farmers or barkeeps.

Surprisingly, Dancy demonstrates that, press gangs aside, the navy always had volunteers. To begin with, life on land was difficult, and the navy offered recruitment bonuses, camaraderie (too often underestimated by historians, the veteran Dancy declares), advancement, regular meals, a rum ration, a structured work routine, and prize money shares. Sadistic officers were the exception. “Tyrannical officers did not rule sailors of the Royal Navy,” Dancy writes, “and those that did exist in naval service were often not promoted to command. The men of the lower deck disliked officers who treated them poorly, and the fact that well-known and successful officers were highly respected by their men goes to show the difference in efficiency between a happy and a miserable crew.” (100) So how many men were pressed? By Dancy’s calculations, it was only one in five. The rest were motivated young volunteers.

The Myth of the Press Gang is best digested in small doses. It is certainly not a beach read, but for sheer power of statistical persuasion, it represents one of the most impressive maritime history arguments in years. Hopefully, other researchers will consider Dancy’s methods and apply them to different historical problems. The possibilities are endless.

John S. Sledge
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The fate of the warships of the defeated nations of the First and Second World Wars is perhaps one of the most overlooked aspects of modern naval history, as their destinies rarely receive more than an afterthought. It is an abyss that this book attempts to cover. Author Aidan Dodson needs little introduction, as several of his works have already been published by Seaforth. Although not a professional naval historian, he has established an excellent reputation—especially on the First World War era. His co-author, Serena Cant, is well known as a specialist in shipwreck documentation for the early twentieth century and has previously published works in this field. This volume finds both of them boldly straying from their previous eras of expertise to the Second World War.

This work is divided into two major parts, fittingly devoted to each of the world wars, and it is generously illustrated with well-chosen photographs. Part I is presented in three sections, while Part II is broken down into five sections. Each part is presented in three distinct segments, i.e. Endgame, Under New Management and Appendices. These are buttressed by a brief preface, an even more concise introduction and supplemented by a very short concluding essay entitled Retrospect in Section 9. The appendices are conveniently located in three locations. The first is presented before Part I, in the form of a helpful Table of Conventions and Abbreviations, while the others are to be found at the end of each Part. While this is unorthodox, it is effective, because it places the various tables and appendices closer to their subject periods. Nonetheless, one wonders if the book was originally planned as a two-volume set.

The Endgame chapter in Part I details the road to the defeat of the Cen-
eral Powers and the surrender details and schedules for their warships. The
sub-sections for each of the Central Powers detail the surrender and the ul-
timate disposal of their individual ves-
sels. The next section explains the ac-
tual process and rationales that dictated
the final dispositions of these ships. The
subsequent history and fate of those that
went on to serve in any navy— including
the soon-to-be-recrated German Navy—are highlighted. The last sec-
tion is a full blown collection of appen-
dices that describes the fate of even the
most minor warship. Strangely, in Part
II, each of the major Axis Powers is giv-
ern a more individual Endgame section,
but the one on Italy includes the minor
Axis powers of Romania, Bulgaria and
Finland as well. The rest of this part
mirrors the structure of Part I.

In general, the transition from final
battles and surrender of the warships in
both parts is swift—akin to boarding a
high-speed moving train. Overall, the
amount of information provided is very
concentrated yet detailed. Surprisingly,
most of these warships were destined to
be scrapped, while a precious few, most-
ly submarines, were retained for exper-
iments, construction analysis or mu-
seums. Additionally, the authors have
tried to correct many errors regarding
the fates of the surrendered ships, and
explain why vessels that were allocated
to one power were scrapped or otherwise
disposed of by a nation other than the
one they were allocated to. They have
also attempted to clear up many of the
misidentifications that seem to plague
the extant documents of the period.

