

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.

James Gallen
St. Louis, Missouri

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-

val battle. Britain's decision to not play into Germany's hand by implementing a "distant blockade" instead of a close blockade also upset Tirpitz's battle plans for Germany's battle fleet. Consequently, Germany's only offensive naval weapon of consequence was the U-boat.

At the time, submarines were expected to comply with the rules of naval warfare as detailed in *The Hague Convention* and the rules of International Prize Law. Being forced to surface and order ships to stop for inspection exposed submarines to many dangers. Strangely enough, as the author argues, German U-boats working in the Mediterranean Sea were quite successful in carrying out this type of trade war. A certain clique within the German Navy, however, refused to believe that what worked in the Mediterranean could work in the North Atlantic. Overall, the author convincingly portrays the ebb and flow of the drive for unrestricted submarine warfare within Imperial Germany.

In general, this work this work exposes the reader to a number of seminal, if not revolutionary, interpretations of German U-boat warfare during the First World War. His main thesis is that a small group of German naval and army officers, as well as government officials, deliberately worked against the wishes of the Kaiser. According to him, they went out of their way to manipulate the Kaiser into waging unrestricted U-boat warfare, falsified data on U-boat successes, and even welcomed bringing the US into the war. It should be noted that the list of unexpected interpretations and arguments presented here is not limited to this main theme. They run the gambit from which navy first introduced the convoy system in this conflict to how close the Kaiser's U-boats actually came to bankrupting England, even

before unrestricted submarine warfare was declared.

Suffice it to say, many of the author's interpretations and arguments will challenge the accepted perceptions of the reader. Overall, this is a well-researched and convincingly argued volume. Indeed, the author's viewpoints are perhaps at least as eye opening for this topic as those that were espoused by Fritz Fischer in his work on Germany's war aims and subsequent books on Germany during the First World War. This is highly recommended work that should find its ways on the bookshelves of twentieth-century European and naval historians alike.

Peter K. H. Mispelkamp
Pointe Clare, Quebec

Margarette Lincoln. *Trading in War. London's Maritime World in the Age of Cook and Nelson*. New Haven, CT: Yale University Press, www.yalebooks.yale.edu, 2018. xxxii+291pp., illustrations, notes, bibliography, index. US \$35.00, cloth; ISBN 978-0-30022-748-2.

Here is a fresh look at the River Thames and London's maritime world in the age of Cook and Nelson, which we take to mean from the mid-1700s to the end of the Napoleonic Wars. This was an era of war, or preparation for war. The tidal river flows ceaselessly back and forth, bringing the wealth of the world to the wharves and doorsteps of London and taking at the same time and in exchange the riches of the land, in peoples, skills, foodstuffs, industrial goods, navigational instruments, and items of knowledge such as charts and books. The Thames, even yet, is a water on ceaseless change. Daniel Defoe talked about the river as a silver one, and by that he meant revenue and commerce, wealth and power. London, at the time, was