

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.

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Nathaniel Fanning (Louis Arthur Norton, ed.). *Sailing Under John Paul Jones. The Memoir of Continental Navy Midshipman Nathaniel Fanning, 1778-1783*. Jefferson, N.C.: McFarland & Co., www.mcfarlandbooks.com, 2019. viii+171 pp., illustrations, notes, bibliography, index. US \$39.95, paper; ISBN 978-1-4766-7960-0. (E-book available.)

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 contem-

porary 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 firsthand description of it, rarely expressed.

Several black and white illustrations are inserted and are appropriate to the times. They are of significant people mentioned in the text or related to the *Bonhomme Richard-Serapis* battle. A map could have been an instructive addition for those who are unfamiliar with the British Isles and the coast of France, both of which are featured in some detail by Fanning during his adventures.

Sailing Under John Paul Jones is a good read. Unfortunately, the title choice does not fully describe the content of the manuscript. There are 153 pages of text, 58 of which describe Fanning's association with Jones. The remainder, a vast majority, is an amazing story in itself. Here is where the uniqueness of Fanning's experience shines! The link with Jones may get people to buy the book, but there is so much more of the period exposed. The memoir should appeal to a wide audience that enjoys both maritime and Revolutionary-era history, or just a good adventure. A scholar of the age may find an original copy of more interest, but the casual reader will be able to understand and contextualize the significance of the book, due to the editorial additions. Norton has succeeded in his goal making an early-nineteenth-century memoir more accessible to a modern audience.

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Markus Faulkner. *The Great War At Sea. A Naval Atlas, 1914-1919*. Barnsley, S. Yorks: Seaforth Publishing, Pen and Sword Books Ltd. www.pen-and-sword.com, or www.naval-military-press.com, 2015. xiv+170 pp., illustrations, maps, notes, bibliography, index. UK £40.00, US \$34.19 (Naval-Military), cloth; ISBN 978-1-84832-183-0.

For anyone with an interest in the naval battles, events, losses and dispositions throughout the world during the First World War, this book entirely of track charts of the ships involved and deployment graphics would be almost essential, as well as fascinating. It includes not only the major conflicts such as the Falklands, Heligoland Bight, Jutland (4 charts), the Dardanelles, the Otranto Straits, and such, but also less familiar operations: the hunt for SMS *Dresden*, British submarine operations in the Baltic, the German 1916 and 1917 raids on the Dover Strait, destroyers protecting the mine barrage, and so forth. Detailed route charts trace the voyages of SMS *Emden*, *Wolfe*, *Meteor*, *Möwe*, *Seeadler* and others. There are area charts of operations that are valuable and rare; for example, mining operations by both sides, operations in the German Bight, 1915-1916, at Dover in 1916-1917, in the Black Sea Theatre, 1916-1918, and in the Red Sea, as well as efforts by the United States Navy in Europe, 1917-1918. Red dot charts show Allied shipping losses in the Mediterranean, February-June, 1917, in August-October, 1917 and May-July, 1918 and a dozen more. Of much interest is a chart of the U-boat campaign, 1915-1918 and operations in American (and Canadian) waters, late June-September, 1918. Some, like those, are sweeping in time: the Pacific Theatre, 1914, British submarine operations in the Baltic. Others cover raids lasting a few hours—the German raids in 1914 on Yarmouth, Scarborough and Whitby, in 1916 on Lowestoft, their cruiser action off Norway in October, 1917, that destroyed an Allied convoy; the British Cuxhaven Raid in December, 1914, the Zeebrugge Raid in 1918.

For each chart there is anything from a short paragraph to a page of narrative to offer context and import at the