

for its continued growth and influence in subsequent decades. Jackson's recognizance of the navy as a vital element of national power and ongoing expansion were demonstrated by the organization's revivification and his administration's efforts to actualize and employ the sea service in pursuit of American expansion.

On Wide Seas is a carefully articulated and argued book, and advocates clearly for the key role Jackson played during the Navy's transformation, and more broadly to a naval revitalization. Berube makes innovative use of complex primary source material such as court martial records to show Jackson's perspective on organizational discipline, yet also manages a wide survey of naval and executive branch documents and secondary sources throughout the work. Any treatment of this often-ignored period would have been welcomed, yet Berube has penned a truly compelling volume that sets a high standard. For those interested in a revolutionary take on Jackson, students of naval history looking to bolster their knowledge, and lay readers alike, *On Wide Seas* merits a place on the must-read list.

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John Bingeman, Paul Simpson, and David Tomalin. *The Wrecks of HM Frigates Assurance (1753) & Pomone (1811): Including the Fascinating Naval Career of Rear-Admiral Sir Robert Barrie, KCB, KCH (1774-1841)*. Oxford, UK: Oxbow Books, 2021, xiv+141 pp., illustrations, maps, notes, bibliography, appendices, index. US \$65.00, hardcover; ISBN 978-1-78925-637-6. (E-book available.)

Bingeman, Simpson, and Tomalin have written four narratives into one book. The volume covers the wrecks of two frigates, some 58 years apart, in roughly the same spot, the underwater archeological exploration and recovery of artifacts from the wrecks, and a biography of Sir Robert Barrie, who commanded the second lost ship. A slim volume at 141 pages, it does pack quite the information punch.

Work on the book really began in 1969 when the wreck of HM Frigate *Assurance* was discovered, resting in the waters at the base of the Needles, a three-peaked group of rock pillars standing out of the ocean, at the western end of the Isle of Wight. Local diver, Derek Williams, decided to locate and explore the wreck of HM Frigate *Assurance*, which he found on his first dive. As the *Assurance* wreckage was explored, it became apparent a second ship (*Pomone*) was spread across the same area. During the next forty years the site of both wrecks was thoroughly surveyed and artifacts collected.

The authors first describe the 24 April 1753 wreck of *Assurance*, caused by its striking the Goose Rock, which lay just north east of the Needles. Despite the fact that the rock was uncharted at the time, the ship's master was still held responsible. Salvage had been done on the wreck in the days following its loss. Much was removed from the ship, but some material (mainly items below deck which was submerged and inaccessible) drifted to the bottom as the ship broke apart over the course of the following week. The cannons, shot, and iron ballast had interacted with the areas chalk rock creating a "ferrous concentration" of rock, iron, and coins. Coins from Mexico, Spanish-American coins, and half a grindstone were among the interesting finds displayed for twenty years in Portsmouth's Royal Naval Museum. This section of the book holds an interesting description of the primitive diving device used to send men down to the wreck to salvage items, including the cannon barrels, weighing as much as 1½ tons each.

Assurance receives the least attention of any aspect covered in this book (just 17 pages), due largely to a lack of information on its commanding officer and the ship itself. Its role in the book seems to serve as the avenue to *Pomone* and Robert Barrie.

Though a lot was salvaged from the wreck of *Pomone* before it went to pieces, much was left along the seabed. The work of recovering items was conducted mainly by members of the Portsmouth Royal Sub-Aqua team. A series of detailed site surveys were done by the Maritime Archaeology Trust and three professors from the University of Southampton.

Among the items described in the text are the ship's carronades, gunlocks for the guns, cannon balls, wadding, cooper's tools, a custom-made lead apron to protect the gunlocks and powder on the carronades, grenades, fuses, copper sheathing for the hull and copper spikes, the ship's rudder pintles, spikes, parts of *Pomone's* chain pump, and a sheave and coat from one of the ship's blocks for the running rigging. It is with this last artifact that the authors resort to numerous images of various sized and shaped sheaves and coats from other wrecks (most notably that of *Invincible*, 1785) to explain the nature of these mechanism. There are personal items as well, including artifacts from the ship's surgeon and a clasp from an officer's sword belt.

Archaeologists will appreciate the use of the buttons, military badges, and various coins to locate personal possession and secure the identity of the wreckage fragments. Dating the type of military badge, naval button and different nations' coins facilitated the dating of wreckage found around the item. An ingenious technique, it also gave insight into the personal collecting of mementoes by the sailors as they travelled through the Mediterranean.

