract for another as settlers are untethered from their home country and are empowered to construct new agreements to fill the authority vacuum. Examinations are made of the relative attractions of the stockade, with authority

figures and familiar customs, but often lacking the necessities of survival and the "woods", that land beyond their culture, populated by "savages" who could share their sustenance and admit deserters into their own communities which, at that time, seemed to have more of a future than Jamestown. Connections between the London theatre and the Virginia wilderness are noted.

The theme I find to be most intriguing is the concept of the Middle Ground, the land where the settlers "go native" and adopt practices suitable to the location, thereby no longer being totally European, while the Indians become dependent on European goods, thereby no longer being wholly native or masters of their own domains. We are introduced to Wahunsonacock, chief of Tsenacomoco, a region almost twice the size of England's largest colony, containing numerous satellite villages that paid him tribute. A large segment of this tome is devoted to the chess match between Wahunsonacock and John Smith in which food and tools were exchanged, spheres of influence contested, pressure exerted and native loyalties blowing in the prevailing winds. We see Smith setting himself up as a de facto "chief" commanding the respect and exacting the tribute previously given to Wahunsonacock.

Author Joseph Kelly sets out to challenge the Pilgrim "Shining City on the Hill" as the myth of America's origin with the Jamestown story that is situated along the rivers and more mud-stained than shining. In making his case he provides an introduction to the first southern English settlement in America in the early Seventeenth Century. At times I found it hard to follow when it narrative strayed into unfamiliar realms. Although stretching from English royal courts to Irish plantations to the Spanish Main to Jamestown

and Bermuda, Kelly does a nice job of weaving the story lines into a mutually supporting unit. Although this was beyond my familiarity zone, it did help expand it. *Marooned* provides a good story, thought provoking historical analysis and a window into the first permanent English settlement in America.

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Hans Joachim Koerver. *The Kaiser's U-Boat Assault on America*. Barnsley, S. Yorks: Pen & Sword, www.pen-and-sword.co.uk, 2020. xii+343 pp., illustrations, timeline, appendices, notes, bibliography, index. UK £25.00, US \$34.95, cloth: ISBN 978-1-52677-386-9.

This very interesting work focusses on the convoluted path that Imperial Germany followed until it reached its ultimate and fateful decision to wage unrestricted submarine—U-boat in German naval parlance—warfare during the First World War. The author's previously published works include a handful of critically acclaimed works on the Imperial German Navy's U-boat campaign in the First World War One. Overall, he has developed a detailed thesis and interpretation regarding Germany's U-boat policies of this era which even many general and academically trained readers will find revolutionary, if not shocking. Despite having an MA in history and working as an IT consultant, there is no doubt that he is more than aptly suited to illuminate this subject.

The attractive book jacket is presented on the new type of almost matt-lustre paper which seems to be replacing the high-gloss paper previously favoured by publishers. The volume is divided into forty-two chapters of varying lengths and its appendices actually

form the last four chapters of this work. It is profusely illustrated with well-chosen photographs but, unfortunately, many details are lost in very dark backgrounds. The same can be said for the numbers and some of the other details in the maps and charts that are presented. While there is no way of ascertaining if this is caused by the type of paper-stock this book is printed on, or the printing technology used, it definitely detracts from the overall impact of this work. Also included are a useful preface, a list of main characters, a timeline, and a table of principle measurements, end-notes and a welcome bibliography. Unfortunately, as good and detailed as the latter is, it also underlines the general weaknesses of bibliographies regarding what was listed and, more importantly, what is missing. For example, while Koerver views Germany's merchant submarine initiative in a very positive light, it doesn't list the one major general work that was published on these vessels (Dwight R. Messimer's *The Merchant U-Boat*, USNIP, 1988).

Perhaps unexpectedly, this work begins with a glimpse of the global economy and that of the key powers of the time and the general development of global trade prior to 1914. The author discusses the evolution of the submarine as a weapon of war and how several nations wanted to integrate them into their naval strategies. He agrees with most authors that Grand Admiral Tirpitz, the architect of the Imperial German Navy, was not a supporter of U-boat construction prior to the war. From here on, however, the author's perception of Germany's path to unrestricted submarine war quickly deviates from the accepted paradigm. He argues that Tirpitz became a U-boat advocate because of the Kaisers' unwillingness to risk his fleet of dreadnought battleships and battlecruisers in a pitched na-