

1989

Other Recent Books

Frank Uhlig Jr.

Follow this and additional works at: <https://digital-commons.usnwc.edu/nwc-review>

Recommended Citation

Uhlig, Frank Jr. (1989) "Other Recent Books," *Naval War College Review*: Vol. 42 : No. 2 , Article 31.
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol42/iss2/31>

This Additional Writing is brought to you for free and open access by the Journals at U.S. Naval War College Digital Commons. It has been accepted for inclusion in Naval War College Review by an authorized editor of U.S. Naval War College Digital Commons. For more information, please contact repository.inquiries@usnwc.edu.

Other Recent Books

Baker, A.D. III, ed. *Japanese Naval Vessels of World War Two: As Seen by U.S.*

Naval Intelligence. Annapolis, Md.: Naval Institute Press, 1987. 448pp. \$18.95

Third in a series, this volume of ship recognition material reprints from the Office of Naval Intelligence (ONI) ship recognition handbooks consists primarily of *ONI 41-42, Japanese Naval Vessels*, but also contains the ONI index of Japanese naval vessels, *ONI 220J Japanese Submarines*, and *ONI 225J Japanese Naval Landing Operations*. Because it contains World War II intelligence estimates, some of which were profoundly wrong, it is not an authoritative reference on the ships of the Imperial Japanese Navy. However, illustrations in the book will be useful to historians and especially modelers and artists for many of whom a substantial number of photographs will be new. While wartime construction coverage is scanty, the coverage of prewar ships is very good (excepting early war losses such as the carriers sunk at Midway).

Brinkley, William. *The Last Ship*. New York: Viking, 1988. 616pp. \$19.95

Nevil Shute's *On the Beach* has been the quintessential novel of the post-nuclear holocaust world. Now William Brinkley has added a Robinson Crusoe naval theme to the basic story. After the U.S.S. *Nathan James* fires its TLAM-N missiles on command, her captain and crew find that they are the last able-bodied survivors in a devastated world. They retreat to an isolated island in the far Pacific and begin building a culture and society. There are women among the crew, solving the matter of procreation—albeit precariously. In contrast to *On the Beach*, there is hope in *The Last Ship*. It is the hope of the human spirit born of the most dreadful of circumstances, although Brinkley is most definitely not suggesting that we relax our concern for the consequences of a massive nuclear exchange.

Clancy, Tom. *The Cardinal of the Kremlin*. New York: G.P. Putnam's Sons, 1988. 593pp. \$19.97

Jack Ryan is back, propelling Tom Clancy to the top of the best-seller lists again. Unfortunately for naval persons, *The Cardinal of the Kremlin* has little to do with naval affairs. This time around, Clancy gives us high-level moles and defectors, arms control negotiations, laser antisatellite technology, Afghan Freedom Fighters, and brilliant but nerdy scientists. As always with Clancy's novels, the good guys are very good, the high-tech weapons really

do work, and the bad guys are very, very bad. Do not buy it for strategic insights, but do get it for what it is: a first-rate vacation read!

Fletcher, Eugene. *Fletcher's Gang*. Seattle: Univ. of Washington Press, 1988. 267pp. \$19.95

Sherry Fletcher made a unique contribution to the history of the bombing campaign in Europe by saving her husband's nearly daily letters. These letters, interspersed with the postwar commentary of Eugene Fletcher and his B-17 crew, "Fletcher's Gang," tell the familiar story of the growth of courage in young men. The contrast between Fletcher's letters and the reality of his war makes this book special.

