

erations, and intelligence.

While the authors do justice to Auguste and Jacques Piccard's seminal roles in the design and construction of the first bathyscaph, the book's emphasis is on the further development and use of *Trieste* after it was purchased by the US and under the control of the Naval Electronics Laboratory in San Diego. In the years following its acquisition, *Trieste* and the two vessels developed from it, all carrying the same name, made over 300 dives to carry out the objectives of various programs and operations, some only recently declassified. A number of these dives are described in the book, with interesting details about obstacles and challenges the mariners faced, and how they dealt with them.

The authors mention many officers, personnel, scientists, and civilians involved. The writing is not heavily technical or jargoned; a list of abbreviations and a list of US Navy Ship/Submarine/Submersible designations are helpful. Overall, I found the work to be an objective biography of a particular series of specialized vessels – and of their involvement in exploration, intelligence, and military operations.

Perhaps the book's biggest strength is in showing how the success of the program depended on the knowledge, skill, resourcefulness, and courage of many individuals, and on the support ships and their officers and crew. A foreword by Dr. Don Walsh, the officer-in-charge of the bathyscaph *Trieste* on the 1960 record-setting dive, adds valuable historical perspective.

The *Trieste* Program, costly to maintain, was retired in 1983. In a brief postscript, the authors bring the readers forward to 2019, summarizing the continued use of submersibles, mostly unmanned, for military defense, commercial, and scientific agendas. Presumably, there are classified projects that have evolved from *Trieste's* experiences, in

progress. In the civilian sector, American adventurer Victor Vescovo, using private funding, is setting new records at the helm of his own deep submersible. On his personal quest, Vescovo pays homage to the engineering and operations pioneered by the people behind the three bathyscaphs *Trieste*. At this writing, Fabian Cousteau, Jacques Cousteau's grandson, is building *Proteus*, a nonprofit marine laboratory billed as an international *inner* space station, just 60 feet beneath the waves, off the coast of Florida.

Linda Collison  
Steamboat Springs, Colorado

Stephen Roskill. *The Secret Capture: U-110 and the Enigma Story*. Barnsley, S. Yorks: Seaforth Publishing, www.pen-and-sword.co.uk, 2020. (Originally published 1959.) 176 pp., illustrations, maps, index. UK £10.99, paper; ISBN 978-1-52678-178-9. (E-book available.)

Capturing an enemy's intelligence tools has been an aim of military forces since the beginning of warfare. In the Second World War, the German military's prime tool for transmitting and receiving messages was the Enigma machine – a device which slightly resembled a typewriter but had plugs for settings and wheels containing letters and numbers inside. The Germans had codebooks to advise the recipient of an encrypted message of the proper settings of the plugs and wheels. Poland had photographed the wiring and wheels of an early Enigma machine in 1929 and learned more about Enigma in 1931. The information gathered then was shared with the French. Over the next few years, the Polish military intercepted many German messages. During summer, 1939, before the German invasion of Poland on 1 September of that year, the Poles

turned all they had on Enigma over to the British and French. This was helpful to the British, but as improvements were made to Enigma, it was clear that the codebooks associated with Enigma were needed. This is why the story of the capture of German U-boat U-110, told first by Roskill in 1959, was so critical to the Allied effort to combat the German anti-shipping submarine offensive.

The basic story is simply told. In May 1941, British convoy OB.318 was attacked twice by four German U-boats, U-94, U-110, U-201 and U-556. In the second attack, on 9 May 1941, U-110, commanded by U-boat ace, Captain Fritz-Julius Lemp, was forced to the surface. The submarine's crew was quickly captured, although Lemp was never found. (He may have drowned in the sea, although at least one source suggests he was killed by the British.) A boarding party from one of the escorting ships, HMS *Bulldog*, went into U-110, and seized items, including an intact Enigma machine and associated codebooks. Those last two items were an intelligence coup, as their capture enabled the Royal Navy to read the German Navy's codes for some time and lessen shipping losses. *Bulldog* attempted to tow U-110 to Great Britain but the submarine sank on the way.

This slim volume (156 pages) is a fine account of a battle which proved so helpful to the British during the critical years of the Second World War, when Britain stood alone. (It was not until 22 June 1941, that Germany invaded the Soviet Union, thus bringing in that country to Britain's side. The Japanese attack on Pearl Harbor, Hawaii Territory, USA, on 8 December 1941, finally drew America into the war on Britain's side. But, in May 1941, Britain's only support was the Commonwealth nations.) Winston Churchill himself admitted that, throughout the war, the only thing

that terrified him was the likely success of German submarine warfare. German success in that realm could have starved the UK into submission.

