documented, the early days, when they were still playing by the acknowledged rules of war, are often overlooked. Kurowski also examines such problems as the reliability of German torpedoes, providing an interesting comparison for readers interested in how the US Navy responded to similar issues that plagued their fleet after their entrance into the Second World War. The book concludes with the winding down of *U-48*'s career, as newly developed sub-surface technologies and tactics required adjustments that rendered U-Boat practices from the beginning of the war less effective.

Anyone interested in the technical and tactical aspects of early Second World War submarine warfare will find this work interesting. Using *U-48* as an example, Kurowski examines how U-Boats fought before the implementation of wolf packs, why wolf pack tactics emerged and how they evolved along with other combat techniques. This book should also appeal to students looking for basic statistics on early Second World War U-boats, and the performance of the German U-Boat navy, throughout the war. Drawing extensively from various primary and secondary German sources, Kurowski makes excellent use of research that might be otherwise unavailable to students outside Germany, affording new insights and information to broader scholarship.

Kurowski's exploration of the technical and tactical limitations and problems of *U-48*, reveals Germany's early wartime difficulties. Their lack of available submarines and ineffective torpedoes offers an interesting comparison with their Allied adversaries. As Kurowski notes, the declining effectiveness of single submarines in the face of evolving Allied technology and tactics as the war progressed, forced the Germany Navy to alter the way their submarines waged war. This period is often overlooked in conventional studies of both the Battle of the Atlantic and the Second World War. Viewing German U-Boat activity in the early days of the Second World War through the periscope of a single submarine allows Kurowski to introduce new students to the subject, and still provide something new for more experienced readers.

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Brian Lavery. *Anson's Navy: Building a Fleet for Empire 1744–1763*. Barnsley, S. Yorks: Seaforth, www.seaforthpublishing.co.uk, 2021. 288 pp., illustrations, maps, notes, bibliography, index. UK £40.00, cloth; ISBN 978-1-39900-288-2.

This spectacular book exploits the format Brian Lavery employed for *Nelson's Navy* and *Churchill's Navy*, to provide a detailed examination of the ships and their fittings, officers and men, dockyards, fleets, commercial shipping, the

wider world, strategy and tactics, amphibious operations, and the overall impact of the mid-eighteenth-century Royal Navy. In contrast to both previous texts, Anson really did shape the service, which he led as a flag officer and First Lord of the Admiralty, the responsible Cabinet Minister. This post enabled him to improve the navy in wartime and during the brief peace between 1748 to 1756, when the estimates were reduced. Anson oversaw improved ship designs and conditions of service, helped shape national strategy, and the identity of the service, introducing uniforms for officers, while his patronage and use of the acting rank of Commodore raised the standard of naval command. What Anson began with was a large but out-dated force, focussed on European conflict, hidebound by formal rules and structures, and better equipped to fight battles than win wars. He transformed it into the imperial fleet that conquered the overseas empires of France and Spain, ending with great amphibious victories at Havana and Manilla, victories that Anson, the famed circumnavigator had planned, and his followers delivered.

Brian Lavery's expertise on the mid-eighteenth-century Royal Navy is unequalled, and this book develops and integrates his work with other scholarship to produce a compelling study of the service in an age of transition that laid the foundations for *Nelson's Navy*. Skilfully exploiting the rich collections of the National Maritime Museum in Greenwich enhances and expands the text. The integration of word and text is almost seamless, nothing is described that can be better understood through an illustration. The compound timeline in the end papers, linking Anson, the Royal Navy, Britain, Europe, and the world, makes brilliant use of an often-neglected space, something that would have appealed to the architecturally-engaged Anson.

The only thing missing, as Lavery notes, is the man himself. Famously taciturn, and equally reluctant to write, it is hard to establish Anson's role in key reforms. Nicholas Rodger's essay in Harding and Le Fevre's *Precursor of Nelson*, missing from the bibliography, remains the best assessment of his career, while stretching into contemporary politics and culture provides additional insight. A key element of Anson's success lay in his willingness to engage in the political world as a responsible Minister, not a carping critic like Admiral Sir Edward Vernon. Well aware that his ability to shape the service would depend on political connections, Anson, the younger brother of Staffordshire gentleman, used the wealth and fame secured by his circumnavigation and naval success to enter the world of high politics and promote the interests of his family. Marrying Elizabeth Yorke in 1747, only months after his promotion to the peerage as Lord Anson, placed him at the heart of Georgian politics and society. His father-in-law, Lord Hardwicke, was the Lord Chancellor, a confidant of the King, and the key mid-century political fixer. In 1751, a major Cabinet reshuffle saw Anson replace his former ally

Lord Sandwich as First Lord of the Admiralty, an office he would hold, with one break, until his death in 1762. The combination of naval rank and a noble title made it possible for a sea officer to enter the cabinet. Being in the Cabinet enabled him to change the Navy. When the Duke of Newcastle's government resigned in November 1756, largely on account of the Minorca debacle, many blamed Anson personally for the debacle, and the death of Admiral Sir John Byng. Despite this setback, Hardwicke's intervention and the support of the King saw Anson return to the Admiralty in June 1757, as a key contributor to the success of the Pitt-Newcastle ministry that brought the war to a triumphant climax. Although Anson was out of office for almost a year, Lavery observes that his successors did not change his systems or methods.

