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## U.S. Army Ships and Watercraft of World War II

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ous units or having particular importance are allotted several pages. As would be expected, there is extensive coverage of the *Iowa*-class battleships, *Seawolf*-class attack submarines, and the *Arleigh Burke*-class destroyers. An equally comprehensive range of information is provided on the amphibious force, mine warfare units, service force, and auxiliaries. New initiatives described in these areas include *Wasp*-class LHDs, LCACs, and the follow-on Swath Tagoos ships. A brief section at the end of each ship chapter recalls significant initiatives involving that type of ship since World War II. For example, in the aircraft carrier chapter the end notes deal with post-World War II carrier programs that were never executed, including the *United States* (CVA 58), the Sea Control Ship, the VSTOL support ship, and various medium-sized carriers. Naval aircraft are covered in equally comprehensive detail, with one chapter dedicated to specific aircraft types, while a second chapter discusses organization and employment.

Other chapters in the core section cover the Coast Guard, weapons, electronic systems, and assault amphibious vehicles. All the current and planned radars, EW systems, sonar, missiles, and guns receive coverage similar to that given ships and aircraft (photo, text, and data table), though on a smaller scale. Even the ships and aircraft of the National Oceanic and Atmospheric Administration (NOAA) are described.

In addition, nine other chapters provide a useful overview of the structure and organization of the Navy. These begin with Mr. Polmar's assessment of the overall "State of the Fleet" which presents an excellent, yet concise, analysis of the issues facing the Navy in the future. An evaluation of these issues as they affect specific communities (air, surface combatant, amphibious, submarine, etc.) is also included. Subsequent chapters present a broad range of information, including a chapter on naval organization that, among other subjects, details the specific units assigned to the various fleets and marine forces. Other chapters discuss such subjects as the Marine Corps, the Reserves, strategic sealift, and personnel.

This book is an excellent reference work and provides one with an easily accessible central source of information. Its large size and easy to read style make it a pleasure to use. It is the perfect complement to Mr. Polmar's similarly formatted *Guide to the Soviet Navy*. Together they form an essential aid to anyone interested in the maritime environment.

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Grover, David H. *U.S. Army Ships and Watercraft of World War II*. Annapolis, Md.: Naval Institute Press, 1987. 280pp. \$44.95

The Navy has a lot of ships and boats. Clearly, the Navy is proud of

them, and it is glad to tell people not only about those it has and hopes to have, but also about those it once had.

For a fairly long time, the U.S. Army has had ships and boats too. But the Army feels differently about them. To that service, they are merely "floating equipment." Now there are not a great many of them, perhaps 400 altogether, including eight small seagoing ships, a couple of hundred landing craft, and an assortment of self-propelled beach lighters, tugs, barges, and odds and ends.

But during World War II that service owned, operated, or at least controlled, nearly 3,000 seagoing ships and another 11,000 harbor craft. That was about as many as the Navy had at the time, though when barges and landing craft were added, the Army came out way ahead.

Then, and ever since, it has been difficult to find out about this Army "floating equipment" because there has never been a person or office responsible for keeping track of it all. As David H. Grover tells us in this illustrated catalog of the Army's huge wartime fleet, "Army vessel records are scattered throughout a military establishment that today has little awareness of and, indeed, little interest in, its maritime heritage."

Despite those obstacles, Grover has removed most of the difficulties. Among the ships the Army controlled during the war were three former U.S. destroyers, a former U.S. Navy brigantine, a former Coast Guard cutter, an assortment of schooners, scores of tankers,

hundreds of cargo ships, and some of the largest passenger liners ever to fly the flag of the United States. Grover not only names and describes them all, but, through generous use of photographs, he shows us what they looked like. He, the book's editor, and its designer all deserve that naval accolade, "Well done."

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Coletta, Paolo. *A Survey of U.S. Naval Affairs, 1865-1917*. Lanham, Md.: Univ. Press of America, 1987. 265pp. \$15.75

In his latest work Professor Paolo Coletta of the Naval Academy offers an outline of "major developments in naval organization, administration, strategy, tactics, construction and personnel policies, operations, and sketches of leading political and naval leaders" from the end of the Civil War to the American entry into World War I. That is a tall order to fill in just 202 pages of generously illustrated text. Nevertheless, Coletta comes to grips with his topic with few wasted words.

The period of decline in the Navy following the Civil War; the Navy's renaissance; the war with Spain and American imperialism; Theodore Roosevelt's navy; "Dollar Diplomacy" and the Navy during the Taft administration; and the Navy during Woodrow Wilson's first administration: all these subjects are explained clearly and concisely in Coletta's skilled narrative and analy-