

★ QUARTERDECK ★

CELEBRATING HISTORICAL MARITIME & MILITARY LITERATURE



SPRING 2018

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SPRING 2018

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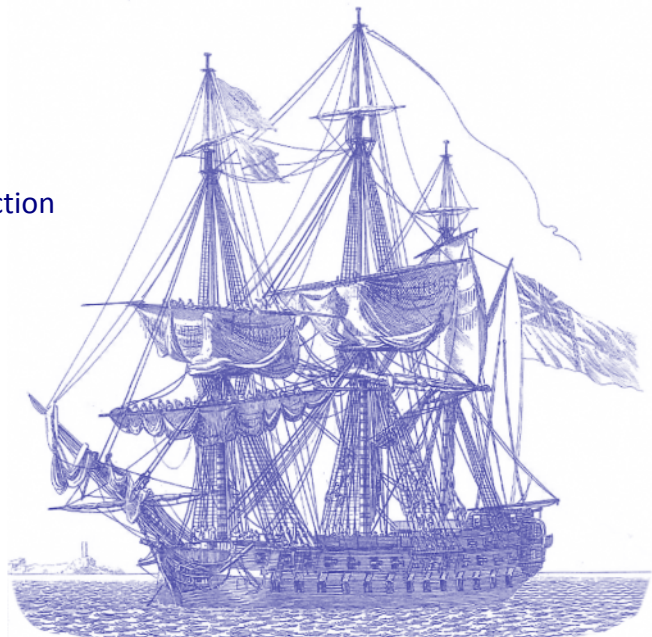
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JJ Baugean

★ QUARTERDECK ★

A QUARTERLY JOURNAL



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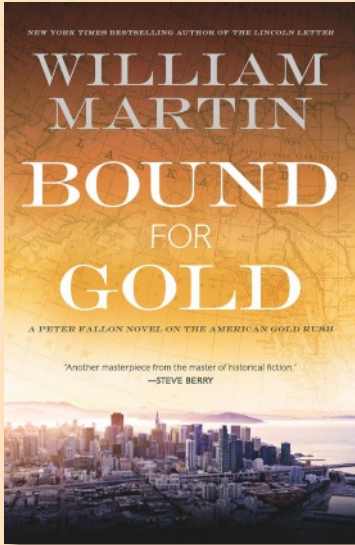
Jackie Swift

ON THE COVER:

Julian Stockwin and HMS *Victory* in
Portsmouth, Hampshire, England.
Photo by Kathy Stockwin.

© Tall Ships Communications

WILLIAM MARTIN

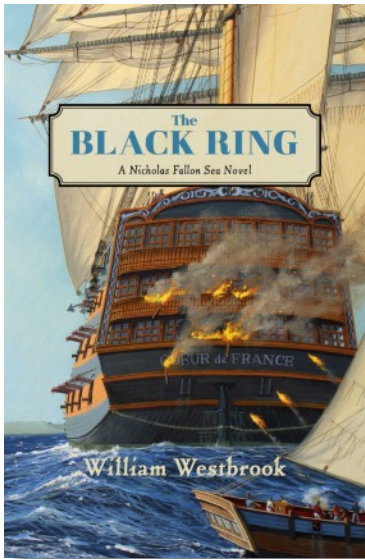


Rare-book dealer Peter Fallon returns in a thrilling historical novel about the California Gold Rush, by *New York Times* bestselling author William Martin. *Bound for Gold* continues Martin’s epic of American history with the further adventures of Peter Fallon and his girlfriend, Evangeline Carrington.

They are headed to California, where their search for a lost journal takes them into the history of Gold Rush. The journal follows young James Spencer, of the Sagamore Mining Company, on a spectacular journey from staid Boston, up the Sacramento River to the Mother Lode. During his search for a “lost river of gold,” Spencer confronts vengeance, greed, and racism in himself and others, and builds one of California’s first mercantile empires. The book will be published in July. William Martin will be featured in the summer issue of *Quarterdeck*.

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WILLIAM WESTBROOK



William Westbrook, whose debut novel, *The Bermuda Privateer*, introduced Captain Nicholas Fallon last autumn, will launch the second book in his Captain Nicholas Fallon series in November.

Set against the backdrop of the Caribbean slave trade, Captain Nicholas Fallon sails with Beauty and the crew of the schooner Rascal against French and Spanish warships and a maniacal privateer called *The Holy One* who is anything but.

“All sea stories should tell you something new,” said David

Donachie, author of the John Pearce stories and the Privateersman Mysteries about *The Bermuda Privateer*. “I was enthralled by the author’s encyclopedic knowledge of the Caribbean, the cockpit of so much action over several centuries.”

NEW BOOK RELEASES

2018

- US (United States)
- UK (United Kingdom)
- TPB (Trade Paperback)
- PB (Paperback)
- HB (Hardback)
- EB (Ebook)
- NF (Nonfiction)

APRIL

Halfhyde and the Chain Gangs (EB)
by Philip McCutchan

MAY

An Onshore Storm (USHB)
by Dewey Lambdin

The Passage to India (UKHB)
by Allan Mallinson

A Vengeful Wind (USTPB)
by James L. Nelson

Halfhyde Goes to War (EB)
By Philip McCutchan

JUNE

The Iberian Flame (UKHB)
by Julian Stockwin

The King’s Coat (USTPB)
by Dewey Lambdin

JULY

Bound for Gold (USHB)
by William Martin

Halfhyde on the Amazon (EB)
by Philip McCutchan

NOVEMBER

The Black Ring (USHB)
by William Westbrook

The Devil in Paradise (USHB)
by James L. Haley

The Bermuda Privateer (USTPB)
by William Westbrook



Smuggler's Coast



ROBERT LOUIS STEVENSON, writing in *Treasure Island*, described the English coast below the Admiral Benbow Inn in crisp, spare prose:

“It was one January morning, very early – a pinching, frosty morning – the cove all grey with hoar-frost, the ripple lapping softly on the stones, the sun still low and only touching the hilltops and shining far to seaward.”

Those words came to life for me on the silver screen with the 1950 Walt Disney production of *Treasure Island*, starring Bobby Driscoll starring as young Jim Hawkins and Robert Newton as Long John Silver.

Years later, I finally was able to experience the English coast firsthand.

On a warm autumn morning, I stood on a rocky cliff in Mount’s Bay, Cornwall, gazing toward France over the horizon. The sea shimmered like a gazillion diamonds in the brilliant sunshine. Lizard Point, where many a ship has foundered over the centuries, was barely visible through a haze down the



Anonymous artist. Circa 1807

coast.

