

land verlore gegaan en die stryd op see verloor het. Hierdie proses het in 1943 begin en die skrywer beklemtoon herhaaldelik dat die agterstand op die gebied van elektroniese oorlogvoering noodlottige gevolge vir die Duitse leiding gehad het.

Ten slotte noem ek die volgende, belangrike bylaes t.w. **Gereedheid der Duitse marine op 1 September 1939, Het Z-plan, Niet-gevechtssklare Duitse zeestrijdkrachten in de zomer van 1940, Duitse onderzeebootcommandanten, die in de Tweede Wêreldoorlog de meeste scheepsruimte tot zinken hebben gebracht, De Duitse hulpkruisers en hun successen 1940 - 43, De sterkte van de Duitse onderzeedienst op het hoogtepunt van de strijd om de Atlantische Oceaan, Vergelijkende staat van officiersrangen (Heer, Luftwaffe, Kriegsmarine, Koninklijke Marine, Skepelinge Kriegsmarine), Duitse onderzeebootverliezen in de Tweede Wêreldoorlog.**

Vervloekte Zee is, in sy soort, 'n boek wat boeiend geskryf is en die leser, nadat hy kennis geneem het van die inhoud, dwing om oor sekere aspekte na te dink en homself sekerer vrae te stel. In verband met militêre beplanning kan, in hierdie verband, die nadruk gelê word op die vereiste dat sodanige beplanning ten nouste moet aansluit by veranderde omstandighede en dat daar voorsiening gemaak behoort te word vir moontlike verrassingselemente van die kant van die teenstander(s). Hier kan bv. van Britse kant gewys word op die verreikende invloed van radar en die belangrike rol wat die Duitse militêre luisterdiens gespeel het. Dit geid ook t.o.v. die rol wat slagskepe in die Eerste en die Tweede Wêreldoorlog gespeel het.

Ook kan die vraag gestel word watter rol nie-vakkundiges in oorlogstyd moet speel t.o.v. oorlogvoering en by watter instansie, in oorlogstyd, die hoogste mag moet berus.

Dit is slegs 'n paar vrae wat uit die lees van **Vervloekte Zee** voortspruit. Ek kan hierdie werk, ongelukkig sonder 'n literatuur- en bronnelys, aanbeveel by almal wat in hierdie onderwerp belangstel.

— Jan Ploeger.

P. J. VAN DER VOORT: The Pen and the Quarter-Deck. A study of the Life and Works of Capt Frederick Chaumier, R.N. Leiden University Press, Leiden, 1972, pp 173.

Narratives with a military historical theme, which run their courses at sea, have an especial fascination for a large number of readers. Presumably the inherent reason for this stems from a longing for adventure and the element of suspense which distinguishes works of this nature.

Those who agree with this opinion will undoubtedly recall the Hornblower series from the pen of the well-known English author C. S. Forester, who in tales such as **Captain Hornblower** and **Admiral Hornblower**, created among the falling masts and sinking ships, and through the gunpowder smoke, a hero who bestrode the stage like a sort of knight of the middle ages.

Among the forerunners of Forester there were, among others, the well known Joseph Conrad and Capt Frederick Marryat. Frederick Chaumier, seaman, author, learned gentleman and contemporary of Capt Marryat, only enjoyed the limelight temporarily, unlike Marryat and Conrad who knew fame for a longer time.

It was as an historian that Chaumier in 1837 edited the third edition of the work of William James under the title of **The Naval History of Great Britain, from the Declaration of War by France in 1793 to the Accession of George IV** and added further details relative to the sea battle of Navarino.

As a writer of novels about the sea, as well as about British maritime history, he published **Ben Brace, the Last of Nelson's Agamemnon** during 1836 and in 1838 his work **Jack Adams; the Mutineer** saw the light of day, a book which, in later editions, became known as **Jack Adams; or, the Mutiny of the Bounty**. P. J. van der Voort has long held the opinion that Captain Frederick Chaumier, R.N. should be remembered "as one of the most active of the literary sea-captains of the nineteenth century." This conviction gave rise to the work under review, which deals with Captain Chaumier, his life, his work and his merits as a historian and writer of historical novels — all of which directs attention once more to, and allows the reader to realise, the importance of the British naval seamen who played such vital roles in the continued existence of the British Isles, as well as their commerce and maritime shipping.

Van der Voort quotes the following remarks of Chaumier in this regard:

“These men have been, and still must be, England’s main-stay. And it is the duty of those who have commanded in the battle and the breeze to keep them in remembrance of those whose riches they have protected, and whose bulwark they remain” (p. 143).

The question no doubt arises immediately with each reader as to whether the author, the ninth child of John Ezekiel Chaumier and the admiral’s daughter Georgina Burnaby, born

at Southampton on 2 November 1796, possessed, besides his literary talents, sufficient technical knowledge to write with authority about the sea and the British Navy.

