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## Warship, Volume X

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that was, and still is, in the vanguard of navies that operate aircraft at sea.

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

When the periodical *Warship* first appeared, I was impressed. I was also certain that, after its contributing authors had covered well-known warships or warship classes, it would fold from a lack of interest in less famous ships or classes. The appearance of the tenth annual collection of *Warship* articles is proof that the field covered by the periodical is so strong that it will never dry. That is good news for those who care—whether professionally or as amateurs—about fighting ships and about their operation and histories.

This particular volume contains a very diverse set of offerings. There is a two-part article on the ironclad turreted ship *Huascar*, built in England for Peru in 1865. Later captured by Chile, *Huascar* has been restored and preserved as a national monument by the Chilean Government. A small ironclad with a Coles turret, *Huascar* was purchased to thwart efforts by Spain to reassert her dominance over lost American colonies during the Civil War in the United States. She continued in the service of Peru and then Chile until 1901, and she is now a museum. Four

articles discuss the development of another 19th century fighting ship which has been preserved: *HMS Warrior*. These papers, plus another describing the preserved Norwegian torpedo boat *Rap*, are interesting introductions to the beginnings of modern warship design and combat.

More contemporary warships are also covered, including the French dreadnoughts of the *Bretagne* class, the nuclear-powered missile cruiser *Long Beach*, and the Imperial Japanese Navy's torpedo cruiser *Kitakami*. In each case, numerous photographs and drawings are provided. Some odd types are also reviewed. For example, there is an interesting discussion of the operations of the German *Elbing*-class torpedo boats (actually small destroyers) in World War II. This discussion might be the starting point for an investigation of the numerous and important small boat operations in European coastal waters in World War II—operations which might be repeated again in the event of a military clash between NATO and the Warsaw Pact. An essay on a special German type for coastal operations—the *Kriegsfischkutter*—provides more details about small military craft whose extensive operations went mostly unheralded during the war and are sadly ignored even now. The category of amphibious ships is covered by three essays on fast landing ships of the Imperial Japanese Navy, constructed during World War II to enable Japan to supply and support her many island garrisons threatened by the mobile forces of the U.S. Navy.

There are even studies of ships which one might not expect to find in a journal entitled *Warship*. The best example is a short but tantalizing offering on the liner S.S. *United States*. Another is a two-part discussion of U.S. Navy gunnery training and missile testing ships, including the *Norton Sound*, the former seaplane tender which served as the Aegis system test ship in the 1970s. But some of the best articles talk about subjects which most readers might never have considered before. A four-part presentation on ships of the line of Spain's navy in the years 1714-1825 begins with a brief explanation of why and how Spain's fleet declined over the period. Another two-part essay explores the career of HMS *Invincible*, a French ship of 74 guns captured by British forces in battle in 1747, fitted for service with the Royal Navy, and then lost to grounding off the Isle of Wight in 1758. (I will copy and preserve a drawing, showing how a full-rigged ship goes about, so I can finally understand all the ships' maneuvers in the novels by C.S. Forester.) Finally, there is a compilation of Soviet submarine operations in the Arctic in World War II that makes fascinating reading for anyone familiar with the trials and tribulations endured by the S-class boats stationed in Alaska by the U.S. Navy in 1943. Arctic operations were extremely difficult for diesel submarines. Forced to operate on the surface much of the time, they were buffeted and soaked by heavy, frigid seas. Finding and striking targets was

made difficult by the foul weather. It was a hard life and, for submarine captains hungry for kills, a lean one.

*Warship Volume X* also contains several interesting articles on matters of naval policy. There is a discussion of "Operation Catherine," a plan pushed by Winston Churchill in 1939 to force the Kattegat with a squadron of heavy surface ships and cut Germany off from Norway. The operation never really got beyond the planning stage, but it is interesting as an indicator of Churchill's thinking, and it illustrates the problems that must dog any expedition that has not carefully prepared for hostilities. There is also a fascinating paper on the effects of aerodynamic drag on long-range gunfire, plus another on the problems faced by the Royal Navy as it tried to build up its naval forces in the Far East in 1944 for the counter-attack against Japan. A most intriguing essay on the decline of British naval strength after World War II tops off the list of policy articles. Indeed, the policy papers are perhaps the most interesting subset of all the essays in *Warship Volume X*, suggesting that *Warship* may be developing a strong collection of authors and readers who are just as interested in how ships are used as in how they are designed and built.

The only problem with *Warship* is the uneven quality of the papers. Some are wonderfully written; others, even though they deal with interesting topics, are poorly organized and crafted. Some papers have

good references. Others have scarcely any. Most, but not all, have excellent photographs and drawings. *Warship* has always catered to the enthusiast, and that policy still governs the selection of topics and the layout of the journal. Accordingly, there are, in *Volume X*, a number of excellent photographs, including a fine pictorial essay on the warships of the Royal Netherlands Navy since World War II. Browsing can be rewarding, even for those who, like myself, are not ship enthusiasts. There is always the chance that something important can be learned, whether from a discussion of ship design, ship operations, or the technology of naval warfare. *Warship*, like the American-edited *Warship International*, is an important periodical. It has weathered its tenth anniversary, and this reviewer hopes that we will see it celebrate many more.

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Mack, William P. and Mack, William P., Jr. *South To Java*. Baltimore, Md.: Nautical and Aviation Pub. Co. of America, Inc., 1987. 385pp. \$19.95

When war hit the Asiatic Station on 8 December 1941, Manila time, Lieutenant Junior Grade William P. Mack was already a veteran. He had served two years aboard the World War I vintage four-pipe destroyer U.S.S. *John D. Ford* (DD 228). She would be the only survivor of a four-

ship division, and one of the two out of a thirteen-ship squadron to win the Presidential Unit Citation. Her skipper, then-Lieutenant Commander J.E. Cooper, would be awarded two Navy Crosses, the Dutch equivalent Bronzen Kruis, and the U.S. Silver Star. It was upon this background experience that Bill Mack drew for *South To Java*.

The authors Mack employed a clever stratagem in combining romance with truth by setting their story aboard a fictional Asiatic Fleet four-piper, the "U.S.S. O'Leary (DD 200)," which, ghostlike, joins a division of the real Asiatic Fleet, the latter using the true names.

Any professional naval officer of 1941 could have stepped aboard "O'Leary," the fictional ship, and felt right at home. There is the usual wardroom mix of the good, the not-so-good, the stud, the straight man, the slightly ridiculous, plus in this case a suicidal skipper. The repartee and chatter of the enlisted men and their various reactions are genuine, four-letter words and all. Below decks, as in any Asiatic Fleet destroyer, were some hard-fisted pub trashers, plus the usual long-time, dedicated petty officers who were expert in their trade. And of course the inevitable brutish but effective chief boatswain's mate.

For the non-nautical reader there are simply worded, clear descriptions, casually inserted, explaining the mysteries of the power plant, armament, state of repair, and the ship's company. It should make fascinating reading for any 1988