

hearts and minds of our own countrymen. Ah! The thrilling moments of those halcyon days.”(143)

Both *Monitor* and *Virginia* became models for their respective navies. Iron-armoured rams built on existing hulls would be the formula followed by Confederate naval architects seeking to overcome by technology their inferiority in numbers, while swarms of monitors would overwhelm Confederate forces.

Time was unkind to both vessels, neither of which would survive 1862. After being forced up the James River and being lightened to the extent that its wooden hull was exposed, *Virginia* was blown up to prevent its capture on 11 May 1862. *Monitor* floundered in a squall off Cape Hatteras, North Carolina, on New Year’s Eve.

This book is chronologically organized into chapters that cover the events of a few hours or days. The text is supplemented by pictures of individuals referenced, battle scenes and ships, including their blueprints and machinery. The images and the author’s note of their inaccuracies aid the reader to visualize the tales being told. The Suggested Reading is more detailed than most bibliographies in that it provides both the identification of the book but also a descriptive paragraph and a picture. The appendices on Touring the Battlefield, Civil War Ironclads and The US Monitor Center at The Mariners’ Museum and Park aid those desiring to explore the vessels’ legacies. The Order of Battle is a valuable addition but an index would be helpful.

Overall, *Unlike Anything That Ever Floated* is a short but informative read for anyone interested in that moment in history when wood gave way to iron as the standard in naval construction or in the Civil War in which it occurred.

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Kylie A. Hulbert. *The Untold War at Sea: America’s Revolutionary Privateers*. Athens, GA: University of Georgia Press, www.books@uga.edu, 2022. 240 pp., illustrations, notes, bibliography, index. US \$114.95, cloth; ISBN 978-0-8203-6070-6. (E-book available.)

Bold statements require bold measures or evidence to support them, especially in the face of contradictory data. Regarding privateers during the American Revolution, Kylie Hulbert writes, “Nevertheless, these seafarers’ story remains largely untold, eclipsed by the Continental army and navy, militias and minutemen, Founding Fathers and mythical heroes of the Revolution, *until now*” (3) (author’s emphasis). A bold statement indeed for a monograph that is an addition to a not unsubstantial list of maritime, naval, and privateering literature.

Privateering, the procedure that allows individual citizens on privately armed and supplied vessels to make war at sea against an enemy of a nation, has been a feature of maritime peoples since the rise of the early modern state. The mixture of capitalism and patriotism created the potential to build a fortune without the requirements of military hierarchy, discipline, or long service contracts. Contrarily, those who participated in such risky ventures could potentially find themselves in positions where the state had no means to protect them, leading to their ultimate demise. Privateers were both predator and prey. American mariners had to navigate such tricky waters balancing risk and reward during the Revolution.

Five chapters sandwiched between a short introduction and shorter conclusion make up this book. The first chapter deals with the political background of privateering as well as the steps to commission, fit-out, and crew a vessel. The second chapter examines the life of a privateer on the wider Atlantic. The next chapter moves on to the chase for prizes and the issues involved with keeping them. This theme is juxtaposed with the idea of becoming prizes themselves, that is to say, prisoners. The fourth chapter concerns the legalistic aspects of a prize that could either confirm or strip privateers of the fruits of their labours. While the final chapter explores the perceptions and legacy of privateers, who were both praised and pilloried in their time and after. This seems a fairly standard treatment of the subject.

Hulbert's text is well written, eminently readable, and confined to a manageable 182 pages. There are seven black and white images – three portraits and four historic documents – that should be familiar to any student of privateering. Copious notes, a healthy bibliography, and a solid index will be of assistance to any reader that wishes to dive deeper into the subject. The research is well documented in this volume. As the subject of this book spans the wider Atlantic world, a map to assist orienting the reader to the multiple places referenced might be appreciated.

Much of the information presented comes from logs of privateers and letters of those concerned with the activity. These sources add an immediacy to the subject that allows readers to view those who participated in privateering as they were. This visceral connection to the past is occasionally juxtaposed, however, with such anachronisms as discussing “African-Americans” (52) and their habitations on Martinique. More suitable and historically accurate terminology is used elsewhere in the text.

In presenting the apparent negative legacy and perceptions of American privateering by foreigners, this reviewer found it an interesting choice to supply the British point of view. It is unsurprising that the British would not think highly of these brave Americans. Words of condemnation from the French and Spanish are another matter. Instead, the material presented from

these foreign powers is generally from before they joined the war against the British, at which time their damnations magically disappeared. Lack of recognition of this evident political reality diminishes the sub-thesis that privateers' legacy was damaged in the post-war period. Although that may be the case, more appropriate evidence should be offered to make that argument. These limitations may not be readily apparent to a casual reader, but to those with knowledge of the subject they may be irritants. Then again, better editing may have caught such marked concerns.

Does Hulbert expose the reader to "untold," stories or new ways to view privateering during the Revolution as intimated in the introduction? On that account, this reviewer would tend to report on the negative side of the ledger considering the quantity of literature available on the subject. That said *The Untold War at Sea* is a workman-like monograph that is well written, easy to digest, and informative. This book should make a fine introduction to those with an initial curiosity about privateers or maritime aspects of the American Revolution. Readers who are familiar with the subject may wish to tuck into something more substantial. I am, however, keeping a copy on my book shelf.

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John Johnson-Allen. *'Rosy' Wemyss, Admiral of the Fleet. The Man who created Armistice Day.* Dunbeath, UK: Whittles Publishing, www.whittlespublishing.com, 2021. 256 pp., illustrations, notes, bibliography, index. UK £17.99, paper; ISBN 978-184995-485-3.

This is an interesting, but odd, biography concerning the life of Admiral of the Fleet Rosslyn 'Rosy' Wemyss (pronounced Weems), who played a significant, but often forgotten role, as a senior British naval officer during the First World War. The content and context is blatant hagiography; bordering on sycophantic hero worship which at times becomes annoying due to the book's one-sided use of sources (including books written by Wemyss himself and his wife), and heavy over-reliance on quotations from others. Even the title is misleading — while Wemyss was the Allied Naval Representative, at the Armistice deliberations in early November 1918, to state he created Armistice Day is a very long bow to draw indeed!

Wemyss certainly had a distinguished naval career commencing in 1877 as a 13-year-old cadet at Britannia Royal Naval College. He was of Scottish ancestry (Clan Wemyss) from Fife and part of the Scottish aristocracy. As luck would have it, Prince George (later King George V) was one of his friends at the college and they later served together in HMS *Bacchante* as midshipmen. This linkage to the royal family certainly assisted Wemyss' career and he