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The Sea Our Heritage: British Maritime Interest Past and Present

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side of the conflict, both international and domestic. In the current volume, Ian McGibbon has examined in considerable detail the record and experiences of New Zealand's contribution to the United Nations effort to halt communist aggression.

New Zealand's contribution to the United Nations command was small in comparison to its efforts in both world wars, let alone in relation to the force sent to Korea by its other Commonwealth allies and the United States. The Royal New Zealand Navy was the first force in the theater, with two frigates, a force it maintained on station until September 1954. The ground force contribution followed, consisting of the 16 Field Regiment, Royal New Zealand Artillery, and signals, transport, engineer units. Named "Kayforce," the army contribution was initially approximately one thousand; by the armistice, it had increased to 1,500. Despite the modest size of these forces (well documented in the first volume), New Zealand's experience in Korea had many profound political and strategic implications for its foreign and security policy.

It would be a mistake to assume that this work is a dry recounting of a small contribution to a major conflict. McGibbon has woven a well written and compelling tale, employing not only essential hitherto unavailable documents but many personal accounts. Thus both scholars of the conflict and the general reader will find value in this volume. The experience of small forces in relation to the larger Commonwealth and U.S. commands would be particularly insightful to an American reader-ship in the current era, where we have

"rediscovered" the importance of coalition warfare. The litany of interoperability problems that New Zealand forces experienced with its allies hardly six years after the Second World War demonstrates how quickly such expertise can be lost.

Like volume 1, this is a richly illustrated work and contains many appendices with documentation of New Zealand's military involvement in the conflict, and it should be of considerable interest to the serious scholar of the Korean War. The New Zealand government and Ian McGibbon should be congratulated for continuing the tradition of serious scholarship in the documentation of the history of New Zealand's armed forces.

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Stewart, Jean Cantlie. *The Sea Our Heritage: British Maritime Interests Past and Present*. Keith, Banffshire, Scotland: Rowan Books, 1995. 304pp. (No price given)

Part narrative, part analysis, and part obituary, this is an inquiry into the wealth and decline of Britain's maritime power. Covering four centuries and more, this work explores a number of interlocking themes about maritime preeminence. The goals of the book are, firstly, to explain Britain's rise to prominence via commerce, seaborne trade, and naval competence and strength, and secondly, to point out to present-day politicians of the United Kingdom that indeed history does have

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lessons—and that British statesmen and political parties should clearly comprehend that the continued prosperity and security of the United Kingdom is dependent on the sea. Then as now, the author argues, the seas were and are realms of opportunity and the means to wealth and defence.

In many ways this book is a cry from the heart. Jean Cantlie Stewart, a biographer and lawyer, is aware of history's lessons and how England's wooden walls provided protection and influence in foreign policy. But she is less well attuned to the importance of colonial commodities and trades as ingredients in the larger story of success. Her discussion of how Britain adopted the policy of free trade is admirable. Britain's move to free trade had political costs because such a shift did not maintain its seaborne leadership. This completes the first third of the book. The remainder is devoted to commentary on twentieth-century politics of maritime primacy—in other words, to the means and methods of Britain's maritime greatness and decline. Here the tone becomes more strident and the message more certain. Flags of convenience carry British cargoes, and the British merchant marine is now a shadow of its former self. The value of British cargoes may be larger than heretofore, but the regret that the Red Ensign does not wave from the sterns of merchantmen like the windjammers and steamers of yesteryear drives the author to her conclusions.

This book says little about air power, intelligence warfare, alliance politics of our times, or other themes that would have obliged Stewart to look at her thesis in another light. Like many

another country concerned with its maritime strength, Britain knows that it is not by ships alone that the defence of the realm is achieved.

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Boyne, Walter J. *Clash of Titans: World War II at Sea*. New York: Simon & Schuster, 1995. 381pp. \$27.50

Miller, Nathan. *War at Sea: A Naval History of World War II*. New York: Scribner's, 1995. 592pp. \$32.50

Both books, published at the fiftieth anniversary of the end of World War II, are single-volume, comprehensive histories of the great naval battles of that war. Even though each discusses the overall political and military background of combined operations, their consistent focus is upon navies and naval operations. You must go elsewhere to find general histories of World War II land and air campaigns. Each book covers the major naval campaigns in the Atlantic and the Pacific of the British, American, German, and Japanese navies, plus the contributions of the French, Italian, and Soviet fleets. Both works describe the personalities of individual commanders and technological advancements, and each analyzes the naval tactics and strategy of the forces involved. They offer interesting insights into motivations of the battle force commanders and observations as to why things may have happened as they did. Each contains helpful maps and pictures of key ships and players. Written for the general public, both