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Recent Books

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Mr. Friedman's *World Naval Weapons Systems*, in contrast, at \$89.95 deliv-

ers the same information and is a far better value.

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Recent Books

Cogar, William B. *New Interpretations in Naval History: Selected Papers from the Eighth Naval History Symposium*. Annapolis, Md.: Naval Institute Press, 1989. 328 pp. \$24.95

This latest volume in the series from the biannual naval history symposium at the U.S. Naval Academy contains 20 essays selected from those delivered at the 1987 meeting. Like the conferences themselves, this volume ranges widely in subject, period and quality. However, as the publisher claims, it does reflect some of the current vitality in the field on naval history.

There is no common theme in the book, but the editor has deftly organized it into five topics: Creating and maintaining a navy; Successful combined operations, c. 1809-1814; Peacetime controversy and crisis; The Pearl Harbor attack, 1941; and The Tonkin Gulf Incident of 1964.

Although the bulk of essays deal with U.S. Naval history, there is one paper on Gibraltar as an ancient port, one on Russia, and five on the Royal Navy. This volume, taken as part of the continuing series of which it is a part, makes a major contribution to naval history. In its turn, each volume is a biannual journal compiling a range of insights from the most recent research.

Colledge, J.J. *Ships of the Royal Navy: Volume 1: The Complete Record of all Fighting Ships of the Royal Navy From The 15th Century to the Present*. Annapolis, Md.: Naval Institute Press, 1988. 388 pp. \$37.95

Colledge, J.J. *Ships of the Royal Navy: Volume 2: Navy Built Trawlers, Drifters, Tugs and Requisitioned Ships from the 15th Century to the Present*. Annapolis, Md.: Naval Institute Press, 1989. 245 pp. \$32.95

When James Colledge first published these two volumes twenty years ago, they made a valuable contribution to research in naval history, providing in a single source, a standard alphabetical listing of ships' names, dates, measurements and armaments.

This new edition has been thoroughly revised by Colledge, with the valuable assistance of many members of the World Ship Society and David Lyons of the National Maritime Museum staff. Together, these two volumes now list the basic data for some 25,000 ships that have served the Royal Navy.

In some respects, the revision and updating of such lists never ends, as new ships are added to the Navy and as new historical information comes to light. Nevertheless, this compilation of many years of research, augmented with the annotations and suggestions of many knowledgeable users of the earlier edition is invaluable.

Cooper, J. Fenimore. *Ned Meyers or A Life Before the Mast*. Annapolis, Md.: Naval Institute Press, 1989. 285pp. \$23.95

Though often overshadowed by its contemporary, Dana's *Two Years Before the Mast*, Cooper's *Ned Meyers* was and remains a primary description of the life of the ordinary seaman during the heyday of America's sailing merchant marine. A young runaway and cabin boy, Meyers had been a shipmate of Cooper's. After leaving the sea in 1843, he shared his memories with Cooper. During his 40 years at sea he served in 72 different ships, both merchant and naval. His life was hard, with few material rewards. Through Meyer's memories we gain a sense of what maritime life was like then, and of the character of the men who lived it. The Naval Institute has done service to all nautical historians by republishing this work in its Classics of Naval Literature series.

Corvo, Max. *The O.S.S. in Italy, 1942-1945*. New York: Praeger, 1990. 325pp. \$29.95

The author, chief of O.S.S. Operations for Italy during the Italian campaign, seeks to redress the reputed inaccuracies of earlier accounts of O.S.S. activities in Italy by writers who attempted to reconstruct history with insufficient documentary evidence. This book is a story of the Italian Secret Intelligence Section of the O.S.S., its dealings with other branches of the organization, and the evolution of U.S. policies which led to the establishment of good working relationships between Italy's postwar government and Washington.