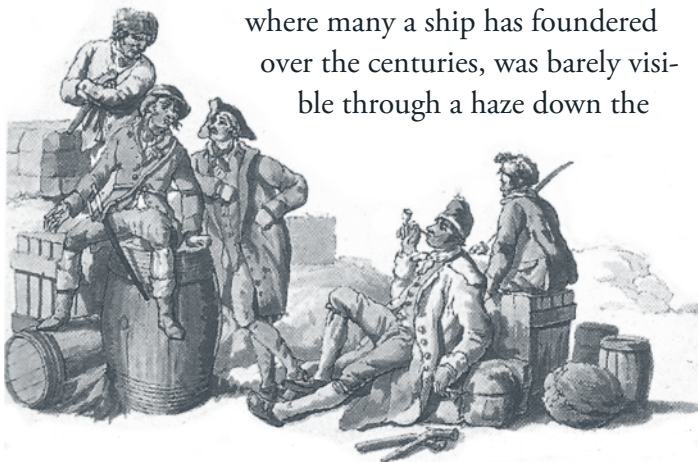
My guide was our friend marine artist Geoffrey Huband, who with his family lives in nearby Marazion in a seaside home, which has a view of St Michael’s Mount, a small tidal island in Mount’s Bay, and its ancient castle.

Our destination after a short drive was Prussia Cove, a rugged, rocky inlet once the lair of notorious smuggler John Carter. Below the bluff on which we stood, waves washing the shingle beach were the only sound.

Climbing down a steep path, it took little to imagine ourselves among Carter’s band, as illustrated in the engravings on this page, taking our ease after unloading a shipment of goods or leading a horse-drawn cart over the rocks rough-hewn with grooves from years conveying illicit contraband inland, thus escaping paying duty.

Under the cliffs were caves and tunnels that once concealed French brandy, wine,

Anonymous artist, circa 1807



CONTINUED ON PAGE 35



Detail from cover art by Larry Rostant for the Hodder & Stoughton hardback edition of *The Iberian Flame* by Julian Stockwin.

© Larry Rostant

JULIAN STOCKWIN

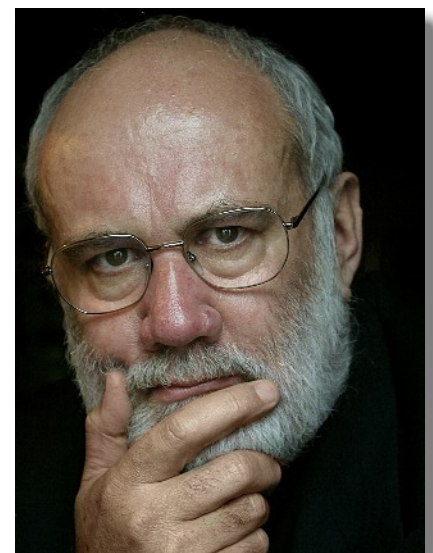
Captain Thomas Kydd's creator looks back over two decades and the first twenty books in the canon.

BY GEORGE D. JEPSON



NEARLY TWO DECADES have passed since Julian Stockwin arrived in naval fiction, with the publication of *Kydd*, which introduced Thomas Paine Kydd, the young wig-maker from Guildford, who was pressed into the King's service aboard the ship-of-the-line *Duke William*.

Our first signal that a rousing new voice was coming to the genre arrived in late 2000 via email from British marine artist Geoff Hunt, who was creating cover art for *Kydd*. To contact ➤



Julian Stockwin

Julian for an interview, we reached out to his London publisher, Hodder & Stoughton.

In May 2001, *Kydd* was launched on both sides of the Atlantic and our first interview with the new author appeared in *Bowsprit*, the predecessor to *Quarterdeck*. Since then, he and his wife and literary partner Kathy have appeared in *Quarterdeck* numerous times, as the subjects of interviews or as contributors.

By launch day in 2001, I had read an advanced review copy of *Kydd* and was hooked. Eighteen years later, this paragraph from the book still stirs me:

“The hoy drove on, its single reefed mainsail board taut, its angle to the tide-driven waves resulting in an awkward screwing motion. Sprawled miserably on the bottom boards under a tarpaulin were some thirty wretched, seasick men and boys, the press-gang harvest.”

Tom Kydd was among the poor devils. Julian’s words piped me aboard that storm-tossed boat headed for *Duke William*. And at that point, very early in the book, I knew the author was a true man of the sea. Time has reaffirmed this over and over.

So with *The Iberian Flame* (see our review on page 23), the twentieth title in the Kydd series, about to be published by Hodder & Stoughton, we interviewed Julian and asked him to look back over the past twenty years, starting with his decision to write about the sea:

On New Year’s Day in 2000, you submitted your first proposal for the Kydd naval adventures to Blake Friedmann Literary Agency in London. How long had it taken you to produce a finished manuscript?

About eighteen months. This included research and learning the craft of writing. As I had never written anything other than university essays, business reports and computer programming before, it was quite a challenge to develop the skills required. Fortunately my wife Kathy is a former magazine editor-in-chief with an excellent sense of what “works” so she gently (but firmly) guided my baby steps on the journey to becoming a successful writer of historical fiction. While I had always

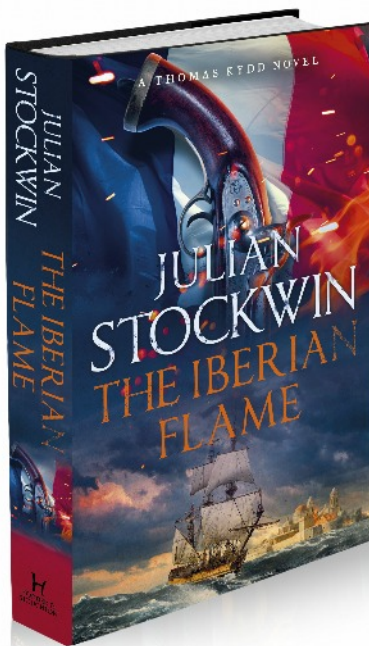
had a deep interest in all things maritime I had to do extensive research into the Georgian navy, Georgian life ashore and the characteristics of the various types of ships and boats before I put pen to paper. My library certainly expanded greatly.

What did your initial submission to Blake Friedmann include?

Agencies do vary in what they require, but for my initial submission to Blake Friedmann the package consisted of the first three chapters, a synopsis of the whole book, a pen sketch of the main characters and a covering letter with bio details, where I saw the market for the book and my plans for future books. In those days you sent this by mail; email was in its infancy.

How long did it take for you to receive a response from Carole Blake, the premier literary agent who read and accepted your proposal and manuscript?

The next stage, around six weeks later, was to send the rest of the book at Carole’s request. Shortly after that she asked me to come to her office for a face-to-face meeting. Once we had agreed we would like to work together I signed a contract for world-wide representation by the agency – and the rest is history. Soon, ➤



Each year the Stockwins offer a Collectors Set of Julian's latest book. It is strictly limited to 500 sets. Full details of *The Iberian Flame* Collectors Set may be found on his website: www.julianstockwin.com.

INTERVIEW

Carole had an auction going for the book on both sides of the Atlantic and foreign rights deals as well. Sadly Carole passed away in 2016, but I am now ably represented by Isobel Dixon, Head of Books there.

Did you ever imagine that eighteen years later you would be at work on the twenty-first Kydd title?

Goodness, no! My first contract was for four books, which seemed an *incredibly* daunting task. I did have a plan for a possible dozen books put together at Carole Blake's request, but my focus then was very much just one book at a time.

At what point was it clear that there was sufficient material to extend the saga, which has now reached twenty titles, with the publication of *The Iberian Flame*?

