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## Far China Station: The U.S. Navy in Asian Waters

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26, the A-1 *Skyraider*, the A-3 *Skywarrior* and the A-4 *Skyhawk*. He was also responsible for the D-558-1 *Skystreak* which vied with the Bell X-1 for honors as the first aircraft to break the sound barrier.

The operational successes of Heinemann's aircraft designs stand by themselves. He makes no effort to recount those exploits of war but instead looks at the engineering challenges that he met time after time. Besides the details behind those aircraft that succeeded, the author also examines some that didn't such as the DC-5, the D-558-3 space rocket and the A-2D *Skysark*. As a result, the reader is able to trace both the maturation of combat aircraft design through the years and Ed Heinemann's abilities as a designer.

Throughout the book, Heinemann emphasizes that aircraft design must be accomplished with the mission and operator in mind. The prime example of this belief resulted in a brief trip throughout the Pacific in 1944. Chapter 10, "Pacific Journey," contains over 13 pages of Heinemann's observations from watching Navy air operations and talking with the pilots. He also flew on many occasions in several of the aircraft he had designed in order to get a firsthand look at his products. His observations and experiences are amazing and provide solid proof that aircraft designers and operators should never stop talking to each other.

While this is an interesting look at one man's career in combat aircraft design, its higher value is realized in the role it portrays for the aircraft industry in the continued development and success of airpower. It will provide excellent reading for anyone involved with the planning, support or employment of air operations today or in the future.

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Captain, U.S. Air Force

Johnson, Robert Erwin. *Far China Station: The U.S. Navy in Asian Waters, 1800-1898*. Annapolis: Naval Institute Press, 1979. 307pp.

The early relations of the United States with Japan and China were confrontations based often in misperception and miscalculation. More often than not, the vastly different cultures that lay along the shores of the northern Pacific reacted to one another in a violent way, predicated by emotion and prejudice. The stress between them was evident long before World War II and Vietnam; it was evident from the very beginning. Yet in many ways, these tensions were understood by Americans, at the time, as a byproduct in the handling of affairs that related more directly to the relations between Western powers and in the context of European diplomacy and interests.

The U.S. Navy's role in the Far East during the 19th century expressed both the tension and the preoccupation with European affairs in a series of armed clashes that stretched from Quallah Battoo in 1832 to Manila Bay in 1898. Professor Johnson's book is a detailed narrative of the U.S. Navy's squadron on the East India and China Stations between those years.

*Far China Station* is Johnson's third major contribution to the history of the U.S. Navy in the Pacific in the 19th century. His first book, *Thence Round Cape Horn* (1963) detailed the story of U.S. naval forces in the eastern Pacific between 1818 and 1923. His second, *Rear Admiral John Rodgers 1812-1882* (1967) followed the career of an officer who carried Johnson from the Pacific Station on into Asian waters. His third, and his most important study, describes the Navy's direct contact with the nations of the Far East. *Far China Station* is a lucid narrative, clearly written in a quiet and reticent style. Soundly based in a wide range of manuscript sources, the book corrects a range of details in a number of other

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works while it focuses sharply on the problems of command, logistics, hazards to ships and men, and relations among officials, American and foreign, and with other naval forces in the region. As the author notes in his introduction, the focus and, indeed, "the real heroines of this narrative" are "the vessels themselves—the majestic *Columbus* and the workhorse *Vincennes*, the famous *Olympia* and the plodding *Palos*, together with all of their sisters." Those who share the author's interest will be fascinated and appalled by the relation of what seems, by today's standards, to be an extraordinary number of collisions and groundings. More astonishing still is the apparent absence of the onus that such incidents cause today.

As a narrative of the formation and changing kaleidoscope of American ships and admirals in the Far East, Johnson's work is an essential reference. His annotated bibliography of sources for each chapter provides a useful guide as well as a basis for evaluation. Unfortunately, this volume lacks the summary list of "Officers Commanding U.S. Naval Forces" on the station and the "annual composition of forces" that made the appendixes of his first book such indispensable tools. In terms of the historical literature on this subject, *Far China Station* supersedes the relevant portions of C. O. Paullin's standard works: *American Voyages to the Orient 1690-1865* (1919-11) and *Diplomatic Negotiations of American Naval Officers 1778-1883* (1912). It provides the missing prelude to W.R. Braisted's two-volume study of *The U.S. Navy in the Pacific, 1897-1922* (1958, 1971), and it adds a fascinating counterpoint in detail to Gerald S. Graham's brilliant study of the Royal Navy in the same waters: *China Station: War and Diplomacy, 1830-1860* (1978).

JOHN B. HATTENDORF

Jones, David R., ed. *The Military-Naval Encyclopedia of Russia and the Soviet Union*, Volume 2. Gulf Breeze, Fla.: Academic International Press, 1980. 243pp.

The first volume of this series was reviewed in these pages early last year. The review described the scheme of the series and opined that the *Encyclopedia* promised to become the leader in its field. That promise still seems valid. One wishes, however, that the publication period could be reduced in order that researchers might sooner have the benefit of this single source *summa* whose thoroughness and excellence are previewed in these first two volumes.

The publisher and editor have chosen, no doubt not only for good commercial reasons but to ensure the scholarly integrity of the work, to publish only two or three volumes a year. Even this schedule is no light undertaking. For example, fully 166 pages of Volume 2 are devoted to the two essay-entries on "Administrative System and Policy-Making Process, Central Military." History, personalities, organization charts—all are here. All are valuable—clear, complete, well-written. But we are now, alphabetically, only through "Adm." Think how long we must wait to read the entries on "Strategy" or "War."

The quality to date assures me that the wait will be worth it.

W.R. PETTYJOHN  
Commander, U.S. Navy

Kupperman, Robert and Trent, Darrell. *Terrorism: Threat, Reality and Response*. Stanford, Calif.: Hoover Institute Press, 1979. 450pp.

Over the past decade there has been a lively debate over the likelihood of nuclear terrorism. Anyone who has inspected the drugstore paperback bookrack in his neighborhood has no doubt noted that the combination of