ful. Readers looking for an account of the personal loss resulting from a maritime disaster, and the broader affects it has on society, should probably look elsewhere.

Turret versus Broadside: An Anatomy of British Naval Prestige, Revolution and Disaster 1860-1870 provides something for students in several historical disciplines, though it may not satisfy students searching for a specific historical perspective. While some may find it too technical and non-narrative, it offers a useful perspective for examining events of the late-nineteenth century, and the effects of the rapid technical innovations that were taking place at that time. The author does not advocate for either side of the debate, but leaves it to the reader to decide which school was the correct one.

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Gareth Glover. *Nelson's Navy in 100 Objects*. Barnsley, S. Yorks: Frontline Books, www.frontline-books.com, distributed by U.S. Naval Institute Press, 2021. 301 pp., illustrations, notes, index. UK £25.00, US $49.95, cloth; ISBN 978-1-52673-132-6.

Gareth Glover, whose primary focus has been the land side of the Revolutionary and Napoleonic Wars, has gathered images of 100 artifacts, paintings, drawings, and maps to illustrate the Royal Navy during the era. As the ultimate naval icon of the age, Horatio Nelson centres the book. This is the author's fourth publication of a book of 100 objects, the other three concerning the Battle of Waterloo, Napoleon, and the Duke of Wellington. It is a high-quality book with a shipload of stunning images.

The book begins with a basic biography of Horatio Nelson, touching on his life, early years at sea, his notable battles and injuries, his death and funeral. His reputation was a standard for other naval officers of the time and many, indeed, rose to the challenge, performing their duty for country nobly and with great effect. After the brief bio, the author sets about laying out the stories surrounding the objects, dealing with entities like the Admiralty, the Royal Ordnance Department, the Navy Board, and the Transport Board. Glover discusses ship construction, sails, and sail handling, ship maintenance, innovations during the period and, at the end, the ultimate fate of several key ships (*Foudroyant*, *Clyde*, etc.). Over the course of the book, he also covers all the ranks from admiral to landsmen, discipline, punishment, mutiny, and naval engagements. He touches on most, if not all, essential areas of the Royal Navy in the era of Napoleon and Nelson.

While some related topics are somewhat clustered together, others are spread across the volume. For example, the administration of the navy is found in the first few entries, while information about ships and their operation – from different rates, to masts, copper sheathing, and armament – constitute many of the first 40 items. The issue of dock yards, however, is spread throughout the book, as is information on sailor health, food, and mortality. The scattering of related items does beget some repetition of information.

The text does contain some factual errors. After the Battle of the Nile, Glover writes that Nelson recovered from his head wound in Sicily, but his first stop was in Naples with Emma Hamilton for three months before taking Emma and the royal family of Naples to Palermo (10). The author suggests that Nelson's state funeral included "hundreds of river boats" escorting his remains from Greenwich to St Paul's Cathedral (11). While his body was carried along the Thames from Greenwich to the White-

hall Stairs near the Admiralty, it was carried the next morning on an elaborate funeral carriage from the Admiralty to St Paul's in a lengthy procession through the crowded streets of London. He writes about the practice of "starting," where a boatswain or his mate hit a seaman with a short length of rope or stick to move them along faster in their task but does not note that it was forbidden by the Admiralty in 1809 (118-119). Though forbidden, it, in fact, continued, a point of contention for the sailors and the Admiralty. Glover states that when Bermuda's dock yard was completed it provided the West Indies with "first class facilities," yet ships needing major repairs were still sent to Halifax where the harbour was the largest on the North American and West Indies Stations (208).

But these are minor issues and not this reviewer's main concern. What the text lacks is any citation of the source of the information. There are no footnotes or endnotes, or a list of readings from which the information was extracted. There is not even a list of books that a reader of this volume might wish to peruse if interested in learning more about the navy between 1793 and 1815. To really learn about Nelson's navy one must read many other sources, to which this one, unfortunately fails to connect people.

On the other hand, this book is primarily a visual experience. There are a total of 142 images, with five concerning the Battle of Trafalgar, twelve on Nelson himself, and thirty-two involving HMS *Victory*. The rest cover the various topics just noted above. The images are reproduced in high quality on heavy stock resulting in a visually rich book. The author's goal was to give the reader, perhaps viewer would be more appropriate, a sense of the sailor's life experience in their various environments and those which supported the ships at sea. The images certainly contribute much towards this goal.

