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## European Naval and Maritime History 300-1500

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of their peculiar institution rather than an ambition to possess Oregon that motivated them. Similarly, southerners advocated the construction of small steam vessels (as opposed to larger warships) in the 1850s, at least in part because they saw them as potentially useful for penetrating South American rivers and spreading U.S. influence in areas where southern filibusters might take the next step toward eventual American annexation and the further expansion of the southern slave empire. Northerners were suspicious, quite naturally, of southern motives in both cases and voted accordingly.

This book is an excellent survey of antebellum naval policy and a must for naval historians of the 19th century.

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Lewis, Archibald R., and Runyon, Timothy J. *European Naval and Maritime History 300-1500*. Bloomington: Indiana University Press, 1985. 192pp. \$22.50

This small volume is a welcome addition to the literature on medieval warfare. There are several volumes readily available on land warfare, but this is the first which attempts to give a broad general survey of the development of naval and maritime history. The authors have tried to present the story at a popular level and they have succeeded in giving us a very broad overview of more than a thousand years. Quite rightly, they

have chosen to see naval history in this period as one which includes maritime and commercial relationships, rather than as simple listings or descriptions of fights on the water. For indeed, war at sea in this period had not developed into the rather specialized form of state-controlled activity that we understand today.

In presenting this overview, the authors have also provided the reader with a very useful list of books for further reading and, at the same time, surveyed the literature for the key pieces of interpretation. The text itself is unencumbered with details that so often dominate the work of medieval historians. Instead we have a refreshing synthesis that brings together the main points that we know, not only from traditional means of research, but also from the exciting new developments in underwater archaeology. For the medieval period, much of naval development remains obscured in the "Dark Ages," and this volume shows clearly where these gaps are. At the same time the authors have successfully outlined the transition from naval battles fought like land battles to true naval battles fought offshore. One also sees the development of characteristically naval tactics for such battles, as well as the simultaneous development of early forms of amphibious warfare, convoy, and raids. In the broadest aspect, one can see the relationship of naval power to the development of a nation's overseas influence and power as well as its clear connection to financial, commercial, and maritime interests. Most importantly, the

## 162 Naval War College Review

authors, by examining the early stages of European naval and maritime development, illuminate the limited effect of naval power on land power.

This is a short, very readable book that gives to the naval specialist both a broad perspective and stimulation for further research in the field, as well as insight into a highly technical aspect of scholarship for the general student of medieval history.

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Raven, Allan. *Fletcher-Class Destroyers*. Annapolis, Md.: Naval Institute Press, 1986. 158pp. \$21.95

Watton, Ross. *The Battleship Warspite*. Annapolis, Md.: Naval Institute Press, 1987. 120pp. \$21.95

Allan Raven begins a new series, "Warship Design Histories," with this volume on *Fletcher*-class destroyers of the Second World War. His format is similar to the "Anatomy of the Ship" series except that the subject is an entire class rather than a single ship.

A brief introduction, complete with tables and sketches of design proposals, is followed by more than 90 photographs, frequently superb and clearly reproduced. Next are line drawings mixed with photographs which observe the "Anatomy of the Ship" formula for general arrangement plans, fittings and equipment, propellers, shafting and rudders, antennas, weapons and associated

equipment, fire control equipment, and camouflage and funnel designs. The drawings, while excellent, are fewer in number and the keyed captions less extensive than in the "Anatomy of the Ship" series.

Raven concludes by listing the 175 *Fletcher*-class destroyers and their builders along with the dates they were laid down and commissioned. It is a pity the list could not have been expanded somewhat to include the fate of each ship. The emphasis, however, is clearly on design and materiel rather than on operational history and the class as a whole, at the expense of individual ships.

The now solidly established "Anatomy of the Ship" series has chosen for its ninth subject what is undoubtedly one of the most famous warships of the 20th century. H.M.S. *Warspite* incurred damage from mines, aircraft, and a radio-controlled glider bomb in a career that spanned the two World Wars, including a harrowing time at the Battle of Jutland where her steering mechanism broke down; extensive reconstruction during the interwar period; the second Battle of Narvik in 1940; the Mediterranean and Cape Matapan in 1941; D-day; and finally, at the conclusion of her career, providing support for the landing at Walcheren in November 1944.

Watton, who previously completed the cruiser *Belfast* volume in the same series, has matched his high standards with this work on the *Warspite*. The book adheres to the usual series format, with nine pages of introductory text followed by a