

1992

Recent Books

Frank Uhlig Jr.

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Recommended Citation

Uhlig, Frank Jr. (1992) "Recent Books," *Naval War College Review*: Vol. 45 : No. 4 , Article 35.
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol45/iss4/35>

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Recent Books

Wood, W.J. *Leaders and Battles: The Art of Military Leadership*. Novato, Calif.: Presidio, 1990. 337pp. \$24.95

First published in 1984, Lieutenant Colonel Wood's study of military leadership is an unusual one. He examines ten lesser-known battles the outcome of which were dependent on the very personal leadership of the commander. While many military historians have analyzed leadership as an intellectual exercise, Wood aims at the basics of physical and moral courage, boldness, tenacity, energy, and inspiration. In each battle, he selects one of these virtues and recreates the commander's thought processes through the critical junctures of the engagement.

Newman, Aubrey. *Follow Me: The Human Element in Leadership*. Novato, Calif.: Presidio, 1990. 306pp. \$24.95

Aubrey Newman's guide to military leadership has little to do with the great abstract principles so overworked by traditional writers and has everything to do with leadership and the stuff of life. His book is anecdotal, including lessons drawn from events in his own career before and during the Second World War. This is a man who clearly loves soldiers and soldiering. His book is an admirable companion to the more formal texts on the subject with which young and mid-career officers are often burdened. We learn our most important lessons from these sort of tales.

Giangreco, D.M. *War in Korea, 1950-1953*. Novato, Calif.: Presidio, 1990. 335pp. \$40

In June 1950, less than five years after the United States had begun a frenzied demobilization of its wartime armed forces from more than twelve million well-trained and well-armed men to little more than a tenth of that number, North Korea attacked across the demilitarized zone into South Korea. U.S. occupation soldiers in Japan (many of whom were not well-trained or well-armed) suddenly found themselves in Korea, where they had to become fighting soldiers. The transition was difficult and deadly. As the Americans tried to save the potentially democratic part of Korea from assault by the committedly totalitarian part, minesweepers idled afloat for lack of fuel and parts, and sailors had suddenly to make safe channels with them through waters filled with hidden enemy weapons. By the skin of their teeth they did that and, after many dramatic events, convinced the enemy that the best he could get was a border not far from that which he had violated three years earlier. This book is a pictorial account of that effort, devoted mainly to views of the struggle ashore.

Hoehling, A.A. *The Fighting Liberty Ships: A Memoir*. Ohio: Kent State Univ. Press, 1990. 166pp. \$22

Mr. Hoehling, a former senior editor of the Congressional Research Service, offers a reminiscence of his World War II naval service in yard patrol craft, an auxiliary minesweeper, blimps, and later as officer in charge of the armed guard forces (i.e., gunnery and communications detachments) aboard a T-2 tanker and also, of course, Liberty ships. He does not say a great deal about Libertys as such—though we do learn that they were prone to (sometimes catastrophic) hull cracking and to propeller-shaft bearing failures; neither is there much here other than anecdotes about their armed guard forces. The book is, precisely, a memoir. As such it offers some memorable images, such as of Newport “surmounted in majestic snobbery by the august Naval War College.” Perhaps most striking is his recollection of the loss by collision and fire of his second Liberty (“Men began to scream and cry out...a sound I have never heard before—it was, at [the] least, chilling. Men were not supposed to scream...”), and how it was to be a survivor. Most valuably, however, the book offers a glimpse through the eyes of one of the many in those years who served at sea in the Navy, indispensably and even heroically, but remained throughout (as is clearly the case here) civilians and landsmen. (Photographs, reprinted maps, and selected bibliography.)

Smith, Myron J. Jr. *World War II at Sea: A Bibliography of Sources in English, 1974-1989*. Metuchen, New Jersey: Scarecrow, 1990. 304pp. \$32.50

This is the companion to Smith's three-volume set *World War II at Sea: A Bibliography of Sources in English* (1976), which covered sources up to December 1973 on the sea forces of all nations engaged in World War II. The 3,465 numbered entries cover materials published between 1974 and early 1989, along with items from the earlier period not included in the previous volume—books and monographs, scholarly papers, periodical and journal articles, documents from the various governments (including translations), important general studies, and doctoral dissertations. Full bibliographic citations are provided for each entry, with many entries receiving annotation.

Rodgers, Eugene. *Beyond the Barrier: The Story of Byrd's First Expedition to Antarctica*. Annapolis, Md.: Naval Institute Press, 1990. 354pp.

