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## Warship

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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

detailed ships' characteristics; and design histories of a given ship type (e.g., cruiser, destroyer, etc.). Previously this sort of thing was very rare, and one could only resort to *Jane's*, Fahey, or a few other items, much of which were not based on access to official technical papers and plans. Today the quarterly journals *Warship International* (founded in 1964 and now published in Toledo, Ohio) and *Warship* are the principal periodicals on naval technical history, providing detailed coverage from reliable sources.

*Warship* contains about eight or nine articles in each quarterly issue, though in fact several are installments of multipart series. With only 72 pages per issue, coverage thus is brief on some items. Authors provide little direct citation of their sources, thus limiting the reference value of their work to future researchers. The reproduction of photographs and plans is constrained by the small size of the magazine (about 7½" x 9½") with no "foldout" sheets for large plans. There are very few book reviews and little comment or discussion from readers.

The emphasis is on ships of the steam-power era, from about the mid-19th to the mid-20th centuries. Articles on sailing warships do appear, but only one is included in the volume under review. Similarly, coverage of current events is slim. Of the 34 items in volume 5 that might be called articles, only about four bear wholly on current topics. A few more cover the late 1940s and 1950s, contributing to an understanding of present systems, but the theme of most articles is purely historical. Coverage is well balanced among the late 19th century, First World War, and Second World War periods.

The contents of this volume dwell heavily on British ships. By my count, some 21 of the aforementioned 34 features deal with the British Navy. Five

deal with German topics, five with the US Navy, with one each for Austria-Hungary, France, and Japan. Though any one year of such a quarterly journal cannot be fully representative (there have been good articles in other years on ships of Italy and Poland, for example), this enumeration indicates the strength of this volume on British subjects. The articles on British topics range from good to excellent, most reflecting careful scrutiny of archival records and considerable research.

Mr. David K. Brown, a senior member of the Royal Corps of Naval Constructors, is a frequent contributor to *Warship*, and has three fine works in volume 5. The most notable of these is the first part of a series entitled "Attack and Defence," recounting the history since the days of sail of full-scale British weapons trials against ship targets. There is great value in retrospective study of the success of peacetime experiment in testing new weapons: Did the tests provide useful data on likely combat conditions? Could such tests provide data of this kind? Was the proper use made of the data obtained? The US Navy's now well-known—but only partly researched—saga of gross torpedo defects during World War II highlights the value of thorough technical histories of the test and evaluation process.

John Roberts has a fascinating two-part article on the design of the stillborn *Lion*-class battleships of 1937-1946, which provides new information beyond that given in his 1976 book.

Probably most valuable to readers interested in modern-day naval matters is a two-part article by Alastair Mitchell on British naval radar of 1945-1980, following up on coverage of the earlier period that appeared in volume 4.

Most of the coverage of the US Navy comes from Norman Friedman of the

Hudson Institute, New York, whose many recent publications rapidly are giving him an unrivalled reputation as a civilian expert on historical ship design and construction. Friedman writes on the *Chester*-class treaty cruisers of the 1920s; the command ship designs of the 1950s and 1960s; and the SCB-27 *Essex*-class modification program in this volume of *Warship*. These articles all reflect research in US Navy files, including material still in Navy custody as well as items that have survived to be transferred to National Archives hands. Accordingly, this work offers unique glimpses of the interaction between US Navy force planning and ship design.

Though it appears that there are few people seriously "interested in warships" to the point of wanting to know their technical history, the importance of the warship in history indicates that this number ought to be greater. But for those who are, or might be interested, *Warship*, volume 5, will be indispensable.

CHRISTOPHER WRIGHT  
Office of the Secretary of Defense

Tompkins, Tom. *Yokosuka, Base of an Empire*. Novato, Calif.: Presidio Press, 1981. 152pp. \$12.95

Education at the time of my youth, sixty years ago, involved delving deeply into Greek, Roman, English and American history, while wholly avoiding Oriental. Scholarly involvement in that area was confined to appeals for missionary nickels in the Sunday school collection plate. Perhaps it was this abysmal lack of knowledge of the background, character, mores and capabilities of those Orientals which has allowed an earlier generation to lead us into a series of costly Far Eastern wars with concomitant shifts of world power balance not to our advantage. A check of

the current local school curriculum suggests that conditions in the foregoing deficiency have not greatly improved.

It is thus with sincerity and urgency that I recommend to any US naval officer, not to say diplomat, this very objective and succinct refresher (and no doubt for many the first adventure) in Japanese historical background in general and its pivotal maritime power point, Yokosuka, in particular.

*Yokosuka* devotes half its text to the rise of Japan from its misty, half mythical beginnings—origins of its peoples unestablished—through the remote, early connections with already ancient China, from which Japan's earlier culture stemmed during the sixth and seventh centuries when Europe was in the Dark Ages and Arabs were overrunning the south Mediterranean littoral. From then until the 15th century, civil wars racked Japan. Buddhism was imported from China, blending with the original Shinto faith to form an easy partnership. It was during this period that the warlike samurai class evolved, a way of life which developed the spirit of Bushido—total dedication to principles of conduct that were reflected as late as World War II in the behavior of the Japanese military.

A second great influx of foreign influence followed the arrival in the 16th century of a Portuguese ship, introducing guns and Christianity. Both these manifestations of civilization flourished in a culture that has consistently demonstrated an ability to exploit foreign innovations or improve on them quickly. In 30 years, homemade guns were in wide use on Japanese battlefields. Then sublime Christian peace descended. European culture was welcomed, while Japanese travelled widely abroad. But finally, feuding Jesuits, Dominicans, and Franciscans brought doubts to Japan's