Frisbee, John L., ed. *Makers of the U.S. Air Force*. McLean, Va.: Pergamon-Brassey's, (sponsored by the office of the U.S. Air Force) 1989. 347pp. \$25
One is tempted to think that historical military biographies are concerned only with leaders who have long passed into history. Frisbee's history of the United States Air Force exists largely within living memory, and the Aerospace Educational Foundation has accomplished an important service in this collection of well-done biographies. Among the leaders studied are Andrews, Quesada, Vandenberg, Davis, Twining and Schriever, whose careers shaped much of our recent thinking about strategic air power and

deterrence. It should be read to gain insight into the development of strategy in a time of rapid technological advance.

Galantin, I.J. *Take Her Deep*. North Carolina: Algonquin Books of Chapel Hill, 1987. 262 pp. \$17.95

Pete Galantin's account of the last five patrols of the USS *Halibut*, August 20, 1943 to November 19, 1944, is a warm and sensitive account of this man and his crew fighting a grim and dangerous war in the Pacific. Galantin's concern for the safety and well being of his crew is nicely balanced by his desire to inflict (and skill in inflicting) maximum damage on the Japanese Navy. The tenth and last patrol of the *Halibut* proved to be the climax of this submarine's career. While attacking a convoy, the *Halibut* was spotted and driven down, subjected to a furious depth-charging for many hours. The ship was damaged to such an extent that she could do nothing but endure the assault of the Japanese escorts. Emergency repairs enabled the ship to surface and rendezvous with another submarine for the return to Saipan. The hull had been so badly damaged that it could not be repaired. Galantin has created one of the epic accounts of the Silent Service. Worthwhile reading at all levels.

Galvin, John R. *The Minute Men: The First Flight—Myths & Realities of the American Revolution*. Washington: Pergamon-Brassey's, 1989. 274pp. \$24.95

A long-held cornerstone of American mythology, the concept of minutemen was a century and a half old at the start of the American Revolution. First published by Hawthorn Books in 1967, the book describes the concept of the minutemen and includes the regimental organization of the militia in Massachusetts. The author, who is the Supreme Allied Commander of Europe, sees the events at Lexington and Concord as the final clash of arms of the old Massachusetts militia which employed organization and methods of command and control that had been forged during a century and a half of nearly constant warfare.

Gelb, Norman. *Dunkirk*. New York: William Morrow & Co., 1989. 352pp. \$22.95

The New York Times once said: "So long as the English language survives, the word Dunkirk will be spoken with reverence." Gelb shows us why that is so, and opines that the successful withdrawal of so many trained men from the beaches at Dunkirk was the first step in the defeat of Hitler. Those men became the core of the expanded British Army who went on to prevail in North Africa and at Normandy. Gelb's work covers not only the details of the seven days on the beaches, but also sets the stage with a fine account of the strategic decisions by both the Allies and the Germans that led to Dunkirk.

Hill, J.R. *Anti-Submarine Warfare*. Annapolis, Md.: Naval Institute Press, 1989. 128pp. \$24.95

This update of Admiral Hill's fine book demonstrates how well it has stood the test of time. The text has had only minor revisions, but a new chapter has been added projecting the status of ASW into the 1990's. This book addresses the complexities of ASW from the standpoint of strategy, tactics, and hardware in a clear and insightful manner. The adoption of the "Maritime Strategy" by the United States a few years ago had a profound influence on strategic, and tactical planning and thought in ASW. The many diagrams illustrate the interactions of sonars and the thermal layers of the ocean and ASW tactics. Numerous tables give details of nuclear and conventional submarines, their sensors, and weapons. ASW systems have their corresponding tables of characteristics. A substantial book that merits reading and study by the non ASW specialist.

Jones, Neville. *The Beginnings of Strategic Air Power*. Savage, Md.: Rowman & Littlefield, 1988. 217pp. \$29.50

Jones, a former lecturer in aviation history for the RAF and currently at East Surrey College, has taken a look at the development of strategic bombing strategy in the RAF from 1923 to 1939. This was the era of Douhet, Trenchard and Harris, and a belief that the bomber would always get through. The key to the thinking at the time was that the bomber should be used to attack the enemy's strategic sources—his industrial base, transportation networks, and raw materials. It was argued that such a strategy would obviate the need for major ground campaigns. Jones has made a significant contribution to our understanding of the development of this line of strategic thought in the United Kingdom. That the strategy did not work very well in the Second World War is another story.