A minor problem with this volume is
that it is finely focused on the fates
of vessels belonging to the defeated
powers. In Part 1, the Russian ships
that were surrendered to Germany after
the Treaty of Brest-Litovsk are ignored.
Part II also offers little or no coverage
of the various vessels obtained by Ger-
many from other fleets, except for those
that were surrendered in 1945. An
anomaly in Part I is that the authors do
not adequately discuss why Turkey was
allowed to retain the Yavuz, the former
German battlecruiser Goeben. Another
issue with this volume is that the au-
thors really do not adequately address
the Allies’ “pre-Scapa Flow scuttling”
disposal plans for the first generation
of German dreadnoughts that were not
originally interned. It is also interesting
to note that France advocated that Ger-
many be allowed to retain some light
cruisers that were built in 1912, in an
attempt to delay her building ships of
this type until 1932. In Part II, efforts
by the Western Allies to ensure that the
USSR would not receive many mod-
ern units stand out. For example, the
Italian Vittorio Veneto class battleships
were intentionally rendered perma-
nently inoperable. The Americans also
rapidly disposed of the Japanese type
I401 submarines for identical reasons.
The Western Allies tried to ensure that
the German Walther type U-boats were
not transferred to their former ally. For
their part, it is clear that the Soviets
withheld knowledge of some captured
German vessels from their Allies.

Overall, this volume offers a fasci-
nating survey of problems of integrating
these ships into relatively modern na-
vies as indicated by the experiences of
the Soviet and the French navies which
were the primary operational users of
surrendered warships. It also provides
a valuable glimpse into what the Allies
of both World Wars learned from these
vessels. The authors, however, fail to
fully explain why Great Britain ulti-
mately decided against incorporating
the Vittorio Veneto into its Pacific fleet.
Nor do they adequately explain why
most of these warships were not offered
to other nations that were either neutral
or only nominally involved in either conflict. Despite these minor quibbles, this is a well-written and heavily researched work that deserves to be on the shelf of anyone with a strong interest in naval history and warship design.

Peter K. H. Misepkamp
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Historical memoirs transport modern readers across time and space into the lives of people from another age. Revolutionary-War-era mariner, Nathaniel Fanning, produced an account of his years at sea and his fight against the British. His version, written in the early-nineteenth century, was published by a family member posthumously shortly thereafter. Fanning is most memorable for sailing with John Paul Jones during the epic battle between the Bonhomme Richard and HMS Serapis. Fanning’s Narrative has been republished on several occasions. Louis A. Norton, professor emeritus from the University of Connecticut, takes his turn at the wheel to navigate readers through the story with this edition.

Editors have license to massage the material they choose to focus on. They shape the nature of the narrative through their choice of words, what to add or cut, how to (re)arrange material, and other literary devices. Great license indeed! Norton’s preface notes that, “This present edition is an attempt to make more accessible for contemporary readers an eyewitness account of events during a notable moment in American history” (1). He also states that Fanning’s “… writing can be challenging to understand …” (2) To overcome the temporal linguistic artifacts and conventions, as well as the author’s self-proclaimed lack of education, the editor modernizes language, undertakes some textural reorganization, constructs chapters, and corrects spelling and grammar. Comparisons of Norton’s manuscript with other editions, including a well-known 1912 version by Barnes, confirms his declaration to update for the modern reader. In addition to alterations of text, Norton offers a short overview of Fanning’s career, as well as presenting a list of naval vessels named after Fanning in a short postscript. He also inserts notes and an index. Thus, editing’s double edged sword; we lose a fragment of Fanning’s essence and era through the filtering of an editor, but gain depth of understanding by the addition of material that assists in creating historical context.

Firsthand narratives of Revolutionary War participants at sea are rare. Michael Crawford, in one of his edited works, puts the number at twenty-nine. Thus, Fanning’s story contributes a unique perspective to the times, and as such, is an important contribution to the historiography of the war. Fanning sailed as a midshipman with Jones, who he has much to say about. And from his telling, Fanning had a particular impression that may not have accorded with the contemporary hagiographic view of the American naval hero. In addition to his association with Jones, Fanning’s life during the Revolution is a fascinating porthole into the perspective of an American mariner and patriot. As well as being taken prisoner by the British on several occasions, he also traveled the coast of France and presents a first-hand description of it, rarely expressed.