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## Brown-, Green- and Blue-Water Fleets: The Influence of Geography on Naval Warfare, 1861 to the Present

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tend more toward sharing the burden with international organizations and other countries rather than totally relinquishing responsibility.

One theme addressed by the Americans is anti-Americanism in the Arab world, the cultural divide between the Arabs and the West. Unfortunately, none of the authors who wrote on the Middle East is an Arab. One is an Iranian, who observes that today the average Iranian has (or perhaps did in the summer of 2001) a “far more positive” view of the United States than the average Arab, and the other is an Israeli. They appear to be unusual choices to represent the region at this juncture in time.

Readers who hoped to learn more about Arab views of American foreign policy should look elsewhere.

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Lindberg, Michael, and Daniel Todd. *Brown-, Green- and Blue-Water Fleets: The Influence of Geography on Naval Warfare, 1861 to the Present*. Westport, Conn.: Praeger, 2001. 242pp. \$64.95

Given the subject, this book appropriately covers a lot of territory. It is more than a treatise on geography; Lindberg and Todd have managed to incorporate fairly substantial discussions on naval strategy, tactics, history, force structure, and ship construction. The central theme is that historical concepts of “distance” remain central to modern naval operations, leading to the hypothesis that “the navies with the longest reach—those with the greatest geographical power-projection capability—are in possession of not just the most

sophisticated fleets but the most elaborate infrastructures to boot.” In developing that idea, the authors provide a useful compendium of intellectual rigor to support the strategic prescriptions not only of the U.S. Navy’s *Forward . . . from the Sea* but also of navies of all sizes, worldwide.

The authors progress from an introduction to the concept of time-distance as related to the maritime environment, comparing land versus sea warfare, to exploring historical case studies of naval warfare on the high seas, the littorals, and riverine warfare, before concluding with some thoughts on the influence of geography on navies. The theoretical background chapter is a generally solid overview of the works of Alfred Thayer Mahan and Julian Corbett, but it also discusses the often-overlooked Sir Halford Mackinder. The historical examples comprise several such obvious scenarios as Gallipoli and Okinawa, as well as many lesser-known ones—for example, the Russo-Japanese War and the Falklands campaign. Riverine warfare was especially interesting, with the arrival of the review copy in time to read the section on the Mesopotamia campaign of the First World War just in advance of Operation IRAQI FREEDOM. Although necessarily slight, these case studies are far from shallow, drawing out the larger themes in often-novel ways.

In and of themselves, with a few exceptions, the authors’ observations and discussions are hardly profound. However, the judicious combination and interplay of geography, history, and strategy lead to many quite compelling derivations. Prospective readers be warned, however: This is a dense book with tightly spaced pages and is definitely not for the novice. There is a

presumed familiarity with much of the subject matter that makes this work a more appropriate developmental read for the interested professional—for whom it is a must.

If there is a weakness to the book, it is that the terms “brown-,” “green-,” and “blue-water” are not properly associated with their respective naval equivalents of “inland waterways,” “coastal defense,” and “power-projection” fleets until the last quarter of the book, and even then the distinguishing features are not defined but implied. To complicate matters, there is the earlier fleeting introduction of an additional “marginal seas” naval warfare environment that is never again mentioned. The distinctions are important, especially when the authors conclude that the physical configuration of these various environments—their geography—will continue to present challenges to navies and naval operations. Optimistically, they also conclude that far from rendering navies obsolete in the modern battle space, technological improvements and force structure developments derived from a sound understanding of geographical considerations will ensure their continued relevance.

A greater disappointment for a book on geography is the selection of maps. They are barely adequate even for the basic overview they are intended to provide—a number of important place names mentioned cannot be found. More to the point, especially considering the key factor of “distance,” the choice of the common Mercator projection, with all its inherent north-south distortions, is unfortunate. In many cases the scale is not given, and in the littorals the bottom depth contours are

not identified. Conic projections could have illustrated many points far more effectively.

That said, this book deserves to be read by naval professionals. Its conclusion that geography will continue to have much the same influence it always has had on navies would be startling only if it were otherwise. However, in arriving at that conclusion, Lindberg and Todd provide many useful reminders that navies do not exist just to impact one another but are part of a larger spatial context of global dimensions.

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Karatnycky, Adrian, A. Motyl, and A. Schnetzer, eds. *Nations in Transit 2001–2002: Civil Society, Democracy and Markets in East Central Europe and the Newly Independent States*. Somerset, N.J.: Transaction, 2002. 445pp. \$39.95

*Nations in Transit 2001–2002* is a comprehensive fact book that examines the trends of liberalization in East Central Europe and the newly independent states of the former Soviet Union. The editors claim the book is unique, as the “only . . . comparative study of post-Communist political and economic transition in Central and Eastern Europe and Eurasia.” This sixth edition covers the period from November 2000 through December 2001; however, the reader will frequently find information from the 1990s.

The book covers twenty-seven nations, attempting to assess each by its level of democratization, rule of law, and economic liberalization. Each of these broad categories contains elements that