Lavery, Brian. *Nelson's Navy: The Ships, Men and Organization, 1793-1815*. Annapolis, Md. Naval Institute Press, 1990. 352 pp.

Following the same format and size of his earlier, two-volume study, *The Ship of the Line* (1983-84), Brian Lavery has taken a different approach in examining the Royal Navy in the era of the wars of the French Revolution and the French Empire. In his previous work, he traced the development of a single type, the battleship of the sailing period, tracing its development over two hundred years. His new book is confined to a 22 year period, but he has expanded his scope to the full range of naval vessels. In the process, Lavery has created a valuable reference work.

The only disappointment is the opening chapter, entitled "Background," which attempts to give a summary of British naval history, British naval administration and Britain's strategic position in the world. Regrettably,

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Lavery has based it on an insufficient reading of modern scholarship in an area that is not his forte. It is best to ignore it completely, and move on to questions of ship-types, shipbuilding, personnel, shipboard life, seamanship, tactics, dockyards and bases.

Middlebrook, Martin and Mahoney, Patrick. *Battleship, The Loss of the Prince of Wales and the Repulse*. New York: Penguin, 1989. 366pp. \$8.95

Very early in World War II, British naval operations and strategy had been greatly influenced by the presence, and occasional forays of German battleships, such as the *Bismark*. Naval staffs still believed in the power and suasion of the big gun ship. As situations became heated in Asia during the spring and summer of 1941, it occurred to the British naval staff that placing a few good capital ships in Singapore (as had long been planned) might well dissuade the Japanese from whatever mischief they were planning. Thus the *Prince of Wales* and the *Repulse* were dispatched to Singapore. The Japanese responded by sinking them with aerial torpedoes on the third day of the war, with few losses to themselves. Middlebrook, whose military historian credentials are extensive, suggests that "The tenth of December 1941 was the end of the battleship era." Middlebrook's republished work is particularly useful to students of strategy and operational art for its extensive treatment of the decision to send the ships to Singapore, and the quaint assumptions about Japanese strategy and capability.

Midlarsky, Manus I., ed. *Handbook of War Studies*. Boston, Mass.: Unwin Hyman, 1989. 372pp. \$24.95

For the historian of theory, the social scientist with a preference for convoluted analysis, the analyst who rejects random events and human behavior, and for the connoisseur of obscurely tedious essays, the publication of the *Handbook of War Studies* is surely a long awaited event. For insight into why and how people have wars, the rest of us will regret the passing of Barbara Tuchman and Samuel Eliot Morison and read their works again. As for the equations developed to buttress theory, Lanchester got it right the first time.

Moon, Howard. *Soviet SST: The Techno-politics of the Tupolev-144*. New York: Orion Books, 1989. 276pp. \$24.95

When the race for an SST began in the early 1960s, the Soviets' faith in the imperatives of technological progress drove them to enter the competition to be first. An adaptation of a jet bomber would not produce a safe, economical passenger transport. Although they were able to obtain some technology from the West, assimilation of it into their manufacturing methods proved very difficult. The Tu-144 SST did indeed fly before the Concorde, but lasted only

seven months in commercial service before being quietly dropped from Aeroflot's routes. The history of technology development is rarely well documented, but Moon's book is a remarkable example of how much can be learned of closed Soviet high technology programs with assiduous search of the available literature.

Pennell, C.R., ed. *Piracy and Diplomacy in Seventeenth Century North Africa: The Journal of Thomas Baker, Eighth Consul in Tripoli, 1677-1685*. Toronto: Associated Univ. Press, 1989. 261pp.

Thomas Baker's description of life in late 17th century Tripoli makes a major contribution to North African history. At the same time, it provides a valuable source document for maritime and Naval historians. His record of privateering activities, warship visits and the maritime commerce of this Mediterranean port is unequalled by any other source.

Pennell has supplemented the text with appendices giving biographical details on Thomas Baker, as well as details on the North Africans, European civilians, English Naval officers and the ships mentioned in the text.

