

Plokhly asserts a relevance for today when nuclear limitation treaties are being cancelled and the world may be spiraling into a danger zone more treacherous than that of 1962. “Nuclear Folly” is great history and a warning for our time.

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Andrés Reséndez. *Conquering the Pacific: An Unknown Mariner and the Final Great Voyage of the Age of Discovery*. New York, NY: Houghton Mifflin Harcourt Publishing, www.hmho.com. Distributed in Canada by Raincoast Books. 2021. 304 pp., illustrations, maps, notes, bibliography, index. CDN \$40.00, US \$28.00, cloth; ISBN 978-1-328-51597-1. (E-book available.)

The Treaty of Tordesillas in 1494 deftly divided the right of possession of newly discovered lands outside of Europe between Spain and Portugal along a line to the west of the Cape Verde Islands. The Treaty of Zaragoza 1529 would extend it into the Pacific long its antemeridian, thereby, allowing Spanish vessels definitive protected entrance into the Asia trade which the Portuguese had previously entered by rounding Africa and crossing the Indian Ocean. Before they could begin to exploit these claims, Spanish mariners had to figure out how to cross the vast expanse of the Pacific going west from their holdings in the Americas and then return eastward. Multiple attempts were made, and multiple attempts failed before Andrés de Urdaneta and the *San Pedro* successfully arrived in Acapulco on 8 October 1565, having sailed east from the Philippines. Urdaneta was surprised to discover, however, that the small *San Lucas* under Alonso de Arellano, which had set sail from Mexico in 1564 with the *San Pedro*, had already completed such a voyage a few months earlier. Not wanting to lose the prestige of being the first to complete such a voyage, and incredulous that a dispatch boat could truly cross the Pacific twice, Urdaneta used his political connections (including Miguel López de Legazpi, the expedition leader) to embroil Arellano in an inquiry into his behaviour. While the inquiry was never conclusive, the controversy combined with Urdaneta’s superior maps and charts ensured that historians have traditionally ignored the voyage of the *San Lucas* and her Afro-Portuguese navigator, Lope Martín.

Reséndez ambitiously seeks to not only restore the rightful place of Arellano, Martín, and the *San Lucas* alongside their more lauded compatriots, but provides an overview of the wider history leading up to the Spanish “conquering” of the Pacific. To achieve this broad goal, he begins the book with a detailed history of the development of the Pacific region as a whole, including not only the Americas, but the innumerable islands which lie within

its vast space, and the slow migrations of flora and fauna across the waters of the Pacific and the Atlantic. This is followed by a general history of Spanish-Portuguese relations, particularly how they initially divided the explorable world from the perspective of the Atlantic, before eventually finding themselves needing to expand those demarcations across the Pacific as well. Of particular prolonged concern for the Spanish, he notes, was their frustration in trying to find the paths of currents that would allow them to return from Asia to the Americas, thereby, allowing them to remain on their side of the boundary lines.

Once they determined that the best course of action would be to make an attempt from the western shores of Mexico, it took approximately half a decade for a fleet of four ships to be assembled secretly in the small port of La Navidad. Their crews were intentionally drawn from the far corners of the Spanish Empire, instead of being hired locally, and included not only the Portuguese Martin, but sailors of Spanish, French, and Italian origin. This multinational crew highlights not only Spain's vast empire at this time, but the mercenary nature of many sailors during the Age of Discovery. Further, it foreshadows the eventual opening of the 'Spanish Lake' as the knowledge which was gathered during this voyage and countless others like it could not long be contained by even the most powerful of states.

In recovering the story of Lope Martin and the *San Lucas* for a broader audience, Reséndez has done a distinct service, not only for the history of the Pacific and the Maritime World, but for the history of minorities in the sciences. Lope Martin's story of struggling to master the artful science of seamanship and navigation before proving his worth by successfully guiding his small ship back across uncharted routes can be said to be nothing but a triumph. While he most certainly was not the only person of colour who was engaged in the navigation of the Pacific for European powers, his was still an important contribution which now cannot be denied.

While the general flow of the book might drag at times, particularly when going into stringent detail on the history of the study of currents, or the migration of flora and fauna, the author's thorough research must be commended. Reséndez is demonstrably passionate about the story of this "Last Great Voyage of the Age of Discovery" and his enthusiasm is often more than sufficient to get the reader through any slow points. Readers of both the scholarly and general bent will find the central story of this book to be compelling, while the mysterious lack of a definitive end for Martin is nothing if not tantalizing for those who enjoy the potential of future research topics. Regardless of how they approach this book, readers will be unable to avoid a growing realization that much of the Age of Exploration was not about what an explorer knew, and when, but whom they knew, as the power of perception often could outweigh basic fact.

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John Roberts. *The Battlecruiser Hood: Anatomy of the Ship*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2020. (Originally published 1982.) 128 pp., illustrations. US \$24.00, CDN \$32.50, paper; ISBN 978-1-47284-606-8.

This work is the new Osprey reprinting of John Robert's revised 2001 edition of his 1982 entry into the *Anatomy of the Ship* book series, covering the famed Royal Navy Battlecruiser HMS *Hood*. Etched into public memory as the ship that exploded with a near total loss of life during the hunt for *Bismarck*, *Hood*'s construction occurred before the full breadth of knowledge gained from the Battle of Jutland was fully understood, leaving her flawed, despite several revisions to her design. Her relative newness also lowered her position on the queue for reconstruction and overhaul, seeing the ship serve "without major improvement despite her known defects" (7). Robert's technical drawings and detailed rendering of ship spaces allows for a visualization of *Hood* on a level often not achieved, allowing for a better understanding of her construction and arrangement in the decades leading up to her eventual destruction.

The work is nominally divided into three sections, with the 'Introduction' serving as the primary textual analysis section, covering the origins of the *Hood*'s design, the changes made during construction, a service- history timeline, her loss, and relevant analysis for each of the later drawing sections. Tables are included with proposed and actual design particulars, along with data on displacement, stability, protection, armament, fire control, and equipped boats. Some interesting comparative analysis is laid out in the drawing-related texts, such as comparing the unique modifications of the 15-inch MK II guns compared to their Mk I forbearers, the armor effectiveness of the *Hood* versus the earlier *Queen Elizabeth* class, and the functionality of the non-standard geared Browns Curtis turbines installed aboard the *Hood* (12, 13, 16). Finally, a detailed listing of 1920 to 1941 modifications to the *Hood* rounds out the analysis. This is followed by a brief photographic section with exterior shots and some interior views of ship, with notes in the descriptions pointing out details and modifications visible in the images.

The main body of the work is naturally the drawings. Covering 93 out of 127 pages, these scale renderings are subdivided into 12 sections, descending in level of detail from the overall general ship arrangement to individual pieces of machinery, armament, and fittings. As stated on the section's opening page, the scale of the drawings varies based on what is being depicted, primarily in divisible scales from the General Arrangement's 1:600 to offer the best