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Archibald R. Lewis and Timothy J. Runyan. *European Naval and Maritime History, 300 - 1500*. Bloomington: Indiana University Press, 1985. xiii + 192 pp. Illustrations, maps, notes, and index.

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recent works on the Chinese in the South with the exception of a brief mention of these in her "Note on Sources" (pp. 187-188). Barth is important in the historiography of Chinese in the United States, but much good scholarship was produced in the twenty years between his publication and the present work. Some historiographical discussion and comparisons would only serve to strengthen her arguments for the importance of her study. True, Cohen's emphasis is on anthropological analysis, but her venture into history necessitates a few more concessions to historical methods.

Despite the minor criticisms offered above, Cohen's work does stand as a worthy contribution to the growing body of literature on the Chinese experience in the United States. Although brief, her book is highly suggestive of fruitful questions which other students need to broach in future studies. If for no other reason than this, *The Chinese in the Post-Civil War South* should be read. I look forward to any of Cohen's future publications and hope that these will include a more detailed discussion of the Chinese experience with special attention to labor and racial relations in the South.

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Archibald R. Lewis and Timothy J. Runyan. *European Naval and Maritime History, 300 - 1500*. Bloomington: Indiana University Press, 1985. xiii + 192 pp. Illustrations, maps, notes, and index.

Craig L. Symonds, Merrill Bartlett, et al., eds. *New Aspects of Naval History*. Annapolis: Naval Institute Press, 1981. xv + 398 pp. Illustrations and notes.

Geoffrey Vaughn Scammell. *The World Encompassed: The First European Maritime Empires, 800 - 1650*. Berkeley: University of California Press, 1981. xiv + 538 pp. Illustrations, maps, bibliography, notes and index. \$35.00 (cloth).

With the numerous journals and the legion of monographs and studies published on maritime and naval history, especially during the past thirty years, one would think there exists enough material to provide a comprehensive study on the subject. However the curse of the historian remains that as more is discovered, there is more he wishes to learn and understand. In spite of the yeoman's work done on the subject there remain enormous gaps to be filled, and there are constantly new developments which demand from the researcher much time and energy just to keep abreast with the latest literature. The 1980s have witnessed the further proliferation of studies on medieval maritime history. The first of these was the excellent study by Richard Unger on the development of shipbuilding in medieval Europe, *The Ship in the Medieval Economy, 600 - 1600* (London, 1980).

The following year saw the appearance of two additional books. Geoffrey Vaughn Scammell's, *The World Encompassed: The First European Maritime Empires, 800 - 1650*, seeks to be a comparative study of how various peoples cope with the problems and effects arising from the domination of one people over another. He begins with the Norsemen—certainly an original approach—as the earliest people who expand by means of sea power. The first half of the book examines the Norse, the Hanse, and the Venetian and the Genoese republics. Some of his comparisons and application of terms are provocative and likely to draw criticism from other historians. To refer to the Vikings and the Hanseatic League as “empires” is perhaps inappropriate. Also, the “imperialism” of the Venetians and the Genoese was of a far different nature from the colonial practices of the European powers during the early modern period. The second half of the book is by far the best part. Scammell provides the reader with an informative account and analysis of the Europeans' (Portuguese, Spanish, Dutch, French, and English) attempts to expand beyond their territories.

In his treatment of medieval expansion the reader will find that the author attempts to make analogies and demonstrate parallels with Spain's expansion during the sixteenth and seventeenth centuries. However, in dealing with medieval European expansion he would have been more convincing by incorporating the Catalan-Aragonese example. The Crown of Aragon was to include after all the kingdoms of the Balearic Islands, Sardinia, Corsica, Naples, and for a brief period Greece. Indeed, there exists a great disparity between the importance of the Catalan naval power and the research done on it, Arcadi Garcia Sanz's *Historia de la marina catalana* (Barcelona, 1977) being the only serious work on the subject. But even if discussion were limited to Castile, it is unfortunate that far too little is said in this book of Castile's medieval maritime prowess.

The second book *New Aspects of Naval History* is, as its subtitle informs us, a selection of papers presented at the Fourth United States Naval Academy History Symposium in October, 1979. The editors have divided the book into three parts: the development of warships from ancient to modern times; naval missions and naval policies in the nineteenth and twentieth centuries; and intelligence and strategic elements of the United States Navy and Marine Corps during the Second World War. This book is in many ways a real gem. The studies present the many different facets of naval history and will give the reader a greater appreciation for the various movements in the field.