Hard to say if there was an exact point, but the more I dug into the rich historical record the more opportunities I saw for further Kydd titles. At one point I thought the well of inspiration might dry up after the Battle of Trafalgar, but in fact following that iconic engagement the race for empire began, presenting me with a whole new thread to the series. That has taken Kydd to South Africa, South America, the Caribbean and more.

In literary time, Kydd's career has so far spanned approximately fifteen years since he fell afoul of the press gang in the Horse and Groom, a public house in Merrow village near Guildford, in 1793. Is the pinnacle of his career still well over the horizon?

The premise of the series is one man's journey from pressed man to admiral in the Great Age of Fighting Sail. Kydd has achieved a great deal so far and is now a post captain, a knight of the realm, and a public hero. However there are still many adventures yet to come before he will hoist his own flag as admiral.

It has been well documented in various interviews over the years that the impetus for your career as an author was Kathy advising you to "get a life" and write a book about the sea, as she sat you down in an easy chair and



Photo by Kathy Stockwin.

Research for the Thomas Kydd naval adventures have taken Julian Stockwin to far-reaching places around the world. On a trip to Tasmania, an isolated island state located off Australia's south coast, he took the helm of the replica tall ship of Kydd's day *Lady Nelson*.

handed you a glass of whiskey. How did you approach this daunting suggestion and eventually develop your primary characters, Thomas Kydd and Nicholas Renzi?

Disbelief was my first emotion. How could I possibly follow such giants as Forester and O'Brien? But Kathy saw my potential as a writer (where I did not initially) and persuaded me to give it a go. I took a half-time job lecturing in order to devote time to absorbing the craft of writing. I'm "Old Navy" with a deep respect and admiration for the service, so it had to be the Navy I'd write about. I chose Nelson's time, the great climax of the age of sail and a magnificent canvas for sea tales. This was an era when the sea was respected and wooed by men who didn't have steam engines and brute force. ▶



Photos by Kathy Stockwin.

On their research trip to Spain and Portugal, Julian and Kathy visited local museums. **ABOVE LEFT:** Admiring the Trafalgar display at the Museum of Cadiz. **ABOVE RIGHT:** At the Naval Museum in Madrid, Julian viewed the magnificent model of the *Santissima Trinidad*, a Spanish first-rate ship of the line, which is on display.

I also wanted to bring the sea itself into a more prominent role. But to achieve that it seemed logical to take the perspective of the men who actually did the job out there on the yardarm, serving the great cannon or crowding aboard an enemy deck, rather than of those shouting orders from behind. So the lower deck it was, and then I came across some surprising statistics. Unlike the army, where commissions were bought, all naval officers had to qualify professionally, and scattered among these were no more than a couple of hundred common seamen who made the awesome journey from the fo’c’sle to the quarterdeck, thereby turning themselves into gentlemen. Some became captains of their own ships; remarkably, some victims of the press-gang even became admirals. How could it be so? Just what kind of men were they? This is what I wanted to explore in the series.

It took some time to develop my primary characters and their intertwined relationships, but I decided I wanted someone with the potential to flourish and

come to love the sea, but from unlikely beginnings. It was thus that a young wigmaker from Guildford named Tom Kydd became my main character. And as a foil to his nature and abilities came Nicholas Renzi.

In Georgian times, while not common, there were people of high status who did go to sea as ordinary seamen. This was for any number of reasons, including escaping debtor’s prison, or running away from an amorous entanglement that had gone wrong. Renzi chose to go to sea in expiation of what he saw as a family sin, a fairly high-minded reason, but one which does accord with the times. He is not modeled on any one high born fugitive, but he had led the typical life of his class, did the Grand Tour, etc. At first Renzi is a mentor to Kydd, but over time Renzi comes to rely on Kydd’s sturdy good sense and friendship as much as Kydd relies on him.

I soon realized there were things from my time in the Navy that I wanted to bring to my writing; small things but evocative to this day: a shimmering moon- ➤



Photo by Kathy Stockwin.

During their visit to the Iberian Peninsula, while conducting research for *The Iberian Flame*, the Stockwins visited Oporto, Portugal.

path glittering on the water, the sound of voices from invisible night watchkeepers, the rich stink of land after months at sea, the comfort of a still hammock when the ship rolls about. There were darker moments, too. Savage storms at sea when you feel the presence of nature like a wild beast out of the cage.

Kathy's skills as an editor were seminal in the process of my developing as a writer and finding a voice and we now work full time as a close creative team.

As the years have passed, Kydd has grown from the young innocent press-ganged into the Royal Navy to his present position as a celebrated frigate captain in *The Iberian Flame*. What has been your approach to developing his character from book to book?

One of the great advantages of writing a series is that you have room for characters to grow and develop. But there is also a potential trap; you have to be very aware of your character's traits and make sure that there is consistency from book to book. They can change of course, but this has to be within the broad framework of your original conception of them. I keep very detailed notes on all the characters in each book and particularly the challenges they faced and how they reacted to these. Having been in the Navy does give me a

broad insight into life at sea, but I also draw on personal experiences. For example I was duty watch during the tragic collision between *Voyager* and *Melbourne* and saw firsthand both great courage and raw fear. As an aside, Kathy maintains that I am half Kydd, half Renzi.

A hallmark of your novels has been true-to-life accounts of historic events and figures blended with a rich imagination and well-drawn fictional characters. *The Iberian Flame* is a particularly intricate story from a historical perspective. Do you follow a particular methodology with your research and preparation prior to writing?

Yes, you are right that *The Iberian Flame* is based on a complex time in history. But that's the fascination and challenge for the historical novelist. You have to create an engaging story, but one which is pretty true to history. Prior to beginning a new Kydd book I will have done detailed research and reading on the timeframe to be covered, noting down any special naval or military engagements and getting a handle on the geopolitics of the time. I will then have a rough idea of the narrative arc of the story, sub themes and so on. At this stage Kathy and I sit down in front of a large White Board and draw up an outline of the book. This will be divided into various stages, which in turn require their own in-depth research. And at any point in the writing I will call a "pace" with Kathy to nut out a plot problem or whatever that invariably crop up. My research falls into several categories: location research, primary and secondary sources, and I also can call on my own time at sea in the Royal Navy. I guess I must be the only sea writer in history to have gone to sea as a shipwright and as a result I deeply relate to the mysteries and allure of those great creations of the age of sail.





Photo courtesy Julian and Kathy Stockwin.

Long days of exploring historic locations for *The Iberian Flame* required sustenance, which the Stockwins found in a found in a Portuguese *pousada*.

What is the most difficult challenge you face when you begin work on each new book? Has this changed over twenty (and soon twenty-one) titles?

I guess this is overcoming an initial bout of self-doubt. I am always aiming for each new book to be as good as the last – and different from any previous – and after twenty-one manuscripts that is somewhat of a challenge. It helps immensely to read the wonderful comments that readers have made for all my books. Once a manuscript goes to my publisher there is some little time before I hear back from them and by then I will, in faith, have started the next book.

Outside of your literary partner Kathy, who are some of the people who have influenced your work over the past two decades?

