

1989

Navy Gray: The Story of the Confederate Navy on the Chattahoochee and Apalachicola

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Recommended Citation

Decredico, Mary A. (1989) "Navy Gray: The Story of the Confederate Navy on the Chattahoochee and Apalachicola," *Naval War College Review*: Vol. 42 : No. 1 , Article 26.

Available at: <https://digital-commons.usnwc.edu/nwc-review/vol42/iss1/26>

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Edmonds. In meticulously worked-out detail, Travers shows that much of that history was an artificial collage of what British officers in the 1920s and 1930s wished that contribution to look like to future generations. Not history *wie es geschehen* (Ranke), but rather as it ought to have been. Travers' work here is solid, refreshing, and convincing.

The author has combed the major archives and libraries of the United Kingdom to piece together his story. Apart from the official War Office records that he consulted at the Public Record Office, Travers also has gleaned valuable materials from the files of the British Library, the National Library of Scotland, the Imperial War Museum, the National Army Museum, the West Sussex Record Office, Churchill College at Cambridge, the Liddell Hart Center at London, and the Staff College at Camberley as well as the Royal Artillery Institution at Woolwich. In short, the research is massive, and the book will long remain a standard against which future work in the field will be measured.

HOLGER H. HERWIG
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Turner, Maxine. *Navy Gray: The Story of the Confederate Navy on the Chattahoochee and Apalachicola Rivers*. Tuscaloosa: Univ. of Alabama Press, 1987. 357pp. \$24.95

Navy Gray by Maxine Turner is a solid addition to the literature on the

Confederate Navy. Each part of Turner's book deals with some aspect of Confederate shipbuilding and ironclad construction in southwest Georgia and northwest Florida. She provides clear introductory chapters on the local historical background and delves into the nature of naval activities in Columbus, Georgia, the site of an extensive Confederate shipbuilding complex, and Apalachicola, Florida. Turner focuses first on Apalachicola, one of the first ports to fall to the Union Navy's Gulf Blockading Squadron. She explores briefly the impact of the blockade on the port, the way the tightened Union cordon forced the suspension of operations, and the flight of Confederate military personnel and civilians to safer inland points.

But Turner devotes the greater part of her book to the "business of war" at Columbus, Georgia. This is perhaps the best part of the study, as she centers attention on Chief Engineer James H. Warner, CSN, and Lieutenant Augustus McLaughlin, CSN, and their attempt to create an ironclad fleet from scratch. Using local pay vouchers, labor reports, and official and unofficial correspondence, Turner chronicles the operations of the Columbus Navy Yard and the Columbus Iron Works. She concludes, as have other naval historians, that the Confederate Navy's activities in the Apalachicola-Chattahoochee area consisted "of frustrated efforts and potential never realized." Still, she rightly gives Warner, McLaughlin,

and others, such as they, credit for being on the "cutting edge" of the new technology.

If *Navy Gray* has a weakness, it is its cursory coverage of the impact of the Federal blockade on the civilian population. True, Turner includes letters and reports to show how military operations affected the people and the area. Unfortunately, she never develops the connection, and fails to analyze fully the relationship between the fall of Apalachicola and the activities at Columbus. Such shortcomings, however, do not detract from the overall effort. The appendices of employment and financial records and correspondence, and the extensive use of the manuscript collections at the Confederate Naval Museum in Columbus ensure that *Navy Gray* will aid others interested in studying the Confederate Navy's operations in Georgia and Florida.

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Jordan, Robert S., ed. *Generals in International Politics: NATO's Supreme Allied Commander, Europe*. Lexington: The Univ. Press of Kentucky, 1987. 229pp. \$24

This thoughtful collection of essays, edited and contributed to by Robert Jordan while he was a member of the Naval War College faculty, describes the evolution of that unique military/political institution, the Supreme Allied Commander Europe (SACEUR), by

characterizing the first seven incumbents, Eisenhower to Haig, and the manner in which they approached the strategic and political problems of their tenures.

The North Atlantic Treaty Organization was established in 1949 when the twelve signatories pledged that an attack on one was an attack on all. Though the treaty provided a governing political body, the North Atlantic Council, no supporting military infrastructure was provided until the outbreak of the Korean war, then perceived as part of a worldwide Soviet military offensive. At that point, provisions were made for a Supreme Commander along with his supporting staff, SHAPE. Though the Council itself was intentionally multinational in its decisionmaking, from the outset SHAPE was an international staff; that is to say, the officers assigned to SHAPE by the member nations no longer represented their countries but rather the Supreme Commander, who was considered an international official and whose strategic guidance came from the Council.

Eisenhower, the symbol of allied victory in Europe in World War II, was a logical choice for the first Supreme Commander. As the chapter on Ike points out, his chief tasks were to develop an alliance awareness among the sovereign members of NATO and to encourage their willingness to provide the military forces necessary to defend Western Europe against the perceived Soviet threat. He accomplished his mission, but left to assume the U.S.