Pryor, John H. *Geography, Technology, and War: Studies in the Maritime History of the Mediterranean 649-1571*. New York: Cambridge Univ. Press, 1988. 238pp.

John Pryor's examination of geography, technology and naval warfare, is an extremely important contribution to the maritime history of the Mediterranean. The Muslims' use of these economically and navigationally less attractive routes, left the shorter, open sea-lanes for Christian shipping. Pryor argues that this explains how and why Christian shipping was able to dominate both the internal carrying trade between Muslim countries and the trans-Mediterranean trade between Muslim and Christian countries from the 12th to the 15th centuries.

Silverstone, Paul. *Warships of the Civil War Navies*. Annapolis, Md.: Naval Institute Press, 1989. 352pp. \$38.95

Abraham Lincoln was the first U.S. president to have a 600-ship navy. There were only 42 ships in commission at the start of the Civil War, so the buildup took some doing. Lincoln's navy had a lot of unglamorous fighting to do, hard on the enemy's coast and on his rivers. His ships looked like that was the kind of fighting they were intended for. At the beginning Lincoln's enemy, Jefferson Davis, had no navy at all. Though his people built some ships, captured a few, and bought a few more, they were worse off at the end than they were at the beginning. For the first time ever, in this attractively designed book one can find all of both Lincoln's and Davis's fighting ships named and described. There are some 210 photographs too, many of them quite interesting. Mr. Silverstone has published a number of ship catalogs. This is his best yet.

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Stoll, Clifford. *The Cuckoo's Egg*. New York: Doubleday, 1989. 323pp. \$19.95
 This is an intriguing, often funny, but ultimately sobering book about the author's efforts to locate and stop a computer who was systematically gaining access to, and stealing information from, a variety of U.S. military and related computer networks. It begins with the discovery of a 75-cent computer accounting error in California and ends with the arrest for espionage of a West German computer programmer. In between is the fascinating tale of individual perseverance and bureaucratic ineptness that gets at the very core of the computer security issue: "Who is in charge here?" For anyone associated with or concerned about computer security issues, this is worth reading.

Summers, Harry G., Jr. *Korean War Almanac*. New York: Facts on File, 1990.
 \$24.95

Harry Summers is best known as a commentator on the Vietnam War. His Vietnam War Almanac has been highly useful to those interested in that long conflict. He has done the same for that three year conflict in Korea from 1950 to 1953. The book incorporates all the new scholarship, in addition to an excellent chronology and has some 375 articles on just about any aspect of the war the general reader, or indeed scholar, would be interested in. Excellent short bibliographies are included. This is a must for personal libraries of those interested in the Korean War.

Suthern, Victor, ed. *The Oxford Book of Canadian Military Anecdotes*. New York: Oxford Univ. Press, 1989. 200pp. \$29.95

Victor Suthern, Director of Canada's Military Museum, has assembled a splendid Canadian companion to the *Oxford Book of Military Anecdotes*. Rather than chronologically, its sequence is by air, naval and land warfare with additional sections on Canada's early west and recent peacekeeping—a modern specialty of the Canadian Forces. Throughout, one gains the impression that Canadian servicemen are not unlike their southern neighbors: direct, unpretentious and pragmatic in the unhappy business of war. Suthern's book is a useful addition to the military literature of an important friend.

Till, Geoffrey, *Modern Sea Power*. McLean, Va.: Brassey's Defense Publishers, 1987. 179pp.

Till's little book might well be the introductory text to a course on the impact of technology on strategy and operational art. This is the first of a projected twelve-part series with the following volumes to be focused on specific warfare areas, such as electronic warfare and amphibious warfare. Till provides the introduction, perspective and context by doing a survey of the implications of technological change on naval warfare in the 20th century. He includes sea control, maritime interdiction, strategic deterrence, and

inshore operations. Perhaps because the author is British, there is no treatment of carrier strike operations.