*The Secret Capture* consists of nine chapters, a foreword, acknowledgements, and an index. A new introduction and foreword were added for this edition. Barry Gough, one of Canada's distinguished military historians, wrote the new foreword and Charles Baker-Cresswell, son of convoy OB.318's commander, added the introduction which offers valuable information about his father's personality and command style. The book contains a relevant photograph section plus several diagrams showing the position of the convoy ship, and the routes of the various ships involved, including the U-boats. Roskill, who passed away in 1982, authored the Royal Navy's official history of the Second World War. His writing was clear and the diagrams and photos are helpful. The photo of Lemp is noteworthy – he is shown wearing the white U-boat Captain's cap and a Knight's Cross around his neck. The British boarding party found these; the cap is now in the possession of the Imperial War Museum while the Knight's Cross was given to Lemp's family in 1958.

This book was written for two reasons: first, to record the battle which resulted in the capture of an Enigma and related codebooks. For reasons of security, the news of the Royal Navy's capture of those items could not have been released to the general public. The second reason is less obvious: to correct the record. In June 1944, the US Navy captured U-boat U-505 and towed it to Bermuda. After the war, U-505 was towed to Chicago, Illinois, by way of the St. Lawrence River and the Great Lakes. It was the US Navy's first capture of an enemy ship since the War of 1812. The capture was greatly publicized and U-505 remains on display today at Chi-

cago's Museum of Science and Industry.

Due to the publicity surrounding U-505, Roskill wrote *The Secret Capture* to tell the world that there had been many other captures of enemy submarines before U-505's capture. The first chapter of Roskill's book relates the capture of ships throughout the ages and the second chapter shows that the Royal Navy and its allies captured many enemy submarines throughout the Second World War – although none survived to be put on display.

Roskill's book is a fine account of a battle which helped the Royal Navy at a critical time. It is recommended.

Robert L. Shoop  
Colorado Springs, Colorado

Mariano Sciaroni. *A Carrier at Risk. Argentinian Aircraft Carrier and Anti-Submarine Operations against Royal Navy's Attack Submarines during the Falklands/Malvinas War, 1982*. London, UK: Helion and Company, www.helion.co.uk, 2019. 72 pp., illustrations, maps, tables, notes, bibliography. US \$29.95, paper; ISBN 978-1-911628-70-5.

*A Carrier at Risk* is the fourteenth installment and first part of Sciaroni's contribution to the *Latin America @ War Series* that covers Argentine anti-submarine (ASW) operations in the Falklands/Malvinas War. This was the lesser-known hot war fought between Argentina and the United Kingdom at the height of the Cold War between the United States and Soviet Union. In response to what the Argentine military junta thought would be a *fait accompli* (an irreversible action or done deal) by invading the Falkland/Malvinas Islands, the United Kingdom countered with the largest naval task force seen since the Second World War. This brief, fierce war that pitted two countries with western technology and tactics against each

other has been studied in depth by allies and adversaries alike. While much has been written about the amphibious operations, air attacks, and of course, the infamous attacks on both the Royal Navy destroyer, HMS *Sheffield*, and Argentine battle cruiser, ARA *General Belgrano*, little has been revealed about how the Argentine Navy conducted anti-submarine warfare, until now.

This book covers the harrowing tale of how Argentine anti-submarine aircraft and helicopters protected their carrier, the ARA *25 de Mayo* from Royal Navy submarines in a deadly game of cat and mouse. Historians argue that after the Royal Navy sunk the *General Belgrano*, Argentina immediately withdrew all her naval forces out of fear to preserve a "fleet-in-being" concept to maintain regional credible deterrence. Sciaroni, however, offers a different narrative. He suggests that the *25 de Mayo*, Argentina's sole aircraft carrier, did not immediately withdraw; rather, she and her escorts continued their hunt for the Royal Navy submarine force.

Using British and Argentine archives, Sciaroni paints a full picture of Argentina's anti-submarine operations in the days leading up to the sinking of *General Belgrano* and after. Using old S-2E Trackers and H-3 Sea King helicopters with antiquated acoustic processors and tactics, the ASW squadrons protected *25 de Mayo* against the five British nuclear submarines and a single diesel submarine patrolling the Malvinas/Falkland Islands. Sciaroni juxtaposes the Argentine ASW assets against American ASW assets in order to show how the Argentines succeeded in the Herculean task of protecting their sole carrier. A typical US Carrier Battle Group ASW response would have been comprised of squadrons of ASW helicopters and fixed-wing aircraft, five to eight escort frigates and destroyers, one to two nuclear submarines, and the