

and E-boats. Having said this, he does not include faulty intelligence prior to the Dieppe raid in 1942.

Boyd emphasizes the roles of various key individuals and provides engaging character sketches. Ian Fleming emerges as a substantial figure, an important initiator of various developments during the highly effective Admiral Godfrey's tenure as Director of Naval Intelligence. Godfrey had an abrasive side and was "curtly" dismissed after bureaucratic intrigues in late 1942. Boyd provides a balanced account of this episode but writes, "What was not reasonable was the sheer brutality of Pound's (the First Sea Lord) treatment" (517).

Almost a fifth of the book is devoted to the period between 1945 and 1989 where few individuals are singled out. Those in senior intelligence positions tended not to be in office as long as the giants "Blinker" Hall in the Great War and John Godfrey in the Second World War; published sources are also not as specific about key personalities in intelligence as they are for the years before 1945. There is also a shift in perspective as Boyd provides extensive coverage of strategic weapons systems development and the acquisition of Polaris missile technology from the US as context for intelligence issues. The capture of the Falklands in 1982 took the British government and intelligence community by surprise. The successful, long-range projection of naval power to recapture the islands was facilitated by intelligence assistance from France, the US, and Chile. "Looking Back on the Cold War," Boyd writes that good intelligence remained a force multiplier. He cites the importance of special intelligence collection by British submarines off the Soviet Union in gaining benefit for the UK from the US.

The text is supported by well-chosen photographs. Although there is no

bibliography, the endnotes provide full titles of documents and books cited. There is a useful list of acronyms and abbreviations. The narrative is a model of clarity thanks to the author's lucid writing style. With its authoritative tone, wealth of detail, wide scope, and engaging coverage of personalities and bureaucratic interactions, *British Naval Intelligence through the Twentieth Century* is a monumental achievement. This outstanding book will surely become a benchmark study of the role of naval intelligence.

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Vladimir Bogdanovich Bronevskiy (Trans. Darrin Boland). *Northern Tars in Southern Waters: The Russian Fleet in the Mediterranean, 1806-1810*. Warwick, UK: Helion & Company, www.helion.co.uk, 2019. xviii+662 pp., illustrations, maps, notes, appendices, notes, bibliography, index. US \$59.99, paper; ISBN 978-1-912866-71-7.

In the early nineteenth century, the Napoleonic Wars continued seemingly unabated. The battles in Europe resonated throughout the entire continent. Mighty sea clashes had their names written in the ink of eternity – the Battle of the Nile at Aboukir in 1798 and the Battle of Trafalgar in 1805. Less well known is the role of the Imperial Russian Navy in this time.

Besides its struggles on the European mainland, the Russian Empire was in competition with the Ottoman Empire for control over the shores of the Caspian Sea. After the first Russo-Turkish War (1768-1774), the Russians gained power in Ukraine and reached well into the Ottoman Balkans. Their goal was control of the Dardanelles, the entry to the Mediterranean. Prior to the

French Wars, the Venetian Republic owned seven islands on the west coast of Greece. After the Treaty of Campo in 1797, the islands became French. A few years later the French forces made way for the Russian and Ottoman armies. The victors founded the Septinsular – the Ionian – Republic, under Russian control and suzerain to the Ottoman empire until 1807.

In 1805, Tsar Alexander I sent out a naval squadron of six ships to bolster the Russian forces that had previously defended the Ionian Republic. The fleet set sail from Kronstadt, near St. Petersburg in Russia, across the Baltic Sea to Copenhagen in Denmark, and then on to Portsmouth in the south of England. At Gibraltar on the southern tip of Spain, the squadron headed further east; to Cagliari on the island of Sardinia, and Messina on the eastern tip of Sicily. From there, it was a short voyage to Corfu in the Ionian archipelago.

France still remained somewhat of a challenge. It was the time of the War of the Third Coalition (1803-1806); the United Kingdom, Sweden, the Holy Roman Empire, Naples, and Sicily were up against France and its allies. Russia entered the fight against France in April 1805. The war ended in a French victory and the end of the Holy Roman Empire. Peace was not to last, however, as the Fourth Coalition War broke out (1806-1807). This time Prussia joined Great Britain, Sweden, Saxony, and Russia against France. This war also ended in a victory for Napoleon. In July 1807, France, Prussia, and Russia signed the Tilsit Peace Treaty, which would last until 1810. The agreement led to the return of the Ionian Islands to French hands.

In 1806 another war erupted between Russia and the Ottoman empire. In 1807, the squadron of the Imperial Russian Navy moved to blockade the

Dardanelles Strait at the Aegean Sea, cutting off Ottoman trade between the Mediterranean Sea and its capital Constantinople. In their failed attempt to break the Russian blockade, the Ottoman navy lost three battleships and suffered about 2,000 casualties. Russian losses amounted to less than 100 casualties. It was against this background of war-torn Europe that Vladimir Bronevskiy wrote his memoirs while serving on the Russian navy frigate *Venus*. He describes the actions of Russian Admiral Dmitriy Senyavin's squadron and the infantry at his disposal in the Adriatic and Aegean Seas between the years of 1805 and 1810.

This translation could have done with better proof-reading and editing. Another improvement would have been a map with the voyages, along with indicating the various countries and ports, etc. This work has 112 chapters, describing voyages, ports, islands, naval actions, the flow of winds, the different cultures, political and social ideas, and the customs Bronevskiy encountered, the day-to-day life at sea; in all, a sometimes mindboggling array of subjects. Nevertheless, *Northern Tars in Southern Waters* is a fascinating read.

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Paul Brown. *Abandon Ship. The Real Story of the Sinkings in the Falklands War*. Oxford, UK: Osprey Books, [www.ospreypublishing.com](http://www.ospreypublishing.com), 2021. 320 pp., illustrations, maps, appendix, notes, bibliography, index. UK £20.00, US \$25.00, CDN \$34.00, cloth; ISBN 978-1-4728-4643-3.

The Falklands War of 1982 was the first post-Second World War conflict fought between near peer defence forces in the missile age. Casualties on both sides