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The Warship in History

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BOOKS

Bonnet, Georges. *Quai d'Orsay*. Isle of Man, Eng.: Times Press and Gibbs & Phillips, 1965. 492 p.

The student of international affairs will immediately recognize the *Quai d'Orsay* as the French Ministry of Foreign Affairs. He will also recall that Georges Bonnet headed this Ministry during very troubled times (10 April 1938 to 15 September 1939), after having served France as its delegate to the League of Nations, its Minister of Finance (1933, and again in 1937), and its Ambassador to the United States (1936). M. Bonnet's frank and intimate account of the *Quai d'Orsay* during the "complicated happenings" of the period 1919-1964, with an introductory examination of French foreign affairs from 1871 to 1918, is both informative and revealing. It provides an authoritative survey of French politics and political thought during the past century, with a final appreciation of the current situation. Such acknowledgments as Paul Cambon's opinion of the Treaty of Versailles as "an ammunition dump that will explode across the whole world one of these days" manifest an accuracy in French political appraisal. Unfortunately, the recounting of French political maneuvering since that appraisal discloses an inherent difficulty in obtaining agreement of solution and unity of effort. Here are discussed the military aspects as well as the political implications of the events caused and affected by this lack of understanding and cooperation, international as well as internal. The total effect is a historical review from the Treaty of Versailles to the present as seen by an enthusiastic but often frustrated and disillusioned French diplomat.

R. B. BADE
Commander, U.S. Navy

Cowburn, Philip. *The Warship in History*. New York: Macmillan, 1965. 364 p.

The author in this book has traced the evolution of the warship from ancient times to the present. He covers quite extensively the progress in warship propulsion from oar to sail, to steam, to nuclear power; in ship construction from wood to "ironclad"; and in naval weapons from the early ram to ballistic-missile submarines and aircraft carriers with their versatile air arms. Mr. Cowburn doesn't concern himself with all naval innovations in all fields, but he does examine quite thoroughly the change

from sail to steam, the emergence of "iron ships," and the growth of the naval gun and the dreadnought. His recounting of the development of the submarine from its earliest use to its current capabilities is most interesting. He touches very lightly on naval battles of any consequence, but forewarns the reader that his book is not a discourse on tactics, or a history of naval battles, but a treatise on the evolution of the warship from various revolutionary inventions which caused a change in naval warfare and naval construction. The impact that divers naval leaders throughout the years had on warship construction is mentioned; the most noteworthy, according to Mr. Cowburn, is Lord Fisher's impact on the British Navy. The author, who is Senior Lecturer at the Royal Naval College in Greenwich, England, is of course rightfully oriented toward the British Navy and its contribution to the development of the warship, but he does not slight other contributors. He has drawn heavily on museum prints of ancient vessels and on other pictorial sources which enhance the documentation of his book. For anyone who is interested in tracing the evolution of the warship in history and in a superficial investigation of its influence on history, this volume would be an excellent one-point source.

J.R.M. FISHER, II
Commander, U.S. Navy

Frankland, Noble. *The Bombing Offensive against Germany*.
London: Faber and Faber, 1965. 128 p.

Had Mahan wished for backing in his "command of the sea" concepts, he would have found it in this study on the strategic bombing of Germany in World War II. Dr. Frankland, a British historian, describes how "command of the air" became essential, and acknowledges that the advent of the Mustang long-range fighter in early 1944 ultimately saved the day. One conclusion reached was that the war might have been considerably shortened had the Bomber Command concentrated first on disposing of the enemy air force, thereby permitting earlier and more complete destruction of cities, oil refineries, and the like. In this regard, the book reveals that the selection of generally acceptable bombing targets then was as controversial a topic as it is today. Dr. Frankland develops the theory that subjugation of Germany by mass area destruction was a logical military tactic in history, and finds little difference between the effects of strategic bombing on a populace and those produced by early naval blockades. He justifies the massive bombing of central Germany from both