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The March to Victory: A Guide to World War II Battles and Battlefields from London to the Rhine

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grievous to this reviewer are Bradford's flaws as a naval historian. For example, the author clearly lacks knowledge of the Pacific naval war, otherwise, the Battle of Sirte (a March 1942 battle to defend a Malta resupply convoy) would not be considered "what was tactically the most brilliant naval action of the Second World War." As a popular history, *SIEGE: Malta 1940-1943* is a worthwhile introduction to the trials and tribulations of the World War II siege of Malta for the generalist, but fails to satisfy the serious historian or naval buff.

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Alexandria, Virginia

Bookman, John T. and Powers, Stephen. *The March to Victory: A Guide to World War II Battles and Battlefields from London to the Rhine*. New York: Harper & Row, 1986. 340pp. \$9.95

The authors have produced a useful, general guide to the battlefields of northern Europe. They begin with the Battle of Britain and the bomber offensive and then go on to D day and the Invasion of Normandy, the breakout from Normandy, the pursuit across France, Operation Market Garden, the Battle of the Bulge and, finally, from the "West Wall" to the Rhine. This last chapter includes the Huertgen Forest, Lorraine campaign, and Rhine crossings. Each chapter begins with a 6 to 26-page encapsulated history of the subject. The authors then provide

practical information for touring battlefield sites, supplemented by maps and diagrams. The book ends with an appendix listing museums of special interest in Great Britain and on the Continent and another appendix containing a highly select bibliography.

Guidance for touring battlefield sites is the main feature of the book and the real purpose for its publication and, therefore, the basis for judging its success or failure. How effective is the book as a guide to visiting the historic sites of the Second World War? While helpful as an introduction, the text could have been far more thorough. Where dealing with places to visit in major cities, notably London and Paris, the book is quite up-to-date, including, for example, the recently opened underground Cabinet war rooms, with very clear and complete information. For touring outside of London or Paris, the book is directed almost exclusively toward people with automobiles available to them. There is virtually no information on alternate means of transportation, such as the nearest rail station or bus, even when, as in the case of Churchill's home, "Chartwell," those means are available.

The list is also somewhat incomplete. The entry under Portsmouth lists the D-Day Museum, but not the Royal Navy Museum or the nearby museum of the Royal Marines at Eastney. Both are likely to be of great interest. On the other hand, the relatively hard to reach Fleet Air Arm Museum at Yeovilton is listed in

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the appendix of military museums at the rear of the book.

The authors are occasionally vague, e.g., in speaking of Eisenhower's headquarters at Southwick House, now part of a Royal Navy training establishment, one encounters the phrase "If permission has been obtained you can enter. . . ." A guide of this sort should really be specific about *where* and *how* to go about obtaining that permission. That same vagueness is also evident in reference to the Continent, e.g., the massive submarine pens at Saint-Nazaire, France, which "can be visited." The British chapter is almost exclusively limited to sites of interest in the south of England; the north, and Scotland are nearly completely neglected.

The guide offers better coverage of the Continent, i.e., a good summary of the invasion sites in Normandy, simple but clear maps, and on occasion, practical information on where to park—a not unimportant consideration on the crowded Continent. Still, there is only so much information that can be put into an ambitious book of this sort. Anyone really interested in touring the landing sites would be well-advised to use the *Guide Michelin*, and those with a special interest who have taken the trouble and expense to hire a car would probably want to obtain the excellent and very detailed publications found in the British magazine *After the Battle*. The latter (which the authors include in their bibliography) is readily available at specialized

military bookshops and contains a list of back numbers and their subjects, which can be ordered from the publishers.

There is nothing on the invasion of southern France, or the Italian campaign. Places of interest in Denmark and Norway are not mentioned, and the list of military museums is relatively short, with some important ones omitted, notably the Dutch military museum in Leiden and the Belgian military museum in Brussels. Anyone purchasing this book would also probably want full information on the German military museum at Rastatt, not included in the appendix, but well worth a visit. The publication of approximately 26 photographs from the World War II era is unnecessary in a work of this sort. The money might have been better spent on additional maps.

This book is useful as an overall summary, but anyone who is really serious about visiting these battlefields will almost certainly want to supplement it with other publications.

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Garzke, William and Dulin, Robert O. *Battleships: Axis and Neutral Battleships in World War II*. Annapolis, Md.: Naval Institute Press, 1985. 512pp. \$44.95

This is the third and final volume of a series on the battleships conceived between the wars. The first, on U.S. battleships, appeared in 1976; the second, on the Allied designs,