Giangreco, D.M. and Griffin, Robert E. *Airbridge to Berlin*. Novato, Calif.: Presidio Press, 1988. 247pp. \$14.95

The authors describe this well-illustrated book as a portrayal of the American and Allied response to a Soviet blockade of Berlin beginning in the spring of 1948. However, the table of contents shows the book to be a series of essays that take the reader back to the spring of 1945 and the downfall of Nazi Germany. The first three chapters set the stage as Germany, specifically Berlin, is divided among the powers. Events following the Soviet blockade of roads, railways, and canals connecting the Allied sector of Berlin with West Germany are well-researched and chronicled. The Berliners' suffering and stoic resolve, and the frustrating, dangerous and sometimes amusing story of an unprecedented logistic effort totally dependent on aircraft is well-documented with excellent photos on every page. The authors are convincing when they make the point that motivation and resourcefulness can overcome bureaucracy, the elements, and man's inhumanity to his own kind.

Heatley, C.J. III. *Forged in Steel: U.S. Marine Corps Aviation*. Charlottesville, Va.: Howell Press, 1987. 207pp. \$37

In turning his photographic attention to Marine aviation, C.J. Heatley has repeated his earlier success with naval aviation: *The Cutting Edge*. His cockpit and air-to-air photography draw the reader right into the action. Accompanying the photographs are comments from the men who fly the aircraft. A Marine pilot says: ". . . we're the only outfit with ground troops and an air force in the same service." Heatley's photographs capture this unique ground support mission of Marine aviation for there is scarcely a picture without a strong sense of the ground and its effect on Marine flying. Senator John Glenn—a former Marine aviator of some notability—supplies the introduction. The book was published on the 75th anniversary of Marine aviation.

Herwig, Holger H. *Luxury Fleet*. London: The Ashfield Press, 1980 & 1987. 316pp. \$17.50

Originally published in 1980 and reviewed in the January-February 1981 issue of this journal, Herwig's history of the Imperial German Navy from 1888 to 1918 is a classic study of what Winston Churchill termed a "luxury fleet." It consumed a shocking portion of Germany's military budget, lacked a clear mission, was racked with doctrinal dispute, and played no significant role in the strategy of a land power. Herwig covers the founding of the High Seas Fleet, its social and political behavior, its ships and doctrine, and finally its failure in the First World War. It is an important book which should be studied by all who would regard big fleets and big ships as revealed truth.

Holmes, Richard. *Acts of War*. New York: The Free Press, 1986. 420pp. \$19.95

This book is about what Field Marshal Lord Wavell has called the "Actualities of War"—such things as fear, bravery, discomfort, hunger, humor, death, and the total battlefield environment, to name just a few. These actualities are developed from and illustrated by hundreds of anecdotes. The anecdotes come from conventional historical research and the recollections of veterans of both World Wars, Korea, Vietnam, the Falklands and the Arab-Israeli wars. Although the technical nature of combat has changed over the past 200 years, human behavior has not changed appreciably. War is still dangerous, uncomfortable, and memorable. There are still brave and competent warriors just as there are misfits and malcontents.

Jackson, Robert. *The Berlin Airlift*. England: Patrick Stephens Ltd., 1988. 160pp. \$19.95

The author makes the compelling case that even before Germany surrendered in 1945, anyone with an ounce of sense should have predicted the Berlin blockade. This better than average examination of a remarkable performance by the U.S. and Royal air forces treats the political and humanitarian issues involved and the mechanics required to support a city whose road, rail, and water supply lines had been blocked. The particulars of establishing and executing an airlift of this magnitude are well-researched and supported by detailed annexes. The U.S. Navy's participation earned a gratifying quote, "the Navy fliers brought an astonishing degree of expertise and efficiency to the airlift, and their USAF counterparts were impressed, in particular, by the self-supporting nature of the navy detachment."

Lambert, Andrew, ed. *Warship*, Vol. IX. London: Conway Maritime Press/Annapolis, Md.: Naval Institute Press, 1986. 288pp. \$24.95

This bound version of numbers 33-36 of the British quarterly *Warship* is a great convenience for those who do not subscribe. The authors of the

different articles are, for the most part, familiar names and expert in their field. The articles span the American Civil War (U.S.S. *Roanoke*) to warships currently in service (Italian *Maestrale* class and *Poryvistyy* of the Soviet Krivak class). The format carries certain disadvantages, for example the first part of M.J. Whitley's article on the German aircraft carrier *Graf Zeppelin* appeared in the preceding volume and the ongoing series about British naval guns from 1880 to 1945 (numbers 15 and 16 in this volume) are in earlier volumes and will presumably continue in others. There is a table of contents but no index. Some of the fascinating photographs are on the muddy side, although it is difficult to say if this is the fault of the original or the reproduction process. This is a good volume for browsing, for virtually everyone will find something new.

