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RCN in Retrospect, 1910-1968

Lawrence Carroll Allin

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make life miserable for their more fortunate allies is inaccurate. With Leningrad starving and Russian backs against the wall of a long front, as much as possible was done to share the meager resources available. Yet the incredible bureaucracy which hampered these efforts is adequately and objectively portrayed.

The description of the cruiser actions involving *Edinburgh* and *Trinidad* and their effort to fight off submarines, air and surface attacks in the perpetual Arctic daylight is well done and fully involves the reader. The heroics attributed to the British skippers and individuals of their commands, the mishandling of German destroyers, the threat of the *Tirpitz*, the *Niger* tragedy and many other incidents all combine to overcome some shortcomings and make this a book to be recommended.

NOEL A. DAIGLE
Lieutenant Commander, US Navy
US Naval Academy

Boutilier, James A., ed. *RCN in Retrospect, 1910-1968*. Vancouver: University of British Columbia Press, 1982. 451pp. \$28

MacPherson, Ken and Burgess, John. *The Ships of Canada's Naval Forces, 1910-1981*. Annapolis, Md.: Naval Institute Press, 1981. 240pp. \$42.95

On 6 October 1973, at a conference on the North Atlantic Strategic Pivot, Commander R.T.E. Bowler, Jr. of the US Naval Institute, spoke on the one-hundredth anniversary of his organization. Bowler's remarks deserve mention here because they are part of a process which led to the publication of these volumes, one of them by the Naval Institute. These books are directly, or

indirectly, the results of four conferences attended by scholars of North American oceanic history.

These conferences have minor historical significance. Two were held at the University of Maine in Orono in 1971 and 1973. Bowler spoke at the latter. One conference convened at the University of Western Ontario in 1972. Each of these gatherings produced a volume containing the addresses delivered at the conferences. Several things came out of the meetings and publications. The first was excellent hospitality and outstanding scholarship by the Canadians. Outstanding is used in the sense it is used on an officer's fitness report. The second product of these activities was a realization by the Americans that there are outstanding naval scholars and scholarship in Canada. Then, the North American Society for Oceanic History was born as a direct result of these conferences.

Primarily a Canadian-American organization "NASOH" has global membership. Many of NASOH's members attended the fourth conference at Royal Roads Military College in Vancouver, British Columbia during 1980. That conference produced the material which Boutilier has ably edited in *RCN in Retrospect*. Barry M. Gough, Barry D. Hunt and Commander W.A.B. Douglas contributed to *RCN in Retrospect*, spoke at most of the conferences, and have helped make the last dozen years a luminous era in Canadian naval thought.

Two amateur historians have helped nurture this thought and produced the second book reviewed here. They are Ken MacPherson and John Burgess. MacPherson wrote *Canada's Fighting Ships* and is an associate editor of *Warship International*. In their *Ships of Canada's Naval Forces, 1910-1981*, they have given us a coffee-table tome whose data and

appendixes make it worth every cent of its \$42.95 price.

By utilizing eight appendixes, MacPherson and Burgess cram their book with data concerning the ships, the convoy operations of World War II and the generally tough jobs the Canadian maritime forces have undertaken during their existence. The appendixes are the fourth part of the book. The other three treat the periods 1910-1939; 1939-1945 and 1945-1981. Each of these parts has a historically focused introduction which outlines Canada's naval experience.

There is no comprehensive history of Canada's oceanic forces. The ships' biographies in this book help fill the void. Perhaps by reading each of these biographies the informed layman and thoughtful officer can come to realize the important role the Royal Canadian Navy played in the Battle of the Atlantic.

Canadian-American collegiality is demonstrated by W. G. B. Lund's chapter on the Battle of the Atlantic in *RCN in Retrospect*. That chapter was reprinted from the *Naval War College Review* and is one of five concerning the convoy war. *RCN in Retrospect* approaches comprehensiveness for the period it treats, explains the relationship of the Royal Navy to the Royal Canadian Navy and addresses some difficult issues. Among these are the Canadian's "junior partner" roles in Korea, Nato and Norad, mutiny, Arctic patrol and exploration, an unusual naval aviation policy, the naval reserve and, importantly, the unification of Canada's armed forces. J. H. W. Knox contributed two chapters to the work on Canadian naval engineering. A series of essays by officers, politicians, and historians, the book is academically uneven, generally accurate, and both good reading and thoughtful.

LAWRENCE CARROLL ALLIN
The University of Maine

Roberts, John, ed. *Warship*, v. 5.
Annapolis: Naval Institute Press,
1982. 288pp. \$23.95

This is a hardcover, bound volume that includes the four 1981 issues of the quarterly journal *Warship*. It is the fifth in the annual series to be published. Though the bound volume appears about a year after the four individual magazines, it has several advantages: it is \$8 cheaper than a regular (US) subscription to the magazine; it is bound, rather than softcover; and it is distributed in this country by the US Naval Institute, making it easily obtainable by American readers. A cooperative marketing agreement between Conway Maritime Press in London and the US Naval Institute in Annapolis has contributed significantly to the transatlantic traffic in good naval books.

Warship first appeared in 1977, and Robert Gardiner has been managing editor since the beginning. The title of editor has been held first by Antony Preston and since 1978 by John Roberts.

The technical side of naval history has never commanded a large readership, particularly in contrast with subjects such as aircraft design history. Those periodicals on this subject that have appeared from time to time have printed only a few thousand copies of each issue, and some—such as *The Belgian Shiplover* (1949-1975), mixing naval and merchant ship history—never went to more than about 500 persons.

What amounts to a revolution in publishing in naval technical history commenced about 1960, heralded at one cost extreme by Oscar Parkes' *British Battleships 1860-1950* and at the other by H. M. Le Fleming's inexpensive little paperback series *Warships of World War I*. This new literature emphasizes such features as comprehensive lists of the ships of a certain navy; accurate and