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Carrier Operations in World War II, vol. 3,

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attack in the United States since 9/11. There is good reason to expect that 9/11 will prove to have been the apex of al-Qa'ida's operational effectiveness. But a final ending for the group's following may be generations away, when the memories of both 9/11 and the invasions of Iraq and Afghanistan have faded.

ANDREW L. STIGLER
Naval War College



Brown, J. D., *Carrier Operations in World War II*. Edited by David Hobbs. Vol. 3. Annapolis, Md.: Naval Institute Press, 2009. 320pp. \$72.95

Developed by J. D. Brown over many years as the third volume of a trilogy, *Carrier Operations in World War II* is an exhaustively researched history, with the finest collection of aircraft and carrier photographs one can possibly imagine. Brown was an aviation observer for twelve years in the Royal Navy, a historian, and ultimately head of the Royal Navy Historical Branch. This work combines material from two earlier studies as well as new data.

At Brown's untimely death in 2001, his close friend David Hobbs, curator of the Fleet Air Arm Museum at Yeovilton Air Base—himself a pilot in the Royal Navy for thirty-three years—took up the torch and completed the third volume. In doing so he produced a highly detailed narrative of carrier operations for every major theater of the Second World War, as well as the detailing of special carrier forces created for particular operations. Jumping directly to operations, without any preliminary explanation, Hobbs presents Brown's meticulous documentation of carrier

operations in a readable and highly narrative account.

Brown and Hobbs both have impeccable credentials for writing this book. Without question the material amassed by Brown represents a single-source gold mine for scholars and buffs alike. Unfortunately, though, there is not a single footnote in the entire volume. Thus what could have been a valuable scholarly work, replete with traceable linkage to original sources, is transformed into simply a detailed narrative. Yet it is well worth its price for the photographs alone.

The first half focuses almost exclusively on British carrier operations, moving from the Atlantic and Arctic oceans to the Mediterranean and Aegean seas, the Indian Ocean, and ultimately to the Pacific Ocean in the latter stages of the war. The remainder of the book focuses primarily on American and Japanese carrier actions from Pearl Harbor through preparations for Operation OLYMPIC and the projected 1 November 1945 invasion of Kyushu in the Pacific.

The volume includes an accurate listing of aircraft carriers and other ships, their embarked squadrons, the types and numbers of aircraft they flew, and the locations involved. Where appropriate, there are vignettes of ships' personnel, pilots, and aircrew. The photographs included throughout—many of which are from Brown's private collection and never before published—give an incredible insight into the aircraft and the carriers from which they flew as technology progressed throughout the war. *Carrier Operations in World War II* is an especially useful companion to other volumes considering specific naval battles or aspects of the war at sea.

With Hobbs's expert help, Brown's intended purpose of offering a clear picture of every carrier and air action of World War II has been achieved.

DOUGLAS SMITH
Naval War College



Blake, John. *The Sea Chart: An Illustrated History of Nautical Maps and Navigational Charts*. Annapolis, Md.: U.S. Naval Institute Press, 2009. 160pp. \$39.95

Only on occasion will an author and publisher produce a work of remarkable beauty and excellence. John Blake's illustrated history of nautical maps and navigational charts, now available in paperback, is one such delight.

Commander Blake is a former Royal Navy officer and a fellow of the Royal Institute of Navigation. He not only knows what sea charts are about but has had privileged access to the treasure trove of British charting housed in the Hydrographic Office, which in journalistic terms is a veritable scoop.

Blake relates the development of the sea chart from the days when manuscripts were drawn on sheep skins, such as the portolan charts that survived from the thirteenth century, through the maritime ascendancy of the Spanish and Portuguese, then the Dutch, French, and British through the eighteenth century, when the discovery and charting of the coasts and the oceans of the globe had become a strategic naval and commercial requirement, to the modern Admiralty charts of today.

In doing so Blake brings together an outstanding collection of charts, some never before reproduced, culled from British, Spanish, French, Netherlands,

and American origins, with a look also at Chinese, Japanese, and Indian charts. Other sources include some of the most important maritime archives of the world, including the Library of Congress and the Hispanic Society of America in the United States, as well as the National Maritime Museum, Admiralty Library, and Hydrographic Office. The quality of reproduction is outstanding.

The foreword by HRH the Duke of York leads in to the opening chapters, which look at how navigation and navigational tools (including the development of the chronometer to allow determination of longitude at sea), celestial navigation, and surveying developed. Other chapters look at the chart as the key to exploration geographically through each theater of the globe, then chronologically within each chapter. There is also a multiplicity of significant and interesting historical charts and maritime documents, such as the personal tide tables of Sir Francis Drake, the taking of a slave-trade ship off Africa, and charts of the early-twentieth-century Antarctic explorers such as Captain Robert Scott and Ernest Shackleton.

Unusual historical insights are included as stand-alone vignettes, such as how the immense curiosity of Benjamin Franklin, both on his first transatlantic crossing from London to Philadelphia in 1726, and as deputy postmaster general for the American colonies in the 1760s, caused him to investigate the disparity between east-west and west-east crossing times. His understanding of the Gulf Stream led to his Atlantic charts that showed how best to exploit it and so speeded the mail between Europe and the Americas.