Vogel, Victor. *Soldiers of the Old Army*. College Station: Texas A&M Univ., 1990. 124pp. \$22.50

In this little gem about soldiering in the Regular Army before World War II, when a private was paid \$21 a month and a colonel with over 30 years service earned \$500, Victor Vogel (who enlisted in the 9th Infantry in 1934) makes plain "why anyone would choose a vocation in which the pay was low, the outlook for advancement uncertain, and the business neglected by its owners." In the spare language of a man who knows exactly how to say what needs saying, Vogel tells about the men of that army, what they valued, and what they did in garrison, in the field, and off duty. If the price per page seems high, remember that gems do not come cheaply.

Von Luck, Hans. *Panzer Commander*. New York: Praeger, 1989. 282pp. \$24.95
 Von Luck challenges the reader on two points: First, not all Germans were Nazis, and secondly that Russians are human beings possessed of a sense of humor and fairness. Von Luck shares his memoirs as a former German panzer officer who served under Rommel during the French invasion and in North Africa. In 1941 he fought to the outskirts of Moscow, and in 1944 on the Western front during the Allied invasion. He was captured by the Russians in April 1945. This is a vivid account of an army that nearly dominated the European continent twice in one century.

Whitaker, Denis W. and Whitaker, Shelagh. *Rhineland: The Battle to End the War*. New York: St. Martin's, 1989. 422pp. \$24.95

Rhineland is a chronicle of the final assault on the western front during World War II. It relies on archival resources from both sides of the Atlantic, and upon numerous interviews with American, British, Canadian and German veterans who unearthed old records in their efforts to recall accurately the events of February and March 1945. With German morale still intact, Eisenhower faced a determined foe while also dealing with an allied command beset by conflicting aims, national jealousies and feuding generals. Denis Whitaker was a participant. As a lieutenant colonel he commanded the 4th Canadian Infantry Brigade's Hamilton Light Infantry. The book provides a vivid account of the sequence which begins with a pincer attack through the Reichswald and across the river Roer and concludes with operation Plunder, the massive three-nation, three-army final assault on the Rhine.

Bayly, Christopher. ed. *Atlas of the British Empire: The Rise and Fall of the Greatest Empire the World Has Ever Known*. New York: Facts on File, 1989. 256 pp. \$40

The title of this volume echoes 19th century books exuding imperial splendor, but this is no jingoistic tirade. It is a richly illustrated and nicely designed volume created by historians of the British Empire from well-known universities in Britain, Northern Ireland, Canada, New Zealand and Australia. Fifty uncluttered maps, with 300 illustrations and photographs, along with a clearly written text, trace the history of the British Empire from its beginnings in the 16th century to today's Commonwealth. Focusing on the views within the various colonies, the book provides a vivid, new and authoritative perspective that is valuable either as a broad introduction and summary, or as a ready reference and historical atlas.

Franklin, John. *Navy Board Ship Models, 1650-1750*. Annapolis, Md.: Naval Institute Press, 1989. 186 pp. \$34.95

Written by a well-known model maker, this book will appeal particularly to others who practice the same craft. However, the book also makes a major contribution to maritime and naval historians who can benefit from this work and gain greater understanding about late 17th century and early 18th century ship construction, design and decoration. The three dimensional qualities of models complement scale drawings, ship portraits and documents to give insight into the general layout of living, working and fighting arrangements at sea. Most importantly, they help us to understand the stage upon which life at sea was lived in a vanished world.

Meilinger, Phillip S. *Hoyt S. Vandenberg, The Life of a General*. Bloomington: Indiana Univ. Press, 1989. 279pp. \$27.50

Lt. Col. Meilinger, U.S. Air Force, has struck that delicate balance that is difficult for many biographers to achieve; that of worshipping his subject and keeping his distance. His account of Vandenberg's career provides intriguing reading and some insights into the development of the Air Force during its early years as an independent service. Navy partisans will achieve some new perspectives on the interservice battle for control over strategic nuclear weapons in the late forties and early fifties. The Air Force view on the "Revolt of the Admirals" and the cancellation of the supercarrier *United States* will be of great interest to students of the period interested in the development of the missions of the services after World War II. This volume is well annotated with an extensive bibliography and notes.