Not sure how much my work has been influenced by other people as right from the start I endeavored to develop my own voice. However, there are a number of non-fiction writers who have broadened or deepened my already great respect for the men and ships of Kydd's day with their maritime historical research findings. I think of people like Peter Goodwin and his work

on HMS *Victory*. And wonderful resources like Falconer's *Universal Dictionary of the Marine* and Admiral Smyth's *The Sailor's Word Book*. And certainly the creations of the great artists in capturing the many moods of the sea, and the majesty of a ship under sail has inspired me. I have a huge admiration for the giants of the past: Charles Brooking, Peter Monamy, Dominic Serres, Thomas Whitcombe, Samuel Scott, John Cleverley and Nicholas Pocock and, of course, Turner. They provide a contemporary window on the world of Thomas Kydd. Then there are the modern artists like Geoff Hunt, John Chancellor and

Derek Gardner, many prints of whose paintings adorn our house.

Looking back, what are some of the high moments in your journey with Kathy from the initial seed of an idea to twenty books and counting (not to mention your two historic fiction works, *The Silk Tree* and *The Powder of Death*, and your nonfiction *Stockwin's Maritime Miscellany*)?

I've picked just three. First, probably the happiest day of my life (wedding, aside) was April 3, 2001. That was when I stood before over one-hundred guests at the launch party for *Kydd*. It was held in the historic Admiralty House in London, which had been the official residence of the First Lord of the Admiralty from 1788 to 1964. There certainly could be no more splendid venue to honor a novel set in the Great Age of Sail. As I stutted my speech of thanks, around me I could feel the ghosts of all the great sea heroes of the past that noble building had seen. Second was seeing a book in a bookstore with *my* name on the cover. This was of course *Kydd*, and it still gives me a thrill to see displays of my work. Third, I've always enjoyed author events and giving talks, etc., but one of the first of these I was invit- ➤

INTERVIEW

ed to was the famous Hay on Wye Literary festival. I found myself among a sea of famous authors.

What has been the most rewarding aspect of your writing career to date?

When I first started writing I did not know where the journey would lead me but it's been a fascinating ride so far. Thomas Kydd has enabled Kathy and me to travel the world in his footsteps, along the way meeting hundreds of fascinating people from all walks of life, who are linked by a love of sea tales and an admiration for the often larger than life characters who were drawn to Neptune's realm.

Do you have a favorite book in the canon or period in Kydd's life?

My favorite book? That's like asking a parent which is their favorite child! However, if pushed I would choose three: *Kydd*, my debut novel; *Command*, where Kydd becomes captain of the lovely brig sloop *Teazer*; and *Persephone*, because I suppose I am an old romantic at heart. I think my favorite period in Kydd's life is when he makes the incredible journey from the lower deck to the quarterdeck, and becomes an officer and a gentleman. He faces so many challenges, both professional and personal. In some ways this is the crux of the whole series. How could an ordinary man achieve extraordinary things? It was not possible in any other profession in the eighteenth century; only the Navy offered men of great talent, and who were blessed with a little luck, this path.

Name a half dozen historic figures you would like to sit down with and commiserate over a fine meal.

Perhaps not surprisingly, they're all naval figures! Lord Horatio Nelson, of course plus Admiral James Saumarez, often overlooked in lists of great men but whom I hugely admire for his seamanship and skills in keeping Britain's trade flowing – and who I came to know during research for *The Baltic Prize*. And three brilliant but mercurial and opinionated characters who would make



Photo by Kathy Stockwin.

Julian outside the National Archeology Museum, Lisbon, with an eighteenth century bower anchor.

for lively interchange around the table – Sir Sidney Smith, Admiral Thomas Cochrane and Admiral Sir Home Riggs Popham.

What can you tell us about your next Kydd adventure?

The working title is *A Sea of Gold*. I don't want to give away too much detail at this point, but let me just say that the book will see Kydd in a tricky relationship with the notorious and daring Cochrane, ferocious fighting at the Battle of Basque Roads, and Nicholas Renzi involved in the politics of international finance.

Is there anything else you would like to share with our readers?

Just to say a huge thank-you for all their support over the years. It always gives me special pleasure to hear from readers, either via social media or email – and it is a happy duty to respond to each one!

Visit Julian Stockwin online at:
www.julianstockwin.com.

British actor and audio-book narrator Nigel Patterson at work in his studio.

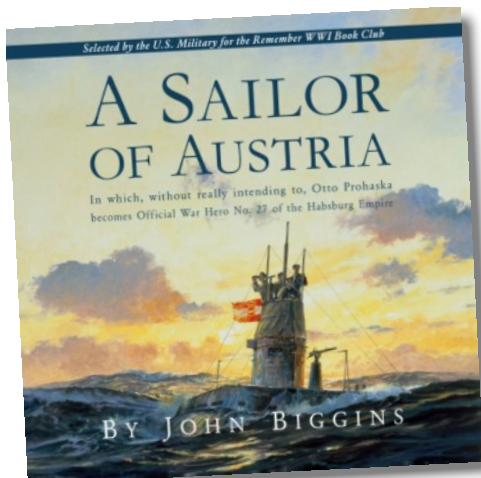


Photo courtesy Nigel Patterson.

NIGEL PATTERSON

British actor brings Otto Prohaska of the Austro-Hungarian Navy alive in a new audiobook series from McBooks Press

BY GEORGE D. JEPSON



BRITISH ACTOR NIGEL PATTERSON, a veteran of the stage on both sides of the Atlantic applies his considerable talent to bring author John Biggins' character, Otto Prohaska of the Austro-Hungarian Navy, to life in a new audiobook series from McBooks Press.

The first two titles, *A Sailor of Austria* and *The Emperor's Coloured Coat*, have been completed. The two remaining titles in the series, *The Two-Headed Eagle* and *Tomorrow the World*, will be available in the coming months.

Patterson's theater career helped prepare him for a ▶



Photo by Polly Hancock

Nigel Patterson in his role as Sir William Blake Richmond in the British production of *A Victorian Eye*.

new role narrating books for publishers in the United Kingdom and the United States. Recently, he has become the voice of Otto Prohaska and various other characters in John Biggins' highly acclaimed novels.

Patterson shared the story of his career in this interview with *Quarterdeck*:

Your life's work has taken you from teaching to the theater to the narration of books. What brought you to acting in the first place?

That's a very hard question to answer, because, looking back, acting has always been part of my life in some way. I don't mean necessarily as an aspect of performance, but simply as an imaginative expression of myself. It feels a very natural thing to do!

At what age did you first perform?

I was in a nativity play when I was very young. I can't remember exactly what age I was, but I played Joseph, and I'm ashamed to say that I giggled a great deal, which must have rather spoiled the show. But my first proper speaking role was at school when I was thirteen.

I was terrified and enthralled at the same time, and to this day I love the dangerous spontaneity of live performance. I carried on performing and directing as an undergraduate at Oxford, where I was doing nine or ten plays a year. Luckily, one managed somehow to get some work done as well.

What was your first professional role?

My first job after university was as a teacher of French and Spanish, and in retrospect I think it was an excellent preparation for life as a performer. I'm only half joking when I say that I used to do eight shows a day! But my first professional role on the stage was as Willie in *The Last of Mrs Cheyney*, a 1920s comedy by Frederick Lonsdale.