The story of Robert Barrie is covered in three unequal chapters (thirty-five, thirteen, and two pages respectively). The longest, most richly told first

chapter covers his early life and career through the command of *Pomone*, its loss, and his court martial. Barrie's entry into the navy was typical for the era – patronage from his uncle Admiral Alan Gardner led to the beginning of his career. In those early years he used his patrons to move between ships. He nurtured relationships that could or would lead to stronger patronage throughout his career. One was the relationship he established with Thomas Pitt, 2nd Lord Camelford, the nephew of William Pitt, a very powerful ally to have. Camelford's reckless and violent life matched Barrie's own rebelliousness and financial carelessness. Camelford's death in a duel, appears to have shaken Barrie into reforming his life. Going forward, his career represents one of the finer naval careers, though not as illustrious as Sir Edward Pellew, Sir George Cockburn, or Sir Sydney Smith. Barrie played an active role in blockading the French at Toulon, protecting British merchant ships from French privateers, and capturing French merchant ships in the Mediterranean and off France's Atlantic coast.

Pomone was wrecked due to an error by the ship's master, who misread the lighthouse at the Needles as that of the mainland's Hurst light. Steering a course south of the light put *Pomone* on a course to strike the west end of the Isle of Wight. Only at the last minute did Barrie perceive the error and attempt to weather the treacherous rocks, which failed as the ship's hull was holed on the submerged Goose Rock. Firing guns and rockets the ship's crew attracted the attention of Yarmouth's pilot boats which reached the vessel in five hours. Most of the crew took to the ships' boats while the officers and a few sailors stayed aboard the sinking frigate to salvage what could be saved. The ship broke in two and disappeared over the next month. The court martial ordered the master to be severely reprimanded and a drunk sailor lashed, while acquitting Robert Barrie. His next vessel was the 50-gun *Grampus*, a far slower vessel than *Pomone*, the ship and crew he would hold in the highest regard the remainder of his life.

The following chapter covers his career through the War of 1812, serving on the 74-gun *Dragon*. The only reason given for the war was the British blockade of American trade with Europe. The key issues of America's rejection of the British pressing American sailors into their navy ("Sailors' Rights") and the American desire to quell the North American Indigenous tribes supported by the British to facilitate American westward expansion, are not mentioned. The authors rely on transcriptions of letters Barrie wrote to his mother, from the collection held at the David Rubenstein Rare Book & Manuscript Library, Duke University Library, North Carolina and the William L. Clements Library, University of Michigan. There is no background given for the letters, which are allowed to speak for themselves. The context for the letters would have been helpful as many of the events Barrie mentions will only be meaningful to

a person knowledgeable about the Chesapeake Bay Campaign and the British assault on Cumberland Island. The authors could have drawn attention to Barrie's significant role in receiving and then encouraging Blacks, enslaved in America, to obtain their freedom by fleeing to the British ships-of-war. Bingeman et al. overlook the point that Barrie thought he received command of the *Dragon* (intended as the flagship for the Leeward Islands station) because of a possible misdealing with a dozen American prizes he caught off the Strait of Gibraltar at the start of the War of 1812. The Gibraltar prize court freed the vessels (denying Barrie a good deal of prize money), a decision overturned upon appeal, after the ships had left.

The third chapter for Barrie is a mere two pages covering his time posted to the Royal Naval Establishment on the Great Lakes, 1817 through 1834, and his final years in England. Given the extensive details provided for his early life, it seems a bit of a missed opportunity, given that the information exists for this time in equal, if not more accessible documents.

The numerous illustrations are essential to the authors' explanation of the recovered artifacts. Various maps plot the location of shipwreck fragments and the underwater terrain, all very helpful in comprehending some of the challenges faced by the divers, and the intermingled dispersal of the wreckage. The three appendices contain the brief court martial for *Assurance*, Barrie's report of the loss of *Pomone*, and the court martial for this loss.

This book ought to appeal across a wide spectrum of interests, from underwater archeology, to ship wrecks, through the early stages of a single officer's naval career. It offers information and insights for both the professional and novice in these areas.

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Jorge Boveda. *All for One, One for All: Argentine Navy Operations during the Falklands/Malvinas War*. London, UK: Helion & Co, www.helion.co.uk, 2021. 88 pp., illustrations, maps, tables, bibliography, index. UK £14.95, US \$24.68, paper; ISBN 978-1-91405-919-3.

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 were high and the British Task Force commander, Rear Admiral John 'Sandy' Woodward, later stated it was "a lot closer run than many would care to believe."

Jorge Boveda has done a very good job in describing and analysing the Argentine naval operations during this short but bloody conflict. This book is part of the Latin America War series that examines various conflicts in Central