Two studies warrant particular attention. John Dotson's “Merchant and Naval Influences on Galley Design at Venice and Genoa in the Fourteenth Century” illustrates how the size and design of galleys reflected the changing commercial and military needs of these two Italian communes. A formal navy, in the modern sense of the word, did not exist in the Middle Ages; ships used for commercial ventures were also used for military expeditions, depending on the needs of the moment. Also deserving special mention is

John Guilmartin's brilliantly written study on the tactics of the Battle of Lepanto and the socioeconomic and political factors of galley warfare; it is both stimulating and a delight to read. After discussing the limitations of applying Mahanian principles to galley warfare—using the Battle of Lepanto as a case study—the author then demonstrates the importance of the human factor in maritime conflicts. Guilmartin provides a fascinating analysis of the Ottoman and the Holy League's military tactics, as well as the internal conflicting objectives the commanders of both sides had to overcome. He rightly argues of the importance of the human element in naval history, particularly in his examination of the social status of the oarsmen. This social and human dimension of galley warfare and its political, economic, and social ramifications further serves to illustrate the danger and narrow-mindedness of studying military history independent of the human experience.

More recently, Archibald Lewis and Timothy Runyan's *European Naval and Maritime History, 300 - 1500*, despite its modest length is an important contribution to the field. It is the first general survey of medieval naval and maritime power and is written by two of the leading authorities on the subject. The chapters are thematic in nature and each follows a general chronological format. The book begins with the Mediterranean world and the first four chapters examine the late Roman, Byzantine, Muslim, and Western Latin naval-maritime power up to 1498. The latter chapters then look at the Atlantic and North Sea and the role played by the Irish, Frisians, and Vikings up to 1066; the English and Hansa up to 1377; and the Iberian sea powers up to 1498. Both scholars and the general reader will profit greatly from this study. The book endeavors to be a non-technical study, but it still manages to present the most recent archaeological discoveries and the latest research to the general public. It is, moreover, beautifully illustrated with maps, miniatures, seals, and photographs. The Indiana University Press is to be commended for the excellent quality of the publication.

The authors provide a description of the technological innovations that occurred in shipbuilding from the later Roman Empire to the fifteenth century. They also discuss the problem of nomenclature. After defining *navis*, *cog*, *carrack*, and *caravel*, they then show how these and other such terms have oftentimes been applied ambiguously both in the sources and by previous historians. Comparisons between the Mediterranean and the North seas help explain and account for the development of shipping and naval power in these areas. The book examines the various maritime aspects (shipping, commerce, privateering/piracy, naval tactics) in the medieval period, but more than this it looks at the broader picture and its focus is not narrowed primarily to the Latin West as has generally been the case. They devote ample space to discussing Byzantine, Muslim, and Turkish sea power. And even in their treatment of the Latin West the authors attempt to show the wide variety of Pisan, Genoese, Venetian, Catalan, and Castilian naval powers that existed.

*European Naval and Maritime History* synthesizes the work of many scholars and addresses a more popular audience. In a work of this brevity it is tempting to criticize elements of the book. The treatment of all these maritime powers is admittedly superficial, and one would have liked to see further elaboration on some of the features of naval warfare. For example, we are informed that "the use of crossbows and various kinds of catapults with which these early ships were equipped anticipates the way cannon and small arms were later employed" (p. 164). While much has already been written on the use of cannon on ships, very little has been done on the use of the trebuchet on naval ships. We have many Muslim accounts which describe Crusader ships and the weapons on board. This book would have done the field a great service had it discussed further the use of bows and trebuchets. But the virtues of this work far outweigh its shortcomings. It is an important contribution and a welcome addition to the field of maritime history.

These three books help to show us the new direction in naval history. The concern is no longer with battles and military tactics. Increasingly, naval historians are realizing that there is a close relationship—especially during the Middle Ages—between commerce and war, and that the line which divides maritime power from naval might is very fluid indeed. Today the issues naval scholars address must be placed within the sociopolitical and international framework in which they occurred. Symonds relates to us David Trask's keynote speech and his comment that this new group of historians, "If we do not yet constitute a school, we are at least a kindergarten." There were profound differences between the various maritime peoples to be sure, but one cannot help but be struck by the similarities in the concerns they faced. By looking at the medieval and Renaissance maritime powers we can truly gain a greater appreciation for the old dictum that land divides and the sea unites.

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Peter Duignan and L. H. Gann. *The United States and Africa: A History*. London: Cambridge University Press, 1984. xiv + 450 pp. Illustrations, maps, appendices, notes, bibliography and index. \$29.95 (cloth).

In their book, Duignan and Gann attempt to demonstrate that there has been a "reciprocal relationship" between Africa and the United States over the past four centuries. In so doing, the authors depart from the traditional colonial historiography that has tended to emphasize the role of the European powers in shaping the destiny of Africa. In the same vein, the authors try