How did you move from acting to narrating audio-books?

I got my first taste of narration at school, thanks to a very remarkable English teacher called Kenneth Richards. He was partially blind, but that in no way stopped him from being exceptionally well read. One of ▶

his methods of getting around the problem was to invite a group of students, myself included, to record excerpts from books that he wished to listen to at home. Gibbon's *Decline and Fall of the Roman Empire*, the collected poems of Thomas Hardy, Browning's *The Ring and the Book* are just some of the titles I remember. Little did I realize at the time what that would ultimately lead to.

Fast-forward many years, to the time when I was working as an actor in Chicago. I attended a presentation on audiobook narration given by my local branch of SAG-AFTRA (Screen Actors Guild-American Federation of Television and Radio Artists), and I began to understand that this could become a natural extension of my work as a voice talent. It didn't take long, however, to realize that audiobook narration is a very different activity from commercial and industrial voiceover!

Was the transition from acting to narration difficult?

In one sense, no, because narration *is* acting. As a storyteller you are part of a tradition that goes back centuries. As an audiobook narrator, you try to develop a relationship with the listener as you bring the author's words and characters to life. But you do need to learn how to take care of your voice. I drink a lot of water throughout my working day, and I try to stay away from crowded rooms where I have to raise my voice just to be heard in conversation.

What was the most challenging aspect of telling a story by voice versus working on stage?

Probably the fact that as a narrator you are usually the sole performer, even though you may be playing many parts. When you work with other actors on the stage, there's a chemistry in the interplay of the characters, and a large part of your performance is based on how you listen and react to your scene partners. In fiction, an audiobook narrator not only gives voice to multiple

characters, but also to develop the dramatic tension of a scene as part of the narrative. Audiobook narration is also a much more intimate medium, as you tell a story as if to just one person rather than to a large audience.

How do you select the books you choose to narrate?

Sometimes the publisher or author selects you, rather than the other way round. And as a professional narrator, you need to be able to give voice to a wide range of different styles and genres in fiction and non-fiction. Of course one has one's own preferences, perhaps based on the material one enjoys reading for pleasure, but often the most challenging material turns out to be satisfying in its own right.

Are you drawn to particular genres?

I like to work in a wide range of genres, and only rarely do I turn down a project because I feel that I'm the wrong fit for the job for one reason or

another. But I do very much enjoy mysteries, thrillers, and historical fiction.

What appealed to you about the Otto Prohaska novels by John Biggins?

John is a wonderfully vivid storyteller, and brings to life a now distant world with extraordinary detail. When I was narrating *A Sailor of Austria* I often felt that I was working on an autobiographical memoir, so vivid and intricate is his description of life on a First World War submarine. As the first person narrator, Prohaska has a deliciously wry sense of humour and appreciation of the ridiculous, but is also capable of great pathos in his depiction of characters and events in the story.

How do you prepare in advance of beginning to record your narrations?



The first thing I always do is read the book from beginning to end. Not only does this give me a sense of the story arc and the range of characters, but it's also an opportunity to research accents and the pronunciation of foreign terms. In the Otto Prohaska novels there are many German names and phrases, and a host of Czech, Hungarian and Polish characters, so I'm grateful for my early university training as a linguist, as well as the pronunciation help supplied by John Biggins himself.

Some narrators make extensive notes as they prepare a project. I don't do that. I like to keep a sense of spontaneity in performance, but I usually do keep a library of sound clips to remind me of character voices and accents. I also find that it helps to base characters on real people, and it helps to be able to visualise their appearance and attitude as well as hearing their vocal mannerisms inside my head.

Do you read directly from a published book or develop a script?

I read from an iPad, which avoids the sound of page turns and allows me to make notes, highlight passages, and search the text as I'm working. Most manuscripts come from a publisher in PDF format and I like to try to maintain the layout of the printed book if possible.

What is the most challenging aspect of a narration project?

You need to be able to maintain the energy of your performance and know how to look after your voice so that you don't sound tired at the end of a session. Depending on the nature of the material, it usually takes between two and four hours to complete one hour of finished audio, so I'm often working in the booth for six or seven hours a day.

Narrators usually work with an editor to help them deliver a recording that's faithful to the original text and that provides the best possible experience for the listen-

er. I generally use a recording technique that corrects misreads as I go along, but it may have required several takes to get a sentence right. You can imagine for example, that when I first encountered the character called Fregattenleutenant Béla, Freiherr von Meszáros de Nagymeszárosháza, I didn't get the name right first time. Later, of course, it just trips off the tongue.

While you're in the midst of a narration project do you find the characters staying with you when you're not working?

From the time I start preparing a project, I've always got the story and the characters simmering away quietly in the back of my mind. I'm not a method actor; I don't try to live the characters' lives outside the booth,

but I do strongly believe in the role of the subconscious to develop ideas as you go about your daily life.

Are you able to work on more than one project at a time?

Occasionally it's inevitable, but I don't like it. I'm not very good at multitasking, and I would much rather devote myself to one story and one cast of characters at a time. Even taking a couple of days off to take care of some domestic task can disturb the flow.

Where do you record your narrations?

I record at home. I'm lucky to have a fully equipped purpose-built studio that's great at keeping out extraneous sounds, so I don't have to ask the rest of the family to tiptoe around the house when I'm recording.

Do you read for pleasure in between projects?

Absolutely! I know that some narrators say that they do so much reading for prep that they don't have the ▶

“Some narrators make extensive notes as they prepare a project. I don't do that. I like to keep a sense of spontaneity in performance . . .”



Photo courtesy Nigel Patterson.

Nigel Patter as himself . . .

time or inclination to read anything else, but I've always got something on the go.

What titles would we find on your bedside table these days?

I've just finished reading *Conspiracy* by S. J. Parris, a historical thriller set in sixteenth-century Paris, featuring the heretic-turned-spy Giordano Bruno. I'm currently re-reading John le Carré's *The Spy Who Came In From The Cold* before moving on to his new book *Legacy of Spies*. I'm looking forward to reading *Munich* by Robert Harris, and I'm also very much enjoying *This Is Going To Hurt* by Adam Kay, the memoir of a junior hospital doctor working in the UK that is by turns laugh-out-loud funny, sad, poignant, and always thought-provoking.

Do you still work in the theater between narrating?

Rather less than when I was living in the U.S., although I've been working recently with a director on a very in-

teresting new play that's still in development. We'll see where that leads! Meanwhile, my audiobook work keeps me very busy and gives me a wide range of roles to play every week.

How do you choose to relax away from your work?

I love the theatre, music and the opera, and live close enough to London to be able to go regularly. My wife and I have four children, and family life and friends keep us fully occupied. I'm a very enthusiastic cook.

If you could sit down with three literary figures over dinner, whom would you invite?

Gosh, tough question! If it's my dinner party, I'd like to choose three writers who are not only fascinating figures in their own right, but would get on famously with each other. Here's a group that I think would set the dinner table on fire: Madame de Sévigné, the seventeenth century French aristocrat who wrote the most wonderful letters to her daughter detailing life at the court of Louis XIV; Anthony Trollope, my favourite Victorian writer; and Iris Murdoch, who wrote extraordinary novels about love, good and evil, and what it means to be human. I'll do the cooking, there'll be great conversation, lots of gossip, and we'll stay up late and put the world to rights.