Richard Byrd is one of the central figures in the Navy's long and proud history of exploration. Byrd not only introduced Antarctica into American consciousness, he also flew over the North Pole and made one of the first significant air crossings of the Atlantic. Eugene Rogers is well qualified to write this detailed and scrupulously objective work. He is both a science writer and a former public information officer for the U.S. Antarctic Research Program. He had access to Byrd's private papers, which allowed him to convey the first unbiased view of

Byrd as an expedition leader, navigator, pilot, and naval officer. Byrd was a complicated man with serious character flaws that offended many of his colleagues, but long before the era of privatization he raised private funds to mount pioneering expeditions that today could only be done with legions of bureaucrats. Byrd is the transitional figure between the heroic age of Antarctic exploration and the modern industrial age. He appears to have been a driven man with an impressive ego and a determination to control history's perception of him. Yet, he did introduce the age of large expeditions with significant scientific content. Byrd's story is a human account of one man's determination to make his mark on the face of the earth. The book is well worth reading.

Trimble, William F. *Wings for the Navy: A History of the Naval Aircraft Factory*. Annapolis, Md.: Naval Institute Press, 1990. 360pp. \$35.95

From the end of the First World War through the middle 1950s, the Navy operated its own aircraft factory on League Island near Philadelphia. Intended to pace and supplement industry, the factory produced a number of influential designs and developed much of the technology for carrier aircraft operations and for early guided missiles. At its closing, it spawned two important naval research and development centers that continue to this day. Trimble's account covers the aircraft, the technologies, the politics, and the personalities of this unique institution.

Watts, Anthony J. *The Imperial Russian Navy*. London: Arms and Armour Press, 1990. 192pp.

If the title of this book was accurate, the book would be bigger than it is, and its nature would be different as well. What we really have here is a fully illustrated and detailed catalogue of the ships built by and for the Imperial Russian Navy during its last sixty years of existence: the period of steam and steel, which came to a climax with *Tsushima*, the *Potemkin*, and the Revolution. The ships' descriptions are of the usual sort: displacement, speed, armament, and so forth, and they are accompanied by interesting commentary. Here, for example, are three sentences on the first Russian submarine built in 1865-66: "Initial trials showed that the maximum diving depth that could be attained with safety was 60 ft. In 1871 trials were carried out to investigate the crushing depth, which was found to be 100 ft. After these trials the wreck was raised and scrapped." What catches the eye, of course, are the photographs of the host of fighting ships the Imperial Navy possessed; famous, infamous, and obscure. Nearly every big ship and every class of small ship is to be found here. There is also a short history of that navy from the time of its founding by Peter the Great to the Revolution. The book, however, is not to be judged by that short history but by the multitude of fine photographs with their accompanying data and commentary.

Werlich, David P. *Admiral of the Amazon: John Randolph Tucker, His Confederate Colleagues, and Peru*. Charlottesville and London: Univ. of Virginia Press, 1990. 353pp. \$29.95

Students interested in the naval side of the American Civil War and Reconstruction period will find David Werlich's book a fascinating study. Although Werlich is better known as an expert in Latin American history, Peru in particular, he has written here a study that sheds light on both Latin American and naval history. Werlich describes Tucker's early career in the U.S. Navy from 1827 to 1861 and his role as an officer in the Confederate Navy. The most interesting part of the study is found in the description of the difficulties Tucker and his fellow officers from the erstwhile Confederate Navy faced in finding postwar employment. Eventually appointed rear admiral in the Peruvian navy, Tucker commanded a joint Chilean-Peruvian fleet against Spain. His new career brought vindictive recriminations from senior officers in the U.S. Navy. These residual ill feelings from the Civil War caused a serious diplomatic embarrassment for the United States when the U.S. fleet commander refused to provide the normal naval courtesies to a foreign fleet commander. After being forced to leave this appointment, Tucker led a major hydrographic survey up the Amazon and spent seven years in the jungle, charting the river for future steam navigation.

Freeman, Edward, ed. *Les empires en guerre et paix 1793-1860*. Vincennes, France: Service Historique de la Marine, 1990. 320pp. (No price given)

Published by the French navy's historical service, this volume is the proceedings of the second Anglo-French Naval History Conference held in Portsmouth, England, in 1988. Its theme was Anglo-French rivalry and cooperation in the period from the French Revolution through the Crimean War. Ten of the sixteen essays in this volume are in English and range from studies of naval tactics, health, and political and geo-strategic rivalry to the evolution of ships and armament and the sociological origins and education of officers. Together, these essays make a very useful contribution to our understanding of the French and British navies in the early nineteenth century.

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