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Seafaring in Colonial Massachusetts

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126 NAVAL WAR COLLEGE REVIEW

Navy's point of view. This is a perfectly respectable undertaking. It has not been done before, certainly not with the sweep, continuity, and style the author has packed into this modestly scaled book. Paul Ryan, a retired Navy captain and research fellow at the Hoover Institution, first came to public attention as a conservative spokesman in 1977 with the publication of his widely read *The Panama Canal Controversy*. It is fair to say that he has done it again in *First Line of Defense*.

Predictably, in covering more than three decades in a volume of this size, both depth and reach suffer. To author Ryan's credit, however, he has at least touched on nearly every major event and development to preserve a sense of flow. He addresses in greater and more reassuring detail the truly significant—and endlessly recurring—issues of the nature of seapower, proper roles and missions, centralized control, and civilian accountability. Heroes and villains are identified, not only as individuals but also as systems and processes.

There is little new in the treatment of the McNamara years, the Vietnam conflict, and the Carter administration—three large chunks of the book—but the material is both well-organized and crisply documented. After reviewing these segments, one has little doubt about the problems and people the uniformed Navy was fighting. Many readers will enjoy learning of Adm. Robert Dennison's furious advance opposition to the Bay of Pigs fiasco, seeing Adm. "Oley" Sharp's judgment vindicated by subsequent failures of Washington-guided Vietnam combat policies, and finding Graham Claytor recognized as a superbly able and most perceptive Secretary of the Navy. Much of what Paul Ryan says is far from conventional wisdom, in terms of public and media understanding, but he is very close to what the Navy regards, with a good deal of justification, as truth.

There may be no real continuum from national goals through strategic concepts and command organizations to military forces and operations but there are clearly relationships between objectives and means that cannot be ignored. *First Line of Defense* is a tight provocative recital, from a U.S. seapower perspective, of what happens if those relationships are not understood or deliberately subverted to other interests.

HUGH G. NOTT

Smith, P.C.F., ed. *Seafaring in Colonial Massachusetts*. Boston: Colonial Society of Massachusetts, 1980. 240pp.

This volume contains the proceedings of a conference held by the Colonial Society of Massachusetts in November 1975. Five years is a long time to wait for the publication of these papers, but despite the inordinate delay, they have retained some value. A book of this type does not present a coherent study, but rather it elucidates a number of fascinating aspects that have been touched upon in the standard work on the subject, S.E. Morison's *Maritime History of Massachusetts*. The contents of this volume will interest both naval and colonial historians.

The colonial historian will be interested in the well-illustrated article on "Vessel Types of Colonial Massachusetts" by W.A. Baker. In addition, there are two pieces on maritime aspects of colonial commerce. Donald Chard has written on "The Price and Profits of Accommodation: Massachusetts-Louisburg Trade, 1713-1744" and tells us much about the little known trade between the French and English in North America. Richard Kugler has written on the candlemaking industry that centered in Newport, Rhode Island, in his article, "The Whale Oil Trade, 1750-1775." In another brief piece,

Stephen T. Riley has edited a portion of a 17th-century manuscript that relates the captivity of seaman Abraham Browne by the Barbary pirates in 1655.

Three complementary papers detail aspects of the history of hydrography. Sinclair Hutchings has sketched the career of Capt. Cyprian Southack, who drew several important charts of the period and commanded a number of small warships on the American Station. This article is followed by an extremely interesting and important work by William P. Cumming on Colonial Charting of the Massachusetts Coast. Beginning with the 16th-century contributions of Verrazzano and Gomez, Cumming provides 21 illustrations of charts up through the work of Holland and Des Barres in the 1770s. In addition, he has included three appendixes on the bibliography of New England cartography, the nomenclature of the Gomez charts, and edited correspondence relating to John Green's mid-18th century mapping of the Kennebeck Purchase in Maine. Complementing Cumming's work, Augustus P. Loring has provided the first full listing of all the 145 coastal views that appeared in the *Atlantic Neptune*, the great maritime atlas of the Atlantic coast published between 1774 and 1803.

The final articles in the volume are the only two that deal directly with naval operations. One is a brief history of *King George*, an armed vessel maintained by the provincial government of Massachusetts during the French and Indian War, 1757-63. The other brief article is by Joseph R. Frese, S.J. on "Smuggling, the Navy and the Customs Service, 1763-72" and details the Royal Navy's role in enforcing the Navigation Acts.

All this is varied and disparate fare to be found within the covers of a single volume. None of it provides new or startling interpretations, but nearly all of the articles in the collection make useful additions to our knowledge about

specific aspects of maritime affairs in 17th and 18th-century Massachusetts.

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Yager, Joseph A. and Marby, Ralph T., Jr. *International Cooperation in Nuclear Energy*. Washington: Brookings Institution, 1981. 226pp.

This book has a narrower scope than might be inferred from the title as it is exclusively concerned with cooperative measures directed towards reduction of nuclear weapons proliferation risks associated with the peaceful use of nuclear energy. The major discussions are presented in Chapters 3 to 6 that occupy approximately half of the text—the remainder is devoted to two brief tutorial, introductory chapters and three substantial appendixes (two by the author's associate Ralph T. Marby, Jr.) that discuss various aspects of the world nuclear industry and the Bellagio Conference.

Chapter 3 addresses the problem of guaranteeing fuel supplies while minimizing proliferation problems associated with uranium enrichment. A detailed discussion of possible reasons for uncertainty in fuel supplies is given including changes in political attitudes and collusion among suppliers for their financial benefit, and institutional measures for their solution are presented. Chapter 4 similarly is concerned with fuel processing and proliferation questions associated with plutonium in the processed fuel. Again the discussion of problems in the back end of the fuel cycle is detailed and the relevance of such measures as multinational storage, return of spent fuel to country of origin, controls on technology transfer, and international plutonium storage is considered. In both of these chapters institutional matters are discussed extensively and Chapter 5, "New Institutional Arrangements" carries these discussions forward in further detail.