"I love the theatre, music and the opera . . . My wife and I have four children, and family life and friends keep us fully occupied."

Is there anything else you would like to share with our readers?

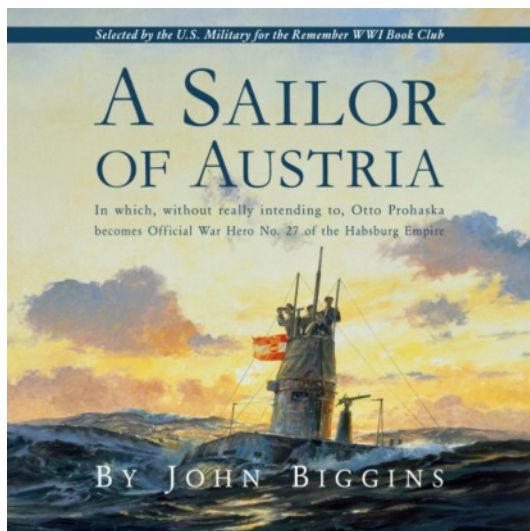
Thank you for this opportunity to talk to you and your readers about audiobooks and John Biggins' marvellous Otto Prohaska series. I'm currently recording *The Emperor's Coloured Coat*, and look forward to completing the remaining two novels in the series over the coming months. ■

To learn more about Nigel's work, visit him online at www.nigelpatterson.com.

The Otto Prohaska Novels

BY JOHN BIGGINS / NARRATED BY NIGEL PATTERSON

A SAILOR OF AUSTRIA

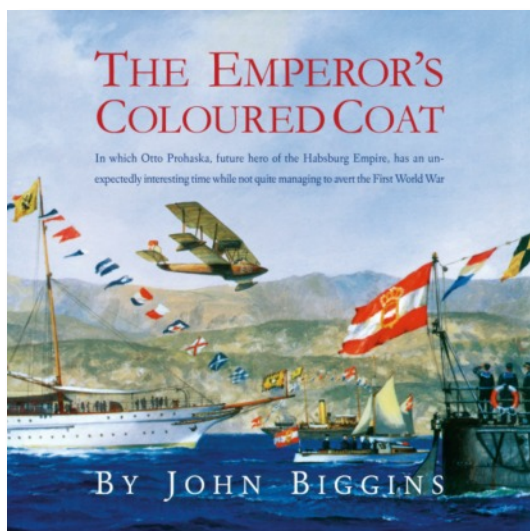


In the spring of 1915, a young Austro-Czech naval lieutenant Ottokar Prohaska finds himself posted to the minuscule Imperial and Royal Austro-Hungarian Submarine Service in the Adriatic port of Pola. In some trepidation at first, because he has no experience whatever of submarines, his fears are soon set at rest when he discovers that nobody else has either: least of all his superiors. There follow three and a half years of desperate World War One adventures fighting for the House of Habsburg aboard primitive, ill-equipped vessels, contending not just with exploding lavatories and the transport of Libyan racing camels but with a crew drawn from a dozen different nationalities--and a decaying imperial bureaucracy which often seems to be even more of an enemy than the British, the French, the Italians and the sea itself.

Available on Audible (\$24.95 or free with a 30-day trial membership), Amazon (\$16.95), and iTunes (\$9.99).

Also available in print and ebook editions: \$23.95, U.S. Trade Paperback / \$7.99, Kindle / \$9.49, NOOK.

THE EMPEROR'S COLOURED COAT



Early in the year 1912, the recently-promoted Lieutenant Ottokar Prohaska finds himself stuck as a gunnery officer aboard a battleship mostly moored in harbor. He answers a War Ministry advertisement for training as a naval air pilot, but he soon finds himself appointed aide-de-camp for aviation to the appalling, boorish, near-insane Austro-Hungarian heir-apparent: the Archduke Franz Ferdinand. After breaking a leg in a flying accident, Prohaska is relieved of his duties, and upon his recovery, he is posted to a river gunboat on the Danube. After an ill-considered liaison with a Polish opera singer, he flees her vengeful husband into Serbian territory. There, a case of mistaken identity enmeshes him in a Serbian anarchist plot to kill the Austro-Hungarian chief of staff with a small diversionary operation in the town of Sarajevo - the assassination of the Archduke.

Available on Audible (\$24.95 or free with a 30-day trial membership), Amazon (\$21.83), and iTunes (\$9.99).

Also available in print and ebook editions: \$16.95, U.S. Trade Paperback / \$7.99, Kindle / \$9.49, NOOK.



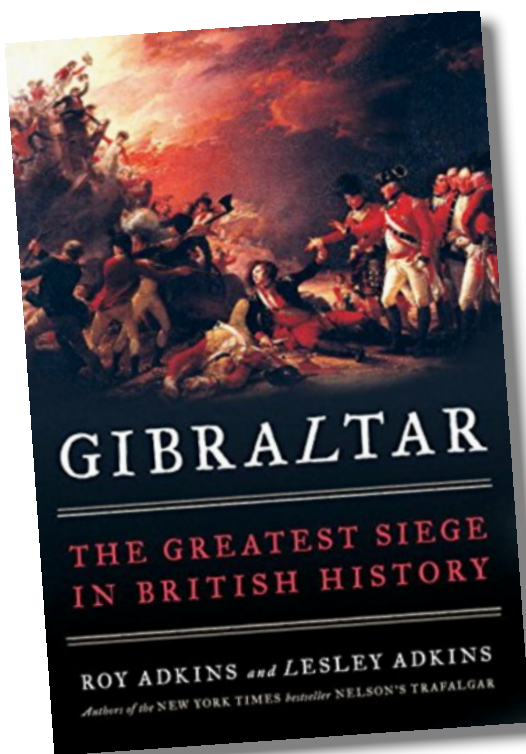
PD - ART

A British Man of War before the Rock of Gibraltar by Thomas Whitcombe (1763 – 1824)

GIBRALTAR



BY ROY AND LESLEY ADKINS



Roy and Lesley Adkins are authors of several non-fiction books, including Nelson's Trafalgar, The War for All the Oceans, Jack Tar and their latest book, Gibraltar: The Greatest Siege in British History. They recently filed this dispatch on Gibraltar for Quarterdeck.

ALTHOUGH A SMALL TERRITORY, in terms of military and naval history Gibraltar is the most famous fortress in the world, instantly familiar to *Quarterdeck* readers. In the Age of Sail, this narrow promontory was barely three-quarters of a mile wide and three miles long, soaring to a height of almost 1,400 feet. It was connected to Spain by a low-lying isthmus of sand, which is now partly covered by the airport and runway. In the south, the mountainous peaks fell away sharply to windswept rocky plateaus. The eastern side was inaccessible, without any roads or settlements.

During the Napoleonic Wars, the travel writer Sir John ➤



Photos courtesy Roy and Lesley Adkins.



Photo by Greg Hider.

