which makes it an interesting read is the author’s focus on various individuals on both sides who played key roles in developing and countering the glide bombs. Among these characters is Dr. H. F. Mayer, a senior official with one of the branches of the Siemens company, whose work made him familiar with what was happening in many areas of industrial research and development in Germany. While traveling in Norway on business during the first months of the war, Mayer, an anti-Fascist, contacted the British to offer intelligence on German technical research. Mayer eventually passed on what became known as the “Oslo Report” including material on glide-bomb research. The scientist who coordinated scientific intelligence gathering for Churchill during the war called the Oslo report “probably the best single report [on German science research] received from any source during the war.” (p.202)

Ironically, at the time, most British analysts discounted the information it contained about glide-bomb developments. Dr. Mayer’s political views resulted in his being sent to Dachau in 1943 but he survived and worked in the United States for several years after the war before resuming his career with Siemens in Germany. Then there is the story of an energetic 23-year-old RNVR lieutenant, John Field. In the Mediterranean in early 1944 to fit jammers in British warships, Field was the right man in the right place at the right time. How the German control frequencies were modulated was not yet known, but Field, while waiting for production jammers to arrive from the U.K., successfully monitored the modulated glide-bomb control frequencies during attacks on the Anzio beachhead and then constructed a simple jammer which he fitted in 11 warships. An intact glide bomb subsequently recovered from the beach at Anzio was first analysed in Field’s laboratory and then sent to the U.K. Field transferred to the Royal Navy after the war and retired as a captain.

Bollinger’s text is buttressed by useful supportive tables, diagrams and clear maps. There are several arresting aerial photographs of warships under attack by glide bombs including Athabaskan, and the battleships HMS Warspite and Roma, the Italian flagship sunk with heavy loss of life when she was unexpectedly attacked by her former German ally. Warriors and Wizards is a rewarding examination of how glider bombs are developed and employed by the Germans and how the Allies quickly developed countermeasures. Based on through research and eyewitness accounts, Warriors and Wizards provides complete coverage of a little known subject.

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Ships have scoured the oceans of the world hunting whales for centuries. It is a practice deeply ingrained in many seafaring cultures and one that is hotly debated in society today. The Whaling Expedition of the Ulysses, 1937-38, a firsthand report written by Lt. (J.G.) Quentin R. Walsh of the United States Coastguard, was composed during a period of time when whaling stood at a crossroads, pulled in one direction by emerging modern technology and in another by rising environmental concerns. This edition of Walsh’s groundbreaking report on the activities of the whaling factory ship Ulysses, edited by P.J. Capelotti for the University Press of Florida’s “New Perspectives on Maritime History and
The Northern Mariner/Le marin du nord

Nautical Archaeology” series, offers unique insight into the world and techniques of twentieth-century whaling, as well as a wealth of accessible information on the whales and whalers themselves.

Lt. Walsh’s original report was comprised of three separate documents: a short history of whaling in the United States up to the twentieth century, an account of the origins and voyage of the Ulysses, and lastly, a section containing scientific information on the different types of pelagic whales hunted during the expedition. Capelotti, assistant professor of Anthropology at Penn State University-Abington, skillfully organized this three-part work into a single volume. This reorganization creates a stronger sense of cohesion within the work without compromising its integrity.

The Whaling Expedition is written in clear, clean, and straightforward prose. While Walsh’s writing style does not contain the thrills and frills of a bestselling novel, indeed he recounts the number of accidents and near disasters aboard the vessel in the same simple, enumerative way he describes the ship’s engines or a whale’s innards, it does have its benefits. Such clear language renders heavily detailed scientific information and whale-hunting techniques accessible to even the most uninitiated of readers.

This is a useful and important book for readers and researchers in many different fields. Walsh’s account of the expedition provides information on whale populations and behaviour in the early twentieth century that would interest environmentalists, scientists, and historians alike. An individual interested in environmental causes can see in Walsh’s work the origin of conservation laws pertaining to whaling, how they were enforced, and to what degree they were successful. For the reader who is searching for straightforward scientific information on whales, Walsh’s report is a veritable goldmine. Walsh systematically catalogues the number of whales captured, their location, and their sizes. He describes in great detail how the pelagic whales hunted by the Ulysses travel, care for their young, eat, and carry out their many other life-sustaining processes. Walsh reads like an expert on whale anatomy, physiology, and behaviour. Of interest to the historian, maritime or otherwise, are Walsh’s vivid descriptions of the ship’s crew, officers, and owners. He depicts the day-to-day workings of a twentieth-century factory ship in living detail. He describes how specific types of whales were hunted and processed by factory ships. Walsh also chronicles the Ulysses’ relationship with the governments of various countries involved in whaling expeditions, and the questionable dealings that would allow a ship constructed in Norway and manned mostly by Norwegians, to sail under the United States flag.

The Whaling Expedition of the Ulysses, 1937-38 is a well written, accessible, and highly informative work of historical nonfiction. While Capelotti’s artful editing of Lt. Walsh’s original report produces a useful volume for professionals in a wide range of fields, the benefits of this work are not solely for experts. The writing style employed by Walsh ensures that his report can also be enjoyed by a general audience. The detailed, insightful, and scientific nature of The Whaling Expedition of the Ulysses, 1937-38 makes it a wonderful addition to the canon of maritime history.

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