

Naval War College Review

Volume 33
Number 4 *July-August*

Article 15

1980

The History of Sea Warfare

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Recommended Citation

Pettyjohn, W. R.; Frere-Cook, Gervis; and Macksey, Kenneth (1980) "The History of Sea Warfare," *Naval War College Review*: Vol. 33 : No. 4 , Article 15.
Available at: <https://digital-commons.usnwc.edu/nwc-review/vol33/iss4/15>

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River" in the War between the States. Specialists in galley warfare will argue that there was more to that business than merely ramming other galleys. There are a number of other examples in which our understanding of specific problems has been altered, but it would be of little value here to make such points when they do not alter the overall contribution that the book makes. It remains valuable as a summary of a 20th-century Italian admiral's understanding of his profession, and it makes a major contribution in attempting to provide a conceptual basis for the history of naval tactics. This beginning bears study as a basis upon which new work could possibly be built and upon which concepts can be further refined.

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"most useless," "strangest," "worst disaster," etc. of any such book of records. He may be surprised, however, as I was, to find these superlatives not just listed but woven very carefully into short but accurate (and sufficiently complete for the purpose) battle narratives, technical descriptions, and strategic and tactical analyses. These are set in chronological order beginning with the earliest records of maritime history (2900 B.C.) and closing with events of the mid-seventies when the book was first published in England.

Whether read from front to back, dipped into randomly as recreational reading, or referred to for quick access to names, dates, circumstances, battle outcomes, and the like, this volume will please a variety of casual readers.

W.R. PETTYJOHN
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Frere-Cook, Gervis and Macksey, Kenneth. *The History of Sea Warfare*. Enfield, Middlesex, England: Guinness Superlatives (distributed by Sterling Publishing, New York) 1975. 245pp.

Not a carefully documented research source (and not intended as one), *The History of Sea Warfare* is a well-organized, well-illustrated (photographs, paintings, plans of action) memory jog for students of the subject and delightful reading for anyone. Its seven sections include Oars and Spears, Cannons and Culverins, Wooden Walls, Ironclads and Explosives, The Decade of the Dreadnought, The Aircraft Carrier Era, and The Age of Nuclear Power. The two appendixes cover sea warfare of the future and combat elements in the 17th and 18th centuries.

The book is one of the Guinness Superlatives series and the reader may thus expect, and find, all the "first," "largest," "oldest," "most effective,"

Heinemann, Edward H. *Ed Heinemann: Combat Aircraft Designer*. Annapolis, Md.: Naval Institute Press, 1980. 277pp.

The successful and effective use of airpower depends largely on three vital factors: a well-designed weapon system, an ability to maintain the aircraft operationally ready, and a skillful employment of the aircraft in combat. Without any of these ingredients, the end result will be considerably less than desired, perhaps even failure. Having flown as an F-4 *Phantom* crewmember for 5 years, I found that this book brought to my attention once again the integral part played by those who design and build our aircraft.

This book is an autobiography of Heinemann, an aircraft designer for over 30 years with Douglas Aircraft Corporation. During that time, Heinemann was largely responsible for the design and construction of such noted combat aircraft as the SBD *Dauntless* dive bomber, the A-20/A₁