ABOVE LEFT: Looking northwards from the cable car station along the ridge of Gibraltar towards Spain. On the right is the Mediterranean Sea and on the left the Bay of Gibraltar. **ABOVE RIGHT:** A gun emplacement in the first Great Siege tunnel, looking towards Spain across the airport. **LEFT:** authors Roy and Lesley Adkins.

Carr was already promoting Gibraltar as a tourist attraction: “Gibraltar is indeed well worthy of a voyage to be seen; and when its numerous and astonishing fortifications, its town, barracks, docks, arsenals, country-houses [which are] distributed on one side of a rock whose circumference does not exceed seven miles, are all brought within the eye’s and mind’s view, it may justly be ranked amongst the greatest of natural and artificial wonders.”

Much has changed since then, especially with extensive reclamation and development on the western side, but armed with a map and enough time, you will find history literally everywhere.

Gibraltar was captured from Spain in 1704 by a joint British-Dutch force, and eventually Britain took sole control, which was ratified by the Treaty of Utrecht in

1713. Although there were no sheltered harbors, this provided a much-needed base for the Royal Navy at the very edge of Europe, between the Atlantic and Mediterranean, with north Africa only a few miles away across the Strait of Gibraltar. For Britain, the key function of Gibraltar was the naval base, which could not survive without the protection of the fortress. The civilian population lived mainly in the walled town in the north-west, as did many of the soldiers, though there were barracks beyond the town. Most supplies had to be shipped in because very little was produced on the Rock.

We have been to Gibraltar several times, most recently as guest speakers at the annual Gibunco Gibraltar International Literary Festival. On that occasion, we flew in, but if you arrive by cruise ship (which we did on one visit), then you will dock at the berthing facilities in the far north-west. From here, you can walk along the North Mole Road, which is built on reclaimed land. It then becomes Waterport Road and runs alongside the preserved remains of the Old Mole, once the busiest part of Gibraltar. Here all the commercial shipping congregated and supplies were unloaded to sell in the markets, though during the Great Siege of 1779 to 1783, the Old Mole was too dangerous to



The southern tip of Gibraltar, with the inaccessible cliffs, looking towards the highest point at O'Hara's Battery.

Photo courtesy Roy and Lesley Adkins.

use, being in range of the Spanish guns. It was then heavily fortified with gun batteries and was called the "Devil's tongue."

The Waterport Gate led into the town through the defensive wall, but nowadays visitors head for the busy Casemates Square, behind which the immense Rock rises up, with buildings seemingly jumbled in layers on top of each other. Once familiar with the streets and narrow passageways, you will soon take short-cuts in the steep climb to the Moorish castle at the top of the town. This impressive monument marks the start of the Upper Rock Nature Reserve. Keep going uphill, postponing for another day the City Under Siege exhibition and the Military Heritage Centre. The Great Siege tunnels are the main attraction because they give an excellent introduction to the formidable nature of Gibraltar's defences. There are now thirty miles of tunnels, but this was the very first one, dug by hand with the aid of gunpowder. Cannons were mounted in openings through the sheer north face of the Rock to pound the Spanish fortifications that were creeping ever closer.

Once back in Casemates Square, head for Line Wall Road, moving southwards past Montagu and Orange Bastions. A defensive wall with bastions and guns, known as the Line Wall, protected the western coastline of Gibraltar and originally overlooked the sea. Nowadays, land reclamation and the construction of high-rise buildings mean that the sea is at times barely visible, so some imagination is needed. Just beyond the Orange

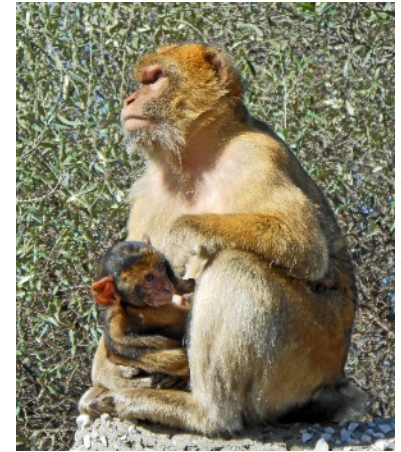
Bastion is the imposing American War Memorial, built into the wall in 1933 for the American Battles Commission to commemorate the successful joint USA and British naval operations in the vicinity of Gibraltar during World War One. Nearby, a plaque commemorates the first American naval squadron to operate in the Mediterranean in 1801.

Next comes the huge King's Bastion, which protruded into the sea. In recent years it has been roofed over and converted into a leisure centre. The original construction started in 1773, and it became the strongest part of the Line Wall. Unaccountably, during the Great Siege this is where the French and Spanish floating batteries concentrated their attack on 13th September 1782. The scene inside the bastion must have been awe-inspiring, with the gunners firing red-hot shot at the monstrous floating batteries, eventually setting fire to them.

A short distance further south from the King's Bastion is the Queensway Quay Marina, at the end of which is the old Ragged Staff Wharf, where vessels once came in for water supplies. A memorial bears witness to a tragic explosion that occurred here on 27th April 1951, when the *Bedenham*, a Royal Navy armament vessel, was unloading depth charges into a lighter. A fire on the lighter spread to the *Bedenham*, and tons of explosives blew up, killing several people and causing immense damage on Gibraltar.

From here, it is a short walk to the Southport





Photos courtesy Roy and Lesley Adkins.

LEFT: The Moorish Castle. ABOVE: Barbary macaques.

Gates, which originally had only one gateway and was the main route through the town wall to the southern part of Gibraltar. Outside the gates is the Trafalgar Cemetery, a tranquil haven that was formerly known as the Southport Ditch Cemetery. It actually has the graves of only two men who were brought to the naval hospital and then died of their wounds received at the Battle of Trafalgar – William Forster from HMS *Colossus* and Thomas Norman from HMS *Mars*. Most of the graves are of service personnel stationed at Gibraltar, or from ships that called here.

The Trafalgar Cemetery is the start of the area known as the Red Sands, and close by is a cable car that quickly transports tourists to the top of the Rock, at a point where the famous Barbary macaques are much in evidence. Sometimes known as apes, they are actually monkeys without tails. They are the only wild monkeys in Europe and are also present in Morocco (“Barbary”). They were sold as pets in the markets of Gibraltar in the Age of Sail, and many were undoubtedly purchased by seamen.

From the top cable car station, you can look down on the sheer limestone cliffs on the eastern side, highlighting the impossibility of an invasion from that side.

The path heading south goes along the ridge and up to O’Hara’s Battery, which has a massive 9.2 inch Mark X breech-loading gun and an engine room and magazine dug into the rock beneath. This battery was active during World War Two and is the highest point of the Rock, with magnificent views of Spain, the Strait of Gibraltar and North Africa.

From the roads below O’Hara’s Battery, much of the west side of Gibraltar is visible, but the main feature to look out for is Rosia Bay, partially encircled by a white mole. For the Age of Sail, this is one of the most significant heritage areas of Gibraltar and one that the late English naval historian Colin White had envisioned as a “Gibraltar and the Sea” maritime heritage complex.