From the following service record titled “Memorandum of the Services of Frederick Chaumier” it becomes apparent that this seaman, who retired as the commander of **H.M.S. Britomart**, could look back on a lengthy period of service at sea. The following details are of interest —

Rank	Ship	Commander	Stations	Entry	Discharge
Vol 1st class	Salsette	Wm Bathurst	Flushing	24 June 1809	Sept 1809
Midshipman	—	—	Mediterranean	Sept 1809	Nov 1810
—	Fame	—	—	Nov 1810	14 April 1811
—	Arethusa	Francis H. Coffin	Coast of Africa	14 April 1811	21 Oct 1811
—	Menelaus	Peter Parker	Mediterranean, Channel, America	21 Oct 1811	5 Sept 1814
—	—	Edw Dix	America	6 Sept 1814	May 1815
—	Caledonia	Sir A. Dickson	Plymouth	May 1815	5 July 1815
Lieutenant	Euphrates	Rob Preston	Mediterranean	18 Sept 1815	23 June 1817
—	Bulwark	S. Warner	Sheerness	7 April 1818	Oct 1818
—	Mutine	—	—	23 Oct 1818	Cancelled
—	Arab	C. Simeon	Plymouth	4 Nov 1818	—
—	Lee	S. Blacker	—	20 Sept 1820	—
—	Scylla	G. Russell	—	20 Sept 1824	—
—	Lively	W. Elliott	Jamaica	3 Aug 1825	—
Commander	Britomart	—	—	9 Aug 1826	—

From this summary it must be clear that this one-time volunteer, as far as rank was concerned, in time reached that of Commander. He served aboard various British men-of-war such as the frigate **Euphrates** and the brig **Scylla**. He served under Captain William Bathurst during the unsuccessful naval attack on shipping of the Schelde and the commercial port of Antwerp (1809). Under Captain Sir Peter Parker, commander of **H.M.S. Menelaus**, a frigate with thirty-eight cannons, he was involved in the blockade of Toulon (1811) to be followed by active participation in the Anglo-American War (1812-1814). He visited Mexico and met the South American freedom hero, Simon Bolivar.

And of his technical knowledge and ability? His First Lieutenant’s Certificate attests to the following:

“ . . . he can splice, knot, reef, take in and out Sails, Moor and Unmoor, Work and Manage a ship in the various situations in which she may be placed, calculate the Tides, keep a reckoning of a ship’s way by Plane and Mercator’s Sailing; observe the Latitude by the Sun and the Stars, and also find the same by double Altitudes of the Sun, ascertain the Variations of the Compass by Azimuths and Amplitudes; and is well qualified to take Charge of a Watch on board any of His Majesty’s Ships.” (p. 34).

After he had finally bid the British Navy farewell Chaumier undertook a journey across Germany, Denmark and Sweden to Russia in 1828, further to widen his knowledge of the world. Only thereafter did he commence with his historical and literary works. Van der

Voort explains in his foreword that there was a dearth of literary products relating to the early history of English maritime voyages of discovery.

Richard Eden was the first writer who brought his countrymen news regarding continental works relating to navigation at sea and the voyages of discovery when, in 1555, he reproduced P. Martyr's work **De Orbo Novo** (1511) for their information under the title of **The Decades of the Newe Worlde**.

In 1553 S. Cabot had in fact given directions that navigational observations were to be recorded daily in a logbook. As the logbook stood in relation to these navigational notes, so the ship's journal was used to record descriptions of the voyage. In this way many ship's captains including certain of the British Navy, also became authors with literary-historical abilities.

This led inter alia to the origin of maritime novels which have been described as "the vehicles of knowledge, and the last embers of history raked together to keep the navy before the eyes of the public" (p. 143).

It required the merits of a Chaumier, a Marryat, a Joseph Conrad, a Nicholas Monsarrat (**The Cruel Sea**, 1951) and those who will follow in their footsteps, to repeat once again:

**O'er the ocean we roam,
For the sea is our home . . .**

— Jan Ploeger

B. N. RECKITT: The Lindley Affair. A Diary of the Boer War. A. Brown & Sons, Hull, 1972, pp. 52.

On May 31, 1900, the 13th Battalion Imperial Yeomanry surrendered to General Piet de Wet at Lindley in the north-eastern Free State.

The author has here published the diary of his father, a trooper involved in the 'Lindley Affair,' and supplemented it with outlines of the causes and course of the Second Anglo-Boer War, along with three chapters examining the encounter from both sides and critically evaluating the episode with a view to determining responsibility for the surrender. The well-written diary, although dealing with a relatively insignificant encounter, has merit in its detailed exposition of life in the 13th during the six days of fighting which preceded the surrender. One receives an admirably clear picture of activities both in the command sector and amongst the men.

In the last chapters, the author analyses the actions both of the officers of the 13th and of General Colvile, who although not far away neglected to send aid to Spragge. Mr Reckitt avoids making a final pronouncement, inclining to the verdict that the 'Lindley Affair' was beyond the power of any one specific person on the British side to control.

This competent monograph deserves attention by all who are interested in a close-up view of a British unit in action. One is left with the wish that more of this type of short in-depth examination existed.

— R. J. Bouch