Runyan, Timothy, ed. *Ships, Seafaring and Society*. Detroit: Wayne State Univ. Press, 1987. 366pp. \$22.50

Runyan's collection of maritime essays ranges from "Doxies at Dockside" to "American Maritime Prisoners of War, 1812-1815." The essays are grouped into ships and fleets, fishing and trading, community and the sea, and seafaring in the Americas. The essays are not complete studies of the subject(s) but each is a useful bit of the tapestry of maritime history.

Sherry, Michael S. *The Rise of American Air Power*. New Haven: Yale Univ. Press, 1987. 435pp. \$29.95

Sherry's work, subtitled *The Creation of Armageddon*, focuses on the rise of strategic air power concepts in the United States before the Second World War and on the exercise of that power during the war. He traces the growth of what he believes to be still a dangerous American illusion, that air power alone can win wars. There is no mention of Douhet's or Trenchard's influence. However, there is good historical material on the leaders and operations of the U.S. Army Air Corps during the war.

Silverstone, Paul H. *U.S. Warships Since 1945*. Annapolis, Md.: Naval Institute Press, 1987. 239pp. \$18.95

In this thorough, well-organized, well-illustrated book, Paul Silverstone lists and describes every ship the U.S. Navy kept after World War II and every ship it has built (or tried to build) since then. Each class is described in all its essentials and illustrated clearly. Each ship is named, her launch date given, and her fate told briefly. This is a useful piece of work.

Tanzhang, Tao. *Sun Tzu's Art of War: The Modern Chinese Interpretation*. New York: Sterling, 1987. 128pp. \$14.95

General Tao Tanzhang is a senior officer of the People's Liberation Army who made the long march with Mao. His interpretation of Sun Tzu

(translated by Yuan Shibing), which he taught at the Chinese Military Academy, is an engaging insight into Chinese military thought. Half of the book is given to Tanzhang's commentary on Sun Tzu's battles and campaigns, with chapters paralleling each of Sun Tzu's most important theses. The second half of the book is a fresh translation of Sun Tzu's *Art of War*.

Weeks, Albert L., ed. and comp. *Soviet and Communist Quotations*. Washington, D.C.: Pergamon-Brassey's International Defense Publishers, 1987. 387pp. \$50

Weeks has performed an invaluable service for any student, researcher, or speech writer seeking brief illustrations of what "the other side" thinks. Similar compilations by the U.S. Department of State and the University of Miami's Center for Advanced International Studies are now out of print or unavailable to the public. Each chapter addresses a separate theme (e.g., the nature of socialism and communism, foreign policy, terrorism/guerrilla warfare, and war preparations). The book does not attempt to explain where and why "Red" thinking has changed over time, nor to evaluate the relative importance of these sometimes mendacious quotations in light of actual communist behavior. For such interpretation, readers could do no better than to peruse the previous works of this prolific and highly regarded scholar.

Wright, Peter. *Spy Catcher*. New York: Dell, 1987. 496pp. \$4.95

"And we did have fun. For five years we bugged and burgled our way across London at the State's behest, while bowler-hatted civil servants in Whitehall pretended to look the other way." So begins Peter Wright's tales of his quarter-century with MI5. As the first technically trained staffer in British security services, he developed numerous electronic surveillance devices which he placed into the Crown's service. He recounts his role in the famous counterintelligence cases of the late 1950s as well as a number of less well-known cases of bugging and code-breaking. For the historian of gentlemen who do read others' mail, Wright is a wonderful raconteur of dated trade craft.

