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Naval Power in the 'Iwentieth Century

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This is a fine work, full of serious thought, and it deserves a place in any library of strategic and maritime writings.

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Rodger, N.A.M., ed. *Naval Power in the Twentieth Century*. Annapolis, Md.: Naval Institute Press, 1994. 273pp. \$45

This work is a compilation of nineteen papers presented in July 1994 at the Exeter Conference, which addressed various aspects of seapower during this century. This anthology boasts a collection of international experts in naval power, including George W. Baer, Eric Grove, Geoffrey Till, Herve Coutaubegari, Michael Epkenhans, and others.

In the introduction, editor N.A.M. Rodger discusses the evolution of doctrinal and strategic thinking from Admiral Alfred Thayer Mahan's *The Influence of Sea Power upon History* to Paul M. Kennedy's *The Rise and Fall of British Naval Mastery*. Rodger contends that despite the inadequacies of Mahanian concepts, no "general explanation of how naval power works and why it is important . . . can credibly be applied to many different nations and navies . . . in the circumstances of the past and present." He suggests that this volume attempts to form a cogent general theory of naval power.

There is no coherent thematic chapter arrangement, but the papers fall into

two main categories. The most compelling section provides an analysis of the policies, planning, and strategies of the world's navies (with the exception of China) from 1900 to the early 1990s. The subsequent category examines such specific operations and campaigns as the Arctic convoys to Russia during the Second World War.

In the chapters on policies, planning, and strategies, the authors posit that Mahanian concepts and doctrine emerge as primary catalysts for constructing and maintaining powerful fleet-based navies. Yet these contributors accurately note that while Mahan's influence proved applicable to some nations, Mahanian strategic thought was not a panacea for all.

Throughout the twentieth century all navies have had to redefine their roles. Although prewar navies continually evaluated new missions, such as amphibious operations, their top priority remained the large surface fleet centered on the battleship. Exceptions included Canada, which maintained only an antisubmarine warfare force. World naval leaders also carefully observed the evolution of naval warfare and contemplated the prospective uses of carrier-based air power.

In the postwar world, planners of small and midsize navies reevaluated their fleets'

roles in a polarized global environment with two superpowers. Concurrently, the Western allies and Soviet-bloc navies had to determine which technologically advanced weapons systems to adopt and whether to rely on submarine launched ballistic missiles or carrier-based aircraft for nuclear deterrence. For both superpowers, strategic planning pivoted on three concepts: an all-out nuclear exchange, a protracted conventional conflict, and a combination of both.

In subsequent chapters attention is given to isolated events. In these case studies, the authors examine joint air and sea operations in addition to the convoy and blockade. For example, World War II Arctic convoys successfully "demonstrated the ultimate futility of a submarine-based *guerre de course*," in that, as the author states, "the U-boat was a weapon of denial; unaided it was incapable of obtaining or exercising control."

These proceedings provide an excellent resource for comprehending the unique challenges faced by the world's navies in the twentieth century. Yet despite interesting and broad topics, this work contains two pervasive flaws. First, several of the chapters furnish only brief narratives instead of historical analysis. But the major drawback is the absence of a closing chapter to provide overall conclusions and present a working definition or theoretical premise of naval power derived from the historical studies. If discerningly read, however, this volume should be of interest to those who desire to understand the future potential applications of naval power by studying the successes and pitfalls of the past.

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Pugh, Michael, ed. *Maritime Security and Peacekeeping: A Framework for United Nations Operations*. New York: Manchester Univ. Press, 1995. 302pp. \$24.95

Life after the Cold War continues to provide fertile ground for analysts engaged in building "what if" scenarios. A fundamental realignment in thinking still predominates, and there are important security issues yet to face. Intelligent dialogue is required to prepare for this changing security environment, and Michael Pugh directly contributes to this effort. Pugh, in editing this analytical study of maritime security operations, has brought together a team of British professors and researchers (Jeremy Ginifer, Eric Grove, Frank Gregory, and Françoise J. Hampson) to develop a framework for integrating appropriate maritime security systems. In addition to editing the book, Pugh wrote four of the twelve chapters and coauthored four others.

The book focuses on key concepts and policy issues that will help assess the potential for using naval and maritime forces as instruments to promote international order. By broadening the focus from naval to maritime forces, the functions of police, coast guard, and customs are added to potential security regimes. The military roles of peacekeeping, naval diplomacy, peace building, deterrence, embargoes, and enforcement are all considered, along with such nonmilitary constabulary roles as drug interdiction and the prevention of terrorism and piracy.