

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.

Michael Tuttle
Clarksville, Tennessee

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

time for its inclusion. There is a key or legend to each chart identifying by colour Allied and Central Powers' ships' movements, miniscule but clear vessel shapes, and a scale, not at all difficult to follow. Apart from an occasional city or town appropriate to the action covered, land mass is simply coloured by country—concentration is focussed on the actions at sea.

The whole is laid out in strict chronological order, except for the area campaigns, which makes for easy location by raid or operation. The index is detailed. A count shows tracks for 23 naval battles and operations, 35 area campaigns and dispositions, such as mining; 15 'events' such as the naval bombardments of the Belgian coast, and Operation Albion by eight German squadrons in the Gulf of Riga in October, 1917; seven world-wide cruises by German armed merchantmen.

For example, the chart for the German high-speed raid on the Dover Strait patrol between 2200 and midnight on 25 February 1917 by two German forces, places five destroyers to the northern section, off the Thames estuary, and five more attacking the four RN destroyers patrolling the mine barrage buoys off Dover. The area shown is from the British coast to France at Calais, track charts for the German forces and RN ships, plus others sent out in support. Yellow shaded areas show movement-limiting sandbanks; there are lists of ships involved and potential (RN) support nearby, the Squadron commanders were Korvettenkapitans Tillessen and Albrecht, Captain Henry for the RN at Deal.

A unique world map shows the Strategic Communications coverages, by cable and radio, for Germany and Britain in 1915, a first to allow for strategic controls, good or evil, in naval warfare.

This volume can be used as a valuable reference or, especially for the unusual actions, it can be examined out of fascination with the almost unknown—The Battle of the Åland Islands on 2 July 1915, or of the Strait of Otranto (to prevent the exodus of the major Austrian squadrons) 14-15 May 1917, or even the surrender of the High Seas Fleet, 21 June 1916 - the last in the book. A most enjoyable volume.

Physically, this is a large format publication (32 x 24 cm), printed in China, similar in quality to the US Naval Institute series on warships, such as their 'German Capital Ships of the Second World War, (Breyer & Skwiot, 2012, USNIP) reviewed here previously.

Fraser McKee
Toronto, Ontario

Larrie D. Ferreiro. *Bridging the Seas. The Rise of Naval Architecture in the Industrial Age, 1800-2000*. Cambridge, MA: MIT Press, www.mitpress.mit.edu, 2020. xviii+386 pp., illustrations, notes, bibliography, index. US \$50.00, CDN \$66.00, paper; ISBN 978-0-262-53807-7.

A certain professor of naval architecture at MIT, Captain Corky Graham USN, used to teach a course on Ship Design (emphasized as "Big-S, Big-D") of which the central tenet was that "the best ship is the one that gets built". This was a statement of the realpolitik of ship production, that recognized all the disparate factors and compromises that went into the successful introduction of a new ship into a fleet (either merchant or naval). It particularly distinguished between the contributions of the three associated disciplines of ship design, ship theory, and naval architecture in juggling the project management trinity