The apogee of the narrative concerns *Tiger*'s participation in the Battle of Jutland. The prelude captures well the nervous tension and anticipation of imminent contact with the enemy, and the mock insouciance of pre-battle banter (150). The battle itself is told from two perspectives: first, the imagined or second-hand perspective of the lieutenant in the armoured conning-tower, 120 feet above the sea (151-161), a blow-by-blow account of spotting and salvos exchanged, including the sudden and shocking loss of the battlecruiser HMS Queen Mary, next ahead in line. The second perspective is the parallel, but more personal one, in the chapter "MO in Action." This is, I think, the most interesting, natural, and gripping chapter of the book. There are not many narratives of naval surgeons, and fewer still that convey with such immediacy the stress, the din, the grinding fatigue, and the uncertainty of service in the medical officer's "distributing station," the modern counterpart of the orlop or cockpit of Nelson's day. In the aftermath of the battle, there is the return to Rosyth, with inevitable operational post mortems. Muir himself, having had ten days leave in the preceding two and a half years, is posted ashore (against his own wishes to remain with the ship for the duration).

The meat of the book is bracketed by two seagoing vignettes. The first is an amazing evocation of HMS *Tiger* at sea in a North Sea storm, amazing in the sense of how wet the ship is, and the violence of motion, in spite of the ship's size. The second vignette is of another night at sea, in a P&O liner headed east to his new posting. Muir is asked by an apprehensive passenger if he intends to turn in fully dressed (in consideration of the risk of being torpedoed). Muir answers in the negative, remarking, in a fitting epitaph to his experience in *Tiger,* "Look here! I've been so frightened for the past two and a half years that I cannot be frightened anymore. Good-night."

John Muir completed his RN service as a Surgeon Rear-Admiral. *Years of Endurance* was his first book, followed in 1938 by *Messing About in Boats* (a brilliant account of his many adventures under sail, republished in 2016 by Lodestar Books). When war broke out in 1939, Muir was 67 and too old to be called up to active service. Undeterred, he secured a commission as a temporary sub-lieutenant, RNVR, and was lost when HM Yacht *Campeador* hit a mine in June 1940. Indeed, he could not be frightened any more. *Years of Endurance* is a most worthwhile read, and the new edition includes an introduction by retired RN Surgeon Rear Admiral Mike Farquharson-Roberts.

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Nick Robins. *From War to Peace: The Conversion of Naval Vessels after Two World Wars*. Barnsley, S. Yorks: Seaforth Publishing, www.seaforthpublishing.

com, 2021. 176 pp., illustrations, tables, bibliography, index. UK £25.00, US $42.95, cloth; ISBN 978-1-3990-0958-4 (E-book available.)

Major conflicts of a maritime nature require large numbers of ships for fighting and supporting roles, especially when long in duration. In response, belligerent nations with navies customarily requisition ships from trade or private interests and embark on crash programs of shipbuilding to meet immediate operational needs. Those types of ships are built quickly, mostly to less stringent mercantile standards rather than naval specifications. What to do with surplus ships not easily absorbed into reduced postwar navies once hostilities end poses a dilemma. Many are auctioned off for scrap value at bargain-basement prices to willing buyers, or others kept in the stasis of strategic reserves for a longer time period, when they might be needed again in another conflict. While construction and war service of these ships naturally receive much attention from historians and naval writers, their subsequent fate might only warrant a short line in a table or description, if considered at all. Nick Robins, author of the previous *Wartime Standard Ships* (Seaforth, 2017) sets out to address this omission with a focused study of how individual ships and classes of ships and landing craft have been recycled, reused, and repurposed, with a particular focus on the two world wars of the twentieth century.

As the title implies, a commercial rationale underpins the conversion of former naval vessels after conflict. Surplus ships saturate the market and find all sorts of innovative uses, sometimes far removed from their original warfighting intent. The book is divided into a short preface and fifteen distinct chapters. The first two chapters describe the general characteristics that make a warship amenable to conversion to commercial purposes and some of the challenges involved. The narrow beam, watertight bulkheads, and faster speeds of many warships prove uneconomical in the carriage of freight and passengers, without substantial modification. The third chapter describes some conversions from the nineteenth century, including the redundant fleet of the German Confederation put up for sale. The Royal Navy used aging and obsolete ships for exploration, harbour duties, and static hulks to provide accommodation and storage. The next three chapters detail conversions during the late stages and after the First World War. The protected cruiser HMS *Charybdis* was loaned to Bermuda as a converted merchant vessel, and wartime minesweepers found new lives as passenger ships and steamers. Likewise, fleet tugs, trawlers, drifters, and X lighter landing craft were sold to commercial interests in significant numbers. In Germany, larger coastal defence vessels, dated cruisers, and a couple of destroyers filled a shortage of available merchant shipping post-war. Diesel engines from scrapped German submarines were also in high demand for the generation of electricity in coastal towns in Great Britain and Northern Ireland.

The remaining chapters deal with various classes of ships and landing craft constructed during the Second World War amenable to conversion for commercial purposes. Convoy escorts under the guise of corvettes, frigates, and patrol craft were built to commercial standards and sought after by private owners for reuse in whaling fleets, ferry services, carriage of goods, and weather reporting. Ships previously provided to the Royal Navy under Lend-Lease arrangements were liquidated in locales and distributed to other European countries to help with rebuilding. Escort carriers consisting of fast merchant ship hulls with a flight deck were reconfigured for return to commercial trade and conversion to immigrant ships. Several types of landing ships and craft became ferries and motorized lighters. The landing ship tank (LST), in its many varieties, was converted into luxury cruise ships like the Caribbean *Silverstar* and more commonly, other general commercial purposes available under charter or direct ownership. Chapter 11 features some prominent former warships from the US Navy and Royal Canadian Navy such as John Wayne's *Wild Goose* from a yard minesweeper (YMS) hull and Greek shipping tycoon Aristotle Onassis' luxury yacht *Christina*, the former HMS *Stormont*, even though most wartime ships from those navies were scrapped altogether. Post-Second World War, fishing vessels, trawlers, and tugs built for naval service were in such high demand among private interests, that their availability actually impeded introduction of more modern, efficient designs for years to come. Chapter 13 devotes special attention to the wood constructed Fairmile motor launches, that due to their size and basic design, remained a favourite for conversions in many roles in commercial and private hands. Smaller minesweepers, motor launches, and other specialized craft found new uses. The last chapter shows the longstanding connections between the Royal Navy and the merchant navy for the conversion of ships either for wartime or back to peacetime. Only a declining number of wartime ships have been preserved for heritage purposes after sometimes varied commercial careers. Museum ships are notoriously expensive to maintain, especially by volunteers and charitable organizations.

Robins' book presents an enormous amount of detail in a readable narrative. Sufficient background is given on the wartime construction of the various ship types, as well as their post-war conversion and employment. References are not provided, and the reader must settle for a general bibliography. The design lay-out is high quality in keeping with other Seaforth titles incorporating well-chosen, illustrative photographs on glossy paper and several very useful tables. The book is primarily geared toward a general rather than specialist audience interested in warships and landing craft from the two world wars and telling some of their post-war fortunes after conversion.

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