

1972

Yangtze Patrol: the U.S. Navy in China

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Recommended Citation

Ammon, R.D. (1972) "Yangtze Patrol: the U.S. Navy in China," *Naval War College Review*: Vol. 25 : No. 7 , Article 12.
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol25/iss7/12>

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numerous trips to Vietnam and serves as Ambassador in that unhappy country without ever once challenging the rightness of our involvement.

Taylor's position on the role of military leaders is very much in the tradition of his predecessors as Army leaders, i.e., Bradley and Ridgway. However, the fact that Taylor emerges in this mold is surprising, and indeed disappointing, because Taylor was supposed to be different than other military men. Indeed, this is precisely why he was brought back into government by the Kennedy administration.

In addition to tracing his career from West Point to Saigon, Taylor also summarizes the lessons of his experience in two concluding chapters entitled "Lessons from Vietnam," and "Adjustments to Declining Power." Those who were disappointed by Taylor's position in the first part of the book will be greatly troubled by his conclusions. The general condemns the policy of gradualism in Vietnam as immoral; advocates that future presidents use military force swiftly and decisively, regardless of the international consequences; laments the fact that negotiation has become the controlling objective of our policy in Vietnam; and lays the majority of the blame for the divisions in our society and the defamation of our institutions on the media.

Nonetheless, the book is valuable for those interested in the attitudes and perceptions of military leaders. Like Lyndon Johnson's *Vantage Point*, Taylor's memoirs are poor history, (e.g., his account of the involvement of the Kennedy administration in the overthrow of Diem), but rich in character insights that make it easier to understand how the United States became immersed in Vietnam.

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Tolley, Kemp. *Yangtze Patrol: the U.S. Navy in China*. Annapolis: Naval Institute Press, 1971. 292p.

At a time when the reader is sated with books of China, it hardly seems profitable to recommend yet another. Yet, *Yangtze Patrol* will be of great interest to all naval officers and especially to those who served with the modern-day version of the river patrol in the Mekong Delta. To one unschooled in the annals of naval history, this writer believed the Mekong patrols to be innovative and representative of the modern and flexible Navy, only to find precedent along the Yangtze and in "Mr. Lincoln's Brown Water Navy."

In *Yangtze Patrol*, Rear Admiral Tolley traces the history of the Navy's river gunboats from the inception of the Yangtze Patrol to its enforced demise at the onset of World War II. The gunboats sailed the inland waters of a foreign land to protect the lives of the many American citizens in China, to protect U.S. commercial interests, and to insure that other foreign nationals gained no advantage over our traders. Even when their useful function ceased in China at the time of the Japanese conquest there, the sailors and gunboats of the river patrol continued to serve in admirable fashion, as a few of their number survived to aid the defense of Corregidor in Manila Bay. Although the Yangtze gunboats may have found themselves aground many times on the mudflats of the Yangtze, they hardly anticipated that their final grounding would be at Corregidor, with the last of their crews manning the defenses of that stronghold.

The author draws from his own experience as a former river rat to enliven the accounts of his predecessors. He relies mainly on the prolific writings of the gunboats themselves to enrich and color the account, presenting a bizarre, exciting, and highly readable account of the early American experience in China.

The expansive television coverage of

President Nixon's recent trip to China provided the American viewers with their first public view of China in 20 years, and in the course of the extravaganza there was revealed a new, modern, and efficient China. Admiral Tolley's book describes an entirely different face of the Middle Kingdom. As well as recounting the lives and work of American navy men in China, *Yangtze Patrol* presents an interesting study of the struggle for control of China, particularly between the first revolution in 1911 and the outbreak of World War II. Within this time period China was the scene of almost ceaseless warfare; between the warlords, between the warlords and Generalissimo Chiang Kai-shek, and between Chiang and the Communists. How did the nation survive?

Battles took place in China only when the contending forces were of equal or nearly equal strength. When one side outnumbered the other, it was customary for the smaller force to surrender or to join the larger. Foreigners found this philosophy to be very comic, whereas it was in fact proof of the profoundly pragmatic nature of ancient Chinese civilization. Had the ground rules not been such, the loss of life during the generally senseless civil wars from 1911 to 1926 would have been frightful. (p. 128)

The author also describes the confrontation between the Communists and the Nationalists, but the book is not entirely of war. *Yangtze Patrol* is essentially a story of the men and ships of the Chinese river patrols, with all the humor and horror that was the lot of the gunboat crews and their officers.

There is even something in the book for the Marines, with brief descriptions of the actions of the Fourth Marines. Yet, perhaps more interesting is the account of the time that "Brute" Krukak made a slight "miscalculation"; how-

ever, he managed to recover with the aplomb for which he was famous.

Yangtze Patrol is an excellent history of an era of naval warfare that is most often the subject of sea stories. The book contains a wealth of material that reads like a novel, yet is fact. It is the type of light history that is easily read and highly interesting.

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Worcester, George R.G. *The Junks and Sampons of the Yangtze*. Annapolis: Naval Institute Press, 1971. 626p.

Americans generally tend to consider China as a great landmass probably because their impressions of that country are gained from small-scale maps in geography textbooks. Rather, it is a region of great rivers that open this heart of Asia to the sea. These rivers and a long coastline are what make this vast land area a maritime country.

The Jesuit missionary Gabriel Maillaing, in 1688, reported that there were more vessels in China than in the rest of the world together. This is probably still the case. Passenger traffic and the movement of freight is still mainly by junk which, except for the Arab dhow, is the world's only remaining commercial sailing vessel. The dhow is usually an open deck craft with a single lateen sail and is incapable of complex navigation and piloting. The junk, on the other hand, is a sophisticated, unique vessel with battened lug rigged sails, watertight compartmented hull, and, in many cases, balanced rudder. It is a universal type that has been adapted to almost every transport function on sea and river from railroad ferry to live fish carriers; flower boats and the fufu junks were essential and kept a malodorous balance between city sanitation and rural agriculture in a country that cannot afford domestic animals. Oddly, "junk" is not a Chinese term but a Portuguese adoption of the