

are not discussed, further limiting the use of the chapters. Finally, there are no notes and they really do matter. When you are producing a history, the citations and the paper trail they provide for the reader are important, if not essential. Claringbould's lack of footnotes leaves the reader without a link to his original sources, making it difficult to judge the validity and accuracy of his information.

The issues with brevity, lack of context, and an absence of citations makes this book an enjoyable read but of limited research value. I would not recommend this for anyone with a serious interest in the subject. It makes a useful "starter" book, but it should certainly be paired with additional research to produce a more complete history for the reader.

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Neil Cossons (ed.). *Chatham Historic Dockyard. World Power to Resurgence*. Liverpool, UK: Liverpool University Press and Historic England, [www.HistoricEngland.org.uk](http://www.HistoricEngland.org.uk), 2021. 136 pp., illustrations, index. UK £19.95, paper, ISBN 978-1-800085-949-4.

*Chatham Historic Dockyard* covers the history, study, preservation, and repurposing of the Chatham Historic Dockyard district from the final closure of Royal Navy facilities in 1984 to the incarnation as a historic dockyard immediately after. It gives an overview of the dockyard's history, covers the transition into an historic property, and demonstrates and explains how and why the dockyard continues to function. The work takes the form of an edited volume with contributions from experts in the various aspects of the Chatham, including its history, function, and present status.

One of the greatest strengths of this work is the expertise of the collected authors. Each chapter is written by one intimately familiar with the subject at hand. Prominent historians, like Andrew Lambert and Jonathan Coad, discuss the history of the dockyard and its place in the wider history. Paul Jardine is very familiar with the workings of historic preservation and the combined efforts of the private and public sectors of historic preservation. Richard Holdsworth, Neil Cossons, and Paul Hudson have all been active in the creation, maintenance, and growth of the Chatham Historic Dockyard. This collected base of expertise allows for unique and detailed insight into the events centred around the dockyard.

Chatham is a small space with a global historical impact. Ships constructed, repaired, or maintained here served across the world and had a direct impact on British, and global, history. The combination means that an English town,

somewhat removed from its country's coast, had a disproportionate influence. A detailed history of its interactions with the larger fleet, and its functioning as a dockyard, speak directly to this story. The out-of-the-way location, then, allowed it to develop as a dockyard, but would ultimately spell its doom once it was unable to meet the demands of the modern navy. This slow decline of the dockyard, however, allowed for many of the original dockyard structures to survive intact into the modern day for preservation. When the naval base officially closed, heritage managers faced the enormous task of managing the largest surviving dockyard from the age of sail.

This work has a dual purpose. It functions not only as a history of the

Chatham Dockyard, but also, perhaps inadvertently, as a handbook for public historians and heritage managers. The final chapters highlight the struggle to confirm Chatham's status as an historic dockyard and the challenges of maintaining such an historic property. Several key themes emerge from this presentation. First, there is a clear need to cultivate the public's interest and support. Local participation generated itself through the historic significance, as well as cultural and economic links between the dockyard and the local population. The naval dockyard was an economic driver for the region and helped shape local history. On a larger scale, regional engagement in the process needed to be cultivated and was actively pursued. This is best illustrated by the investment in larger attractions, like the historic ships HMS *Cavalier*, HMS *Gannet*, and HMS *Ocelot*. The addition of these attractions maintained Chatham's relevancy and fostered the interest of a wider range of visitors.

Beyond promoting the continued cultivation of public interest, however, the chapters in this volume speak to another theme: innovation and reuse. The Chatham Historic Dockyard includes 47 Scheduled Monuments and covers 80 acres. In order to survive, the dockyard had to create new ways of operating and attracting attendance. One of the most interesting ways of accomplishing this was through the reconstruction of the interiors of several buildings, like the Joiner's Shop and the chapel, to create modern office spaces that were rented out to local businesses or universities. The care taken in the conversion from historic building to modern space is emblematic of the inspiration needed to care for such a large historic property. It also demonstrates ingenuity in repurposing buildings while maintaining their historic status and allowing them to reintegrate with the local community outside of their original roles.

This book provides a clear overview of how to manage a large historic property, while also providing a detailed history of how Chatham Historic Dockyard became what it is today. Unique insights by those directly involved in the process allow readers a detailed view into the financing, thought processes, and images that tell the clearest story possible. Overall, this work

is definitely worth the read and provides a great deal of knowledge to any heritage manager or enthusiast.

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Christopher D. Dishman. *Warfare and Logistics along the US-Canadian Border during the War of 1812*. Lawrence, KS: University Press of Kansas, www.kansaspress.ku.edu, 2021. 352 pages, illustrations, maps, appendices, notes, bibliography, index. US \$39.95, hardback; ISBN 978-0-7006-3270-1.

This is a book that promises more than it delivers. In the preface, Christopher Dishman states his objective is to provide “a comprehensive study of the combat that took place along the US-Canadian border during the War of 1812” (xi). As part of this, he seeks both to “highlight the interdependencies between the many land and naval operations conducted on the border frontier during the war” and to “detail the importance of logistics in the frontier war” (xii). Each goal is laudable and the combination even more so. Most of the fine accounts that have been written about combat in the region favour one aspect of the fighting over the other, while histories of the conflict have only addressed the enormous logistical challenges faced by both sides in passing. Integrating warfare on both the land and the lakes into a single narrative, while offering a long overdue focus on the impact of logistical constraints would be a valuable achievement.

What Dishman has produced, however, is a fairly standard operational history of the fighting along the border that adds little that is new to our understanding of the war in that theatre. His book is particularly disappointing in its coverage of the logistics of the campaign, which offered him the greatest opportunity to break new ground. After a promising start in which he describes the local agricultural economy and the sparse network of roads in the region, Dishman lapses into the standard passing references to the logistical difficulties faced by the forces on both sides in the region. His declared intention at the start to exclude aspects of the war outside the US-Canadian border is particularly regrettable in this respect, as he undertakes no examination of the particular issues British forces faced in having a logistical chain that stretched across the Atlantic to Great Britain and the West Indies. While a decision not to go into detail about the relevant aspects of trade warfare and privateering is understandable, to exclude any consideration of it gives his book a lamentable tunnel vision. Instead, goods just seem to materialize in the theatre as though they were somehow teleported there to be hauled to the waiting men.

Dishman is more successful in his efforts to integrate the operations of