Particular images of note include: the cross section of HMS *Victory*'s mast (44, which one is not stated) where we see the use of six different large timbers worked together, with several additional smaller timbers as fill, to constitute the needed diameter of the lower mast. It is very impressive, informative, and an uncommon image. The photographs of the remnants of this age of sail, from HMS *Trincomalee* in Hartlepool (84, 234), to the prison hulks at Plymouth (230), and those of the last survivors of Nelson's era (291-295) are impressive. Images of the various land facilities and harbours, often written about but seldom depicted, are an important addition (i.e. an aerial view of the Royal Naval Hospital, Great Yarmouth (23); the Royal Naval Academy, Portsmouth, (142); the naval base at Bermuda (207 & 223); and the Admiralty House, Trincomalee, India (245).

The image titled "A contemporary drawing of a 74 and a brig, showing their relative size," (90) is not as clear, being more of an illustration of two very different types of ship. The photograph of the naval gun at Fort Erie, Ontario, is a singularly remote source of a long gun picture, given the number of examples contained on HMS *Victory* alone.

The one major issue with the images is that their sources are not identified, either with the image or in some separate section. As with the text, if a reader (viewer) wanted to know where the original image is held there is no way to find out. Certainly, a good number are Glover's own photographs of the place, or object, but the reproductions of the paintings and many artifacts are most likely not his work. Either way, it is convention to cite the source of the image. I cannot help but think that the museums, art galleries, and historic site managers would want their organization recognized by a credit line or at least an

acknowledgement.

The problem of no citations of factual or pictorial sources renders the book less useful to people seeking to learn about the Royal Navy of the French Revolutionary and Napoleonic period. But they are not really the intended audience. This book is for those wanting just an overview of the subject and era. It is the kind of volume found in museum shops and on public or school library shelves. Someone whose interest in maritime history is beginning to appear might benefit greatly from this book.

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John D. Grainger. *The British Navy in the Caribbean*. Rochester, NY: Boydell & Brewer, www.boydellandbrewer.com, 2021. 279 pp., maps, illustrations, notes, bibliography. UK £75, US $130.00, cloth; ISBN 978-1-78327-589-2. (E-book available.)

John D. Grainger, an independent scholar and former teacher, is a prolific author with over two dozen books to his credit. He is especially at home in the realms of ancient and maritime history, with titles like *Hellenistic and Roman Naval Wars* (2011), *The Rise of the Seleucid Empire* (2014), and *The British Navy in the Mediterranean* (2017) to his credit. Lucid treatment of the broader strategic background as well as quotidian tactical details distinguish his work, and the prose flows easily.

Not surprisingly, Grainger's latest book, *The British Navy in the Caribbean,* is a solid presentation of a subject heretofore treated as a sideshow to the Royal Navy's better-known activities in the Mediterranean and Atlantic. According to Grainger, Britain's earliest Caribbean ventures were more along the line of informal piratical and privateering enterprises against Spanish interests than sanctioned government fleets. These included three forays by John Hawkins between 1562 and 1568. Hawkins ferried enslaved Africans into previously inviolate Spanish Caribbean colonies and found ready markets among the labour-starved Spanish planters. During his last voyage in 1568, he and Francis Drake got into a desperate harbour fight at Veracruz and were fortunate to escape with their lives. Despite Hawkins' near ruin, the pattern for future Caribbean scuffles had been set: "Spanish control of the mainland and of the larger islands, including Florida, a position which was to be defended," and English trading/raiding trips and the seizure and settlement of smaller islands ignored by the Spanish (22).

Grainger makes it clear that none of these trading/plundering voyages posed a serious risk to overall Spanish hegemony in the region. Europe remained the focus for both the English and the Spanish royal courts, and the two sides soon informally agreed that Caribbean scrapes should not lead to a broader war. This was an admirable piece of *realpolitik,* soon codified in the 1604 peace treaty that ended the Armada war. It became known as "no peace beyond the line" (45). The "line" in this case really meant lines, referring to the Tropic of Cancer to the south and the longitudinal line running west of the Azores. Anything south of the Tropic and west of the Azores line was fair game. Since the Tropic of Cancer skims the northern coast of Cuba, this area included the entire Caribbean Sea.

During the early seventeenth century, the English managed to take and settle a number of unoccupied or lightly settled islands, including Barbados, Antigua, Nevis, and Montserrat. Grainger declares that once these islands began producing goods for English markets, their protection and that of the merchant