

images depicting the vessel's sinking were quickly "censured" through the removal of its name.

Haugsgeng's treatment of the many personalities who were directly involved in the story of *City of Flint* is one of the highlights of this work. From the vessel's captains and crews, the German prize crew and that of the submarine that sunk it, as well the diplomats of the nations that became entangled in its story, all of his portrayals are very informative and useful. The author's critical depiction of Norway's Foreign Minister Halvdan Koht's role in *City of Flint*'s Norwegian odyssey is particularly unflattering. Haugsgeng's representation of Lieutenant zur See Hans Pusback, the commander of the German prize crew aboard *Flint*, is very intriguing. His speculation that Pusback had a wartime exit strategy is certainly correct and deserves more study. One of the strengths of this account is that it provides us with a real and very rare glimpse into the world of German prize crews during this conflict.

In summary, Haugsgeng's coverage of *Flint*'s adventures during the Second World War is well-written but, at best, uneven. The story is worthy of further research and the author has certainly provided us with a much better starting point than the vessel's former captain's now dated and perhaps deliberately limited 1940 autobiography. Few Second World War merchantmen could boast of such a varied war experience as *City of Flint*, and the author and publisher should be complimented for reminding us of the many roles the vessel played in this epic struggle. This study is definitely a worthwhile read for anyone interested in the naval history of the Second World War, especially from the perspective of the merchant marine.

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Brian Lane Herder. *US Navy Gunboats 1885-1945*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2021. 48 pp., illustrations, tables, bibliography, index. UK £11.99, US \$19.00, CDN \$25.99, paper; ISBN 978-1-4728-4470-5.

This work is the 293rd entry in Osprey Publishing's New Vanguard Series and author Brian Lane Herder's eighth work for various Osprey series. It can be viewed as a foil to his two earlier New Vanguard entries, which covered US Navy battleships from 1886-1908. Instead of focusing on the most famous and imposing ships of the era, Herder offers an examination of the evolution and service lives of the most diminutive of armed vessels, the humble gunboat. By means of a chronological study of the designs and deployment of steel-hulled gunboats in armed conflicts from the Spanish-American War of 1898 through

to the death of the Asiatic Fleet in 1942, Herder aims to offer a “succinct yet broad-ranging survey” of the “highlights” of gunboat service with the US Navy (5). The Spanish-American War era and Asiatic Fleet naturally make up a large portion of the discussion, with examinations into other designs and aspects as well. Period images and computer-generated renderings are used throughout the work to illustrate different vessels and important actions, with a selected bibliography and index following Herder’s concluding analysis.

The text’s introduction is twofold, with Herder’s initial explanations and basic delve into design paired with a two page insert detailing American gunboat development in the 1843-1883 period. He addresses the sometimes murky question of what constitutes a gunboat and the decision to include monitors, armed yachts, and flagships in the discussion due to the vessels being “gunboats in all but name” (5). From this point, the text is divided into overall chronology and selected engagements, with the former constituting the bulk of the work, at more than 20 of the 48 pages. Arranged in a largely linear format with monitors, yachts, and flagships inserted in the latter stages, this section details the design, funding, construction, and general service notes for the US Navy’s gunboats and gunboat prizes. Each sub-section concludes with a table of basic ship data, listing the relevant vessels’ names, build years, service years, tonnage draft, speed, and main armament. A total of 121 vessels are documented in this fashion, with the most notable or case study examples receiving further details in the text itself.

The second half of the work offers a more focused look at four selected periods of gunboat engagements. The combative actions off Cuba, Puerto Rico, and in Manila Bay against the Spanish is the natural starting point, with descriptions of the initial fighting followed by the capture and repurposing of Spanish prizes. A brief description of the 1899-1916 Banana Wars follows, detailing some of America’s actions in the Caribbean and relevant gunboat activities. The Asiatic Fleet receives the bulk of the allotted text, subdivided between coverage of activities during the 38 years prior to the Japanese sinking of USS *Panay* on 12 December 1937 and from *Panay*’s loss to the dissolution of the Asiatic Fleet on 6 May 1942. Surprisingly, the Atlantic Theatre in both World Wars is rarely touched upon, as is the Second World War Caribbean Theatre. Finally, Herder offers his conclusions on gunboat services with a summation of their post-Second World War disposal and his view that they were a formative piece of the American Navy via their ability to give future leaders their first seaborne command and their unique and independent nature amidst the more uniform designs of standard fleets of the time.

One criticism is that the digital profile renderings of selected gunboats, while appreciated, lack a simple scale marker to help illustrate the size of the vessels. Further, while a good deal of information is presented regarding the

captured Spanish gunboats reused by the American Navy, there is barely a mention of the 18 Flower class corvettes built in Canada during 1942-1943 and used by America as Tempress and Action class gunboats. More detail on these vessels, along with the Second World War Atlantic and Caribbean gunboat operations in general, would be a welcome addition.

US Navy Gunboats is a good introductory text into the gunboat, monitor, and armed yacht designs fielded by the United States from the Spanish-American War era through the Second World War. Herder is able to provide succinct summaries of the various design types and several of the key conflicts within the limited space afforded by Osprey's New Vanguard format, coupled with a good selection of period images and an excellent cross-sectional rendering of the most famous gunboat, the *Panay*. While Herder's Second World War coverage could doubtlessly be expanded upon with discussions of the Caribbean and Atlantic Theatres, or the *Flower* corvettes, he has provided a solid stepping stone for those seeking to learn of the different vessels employed in a gunboat role by the United States Navy in the days leading up to the Spanish-American War through the fall of the Asiatic Fleet in 1942.

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Vickie Jensen. *Deep Dark and Dangerous—The Story of British Columbia's World-Class Undersea Tech Industry*. Madeira Park, BC: Harbour Publishing Co. Ltd. www.harbourpublishing.com, 2021. 282 pp., illustrations, index. \$36.95 CDN, cloth; ISBN 978-1-55017-920-0. (E-book available.)

Although the Second World War propelled the Canadian economy from its reliance on resources into a world of technology-based industry and innovation, that change still does not seem to have imprinted itself in the minds of much of Canadian society. It does not mean that Canadians are not innovative or technically competent, but all too often, Canadian technology and ideas are submerged or bought out by outsiders. Often, "made in Canada" breakthrough concepts are exploited by other nations' industries while Canadian governments, industry, and consumers eagerly snap up their products. Either that, or Canadian success stories remain invisible, only to be recognized for what they are beyond Canada's borders.

Vickie Jensen's survey of British Columbia's undersea technology industry exposes one of these success stories: not only as a chronicle of surmounting the challenging engineering problems of designing equipment that works reliably and safely in the forbidding environment of the deep ocean, but also of making the product a commercial success. Indeed, her own motivation for