Anson's reforms reflected hard-won professional experience and a significant engagement with science, including astronomy, an enthusiasm he shared with his cousin George Parker, Second Earl of Macclesfield. While Macclesfield became the leading British astronomer of the era, Anson's practical skill may explain his selection to command the circumnavigation, and the search for improved navigational methods under his Admiralty Board. Anson was a Fellow of the Royal Society on merit, he employed artillery expert and scientist Benjamin Robins FRS to turn his famous voyage into a pioneer official history, complete with coastal profiles and navigational information, ensuring the lessons learnt were available to inform future Pacific voyages.

Having little interest in London society, Anson used the wealth generated by the circumnavigation to promote his political career, buy a great House, Moor Park, in Rickmansworth, acquire suitable art, including naval pictures, by Samuel Scott and John Cleveley and enhance the family estate at Shugborough in Staffordshire. The Anson peerage would pass to his elder brother in 1762, establishing the family in the upper ranks of society.

A sophisticated and discerning architectural patron, his legacy includes three major structures at the Old Royal Naval Hospital in Greenwich, the Infirmary, the west elevation of the King Charles Building, and the spectacular Chapel, completed two decades after his death. All three were created by James "Athenian" Stuart, who Anson appointed as Surveyor of the Hospital in 1758. Stuart pioneered Greek Revival architecture, sponsorship from the Society of Dilettanti, co-founded by Anson's elder brother Thomas, funded Stuart's journey to Greece and the publication of his reports. The Anson brothers also employed Stuart to provide "Greek" monuments and other work at Shugborough. Both Anson and Lord Howe subscribed to the published edition of Stuart's work.

Anson's legacy to the Royal Navy endured long after his death, through ships and structures, methods, practices, and above all the inspiration of his example. While he helped shape many naval careers, Anson inspired his

cousins John Jervis and William Parker: both rose to be Admirals of the Fleet, and both served with Nelson. *Anson's Navy* captures the contribution of an outstanding individual to the emergence of a dynamic, dominant fighting force, one that reflected his character, experience and aims. Perhaps the key to understanding Anson can be found in his works.

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John R. Muir. *Years of Endurance—Life Aboard the Battlecruiser TIGER 1914-1916*. Barnsley, S. Yorks: Seaforth Publishing, www.pen-and-sword.co.uk, 2021. (Originally published 1937 by Philip Allan). 202 pp., illustrations, new introduction. CAN $26.00, cloth; ISBN 978-1-3990-1720-6. (E-book available.)

Notwithstanding the subtitle, the years of endurance of the title span from just after the preliminary First World War mobilization of May 1914 until January 1917 when the author is posted as the medical officer in charge of Wei-hai-wei. Between these two brackets we are given a unique and varied perspective on the naval war as viewed from the perceptive and sympathetic vantage point of a Royal Navy Staff Surgeon. The variety runs the gamut from medical organizational matters, commentary on the ship and the ship's company, through discourses on naval tactics, the mindset of "Jack at War," and events ashore, to the core subject of action at sea. In some ways it is very much a book of its time in the style of writing and perspective of viewpoints expressed, and yet it reads well and, in particular sections, with such an immediacy that the reader almost forgets that these events occurred over a century ago and were written eighty-five years ago.

The story begins with medical preliminaries involving the tumultuous setting up of a temporary hospital following the results of a preliminary mobilization preceding the actual declaration of war. In the spirit of the first three Naval Toasts of the Day, Muir devotes separate chapters to Our Ship, Our Sailors (Jack at War), and Ourselves (Our Officers).

The ship was HMS *Tiger*, a battlecruiser of some 28,500 long tons standard displacement and 703 feet length overall. Muir joined the ship at John Brown's, the builders yard, three days before the crew of 1500 arrived for the commissioning on 3 October 1914. He provides a fascinating glimpse into the chaos of taking a ship out of a builder's yard, with the colossal effort of getting the ship operational with a huge, unfamiliar crew (including a wartime augment of 600) wedged into a ship that the shipyard had delivered in a highly unsanitary state. There are some moments of levity in his discussion of his