On the left of Rosia Bay, high on a rock, is Parson’s Lodge Battery, and further up the the hill is the old naval hospital (now private housing) with its quadrangular courtyard. This substantial hospital was built outside the town in the 1740s. On the right of Rosia Bay, high on the rock, is the late nineteenth-century Napier of Magdala Battery with the “100-ton gun,” and just north of this location a New Mole was constructed in the seventeenth century. It was later extended and became known as the South Mole when the naval dockyard ➤

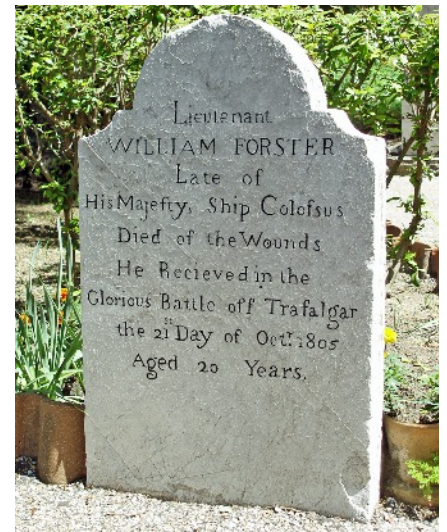


Photo courtesy Roy and Lesley Adkins.

LEFT: Looking down on Rosia Bay. On the right overlooking the bay is the Napier of Magdala Battery. On the far left is “Nelson’s View” block, rising above the old victualing buildings. **BELOW LEFT:** Looking down on the Naval Hospital. **ABOVE:** William Forster’s gravestone in Trafalgar Cemetery.

was greatly enlarged from the mid-nineteenth century.

Admiral of the Fleet John Jervis, 1st Earl St Vincent, was in charge of the Mediterranean Fleet from 1795, and he argued for a substantial victualing yard to be built at Rosia Bay, including waterproofed brick-built tanks to provide a reliable source of water, rather than the unreliable source at Ragged Staff. Despite widespread protests, these tanks were destroyed in 2006 to build a housing block called “Nelson’s View.”

It was in Rosia Bay that the badly damaged *Victory*

anchored after the Battle of Trafalgar in October 1805. Nelson’s body remained on board in a cask of brandy while repairs to the warship were taking place, though legend says that for safety the cask was removed to the house of Lord St Vincent that then overlooked Rosia Bay. The surgeon Dr Beatty recorded that at Gibraltar he replaced the brandy in the cask with spirits of wine, which was a better preservative. What happened to the brandy was never mentioned, but a

story developed that Nelson’s body was actually preserved in rum and that seamen drilled holes in the cask during the journey back to England in order to drink it, so that rum became known as “Nelson’s Blood.” Whatever the story, the links between Gibraltar and the Royal Navy are infinite. ■

Visit Roy and Lesley Adkins online at:
www.adkinshistory.com

THE IBERIAN FLAME

BY JULIAN STOCKWIN

JULIAN STOCKWIN, passes a new milestone in the naval adventures of British Captain Thomas Kydd with the launch of *The Iberian Flame*, the twentieth installment in the compelling chronicle, which is set against the backdrop of the eighteenth and nineteenth centuries.

Over the span of two decades, Stockwin has brought to life a brilliant world in which former Guildford wigmaker Tom Kydd has risen from pressed seaman to a decorated Royal Navy officer standing on his own quarter-deck.

The Iberian Flame is a breezy new masterwork from the author's pen, as the winds of war borne by Emperor Napoleon's legions sweep across Spain and Portugal, threatening the survival of an out-manned British military expedition.

Returning to Plymouth after Britain's recent action against Russian naval forces in the Baltic, Kydd and *Tyger* are under orders to rejoin Admiral Collingwood's fleet and the wearisome blockade of Europe's Atlantic seaboard and Toulon in the Mediterranean.

While the frigate's minor repairs are looked after in the King's Dockyard, Kydd heads inland to Knowle Manor, his home in the Devonshire countryside, and an embrace with his bride, Persephone. However, the brief respite from shipboard duties turns out to be anything but tranquil.

On a marketing day in nearby Tavistock, an unexpected encounter with a recent naval adversary

sets Kydd on a course to uncover an alarming plot among captured French officers, who have been given their parole in England, and foremast hands interned in Plymouth's Millbay prison.

Stockwin's picturesque portrayal of early nineteenth-century English villages and towns are so detailed that it takes little

imagination to find oneself strolling the lanes with Sir Thomas and Lady Kydd.

By the time *Tyger* rounds Ushant in heavy seas, bound for Admiral Collingwood's blockaders off Cádiz, the author and Captain Kydd are clearly in their element.

Whether it's laying the foretopsail for reefing or maneuvering against two enemy frigates, Stockwin leaves no doubt that it could be he aloft reducing canvas or manning the helm.

As Bonaparte's forces march across Spain, inflaming the Peninsular War, Nicholas Renzi is cornered with Spanish loyalists, while on a special mission for the British Foreign Office.

Off Spain's northern coast,

Kydd deals with a commanding officer bent on destroying his career, while attempting to rescue the British army under attack by the French during the Battle of Corunna.

The Iberian Flame is classic Stockwin, driven by a gripping pace that begs the reader to turn page after page to learn what happens next. As with previous titles in the canon, the writing is strong, creating a delightful and ever-expanding historical canvas.



Hodder & Stoughton, £20.00 / \$26.99

UK Hardback

\$14.99, Kindle

Available in the UK in June

Available in the U.S. In August

THE CAPTAIN'S NEPHEW

BY PHILIP K. ALLAN

BRITISH AUTHOR PHILIP K. ALLAN brings a fresh new voice to naval fiction under sail with his debut novel, *The Captain's Nephew*, which introduces Lieutenant Alexander Clay, a seasoned officer serving aboard His Majesty's frigate *Agrius*.

As a history student at the University of London, Allan's ardor for Britain's sailing navy awakened, eventually setting him on a course to leave a business career behind in order to write about the sea.

The period, he says, continues to offer broad and stimulating possibilities for storylines. "On the one hand you have the strange, claustrophobic setting of the ship and on the other the boundless freedom to move around the globe wherever the author chooses."

Clay, the first lieutenant aboard *Agrius*, is a captivating character in the tradition of Horatio Hornblower, Richard Bolitho, Jack Aubrey, John Pearce and Thomas Kydd.

Although Clay, the son of a country parson, is well established within the Royal Navy, he has no social advantages and is considered to be inferior by his superior, Captain Percy Follett, the scion of a wealthy, landowning family. To complicate matters, Follett's nephew, twenty-year-old Nicholas Windham, is the raw second lieutenant in *Agrius* and is favored by his uncle.

Despite conceding Clay's attributes as a proven naval officer, Follett is determined to look after

Windham's interests. The conflict manifests itself after Clay leads a raid ashore on the Flanders coast, during which his actions narrowly avert a calamity for the Royal Marines and seamen under his command.

After the action, he learns while *Agrius* is moored off Deal that ". . . Mr Windham has accrued most of the credit for the successful attack . . ." in a dispatch from Follett to the Admiralty in London.

"Once my nephew has had his step, I am happy to consider your merits," says Follett in an effort to soften the blow to Clay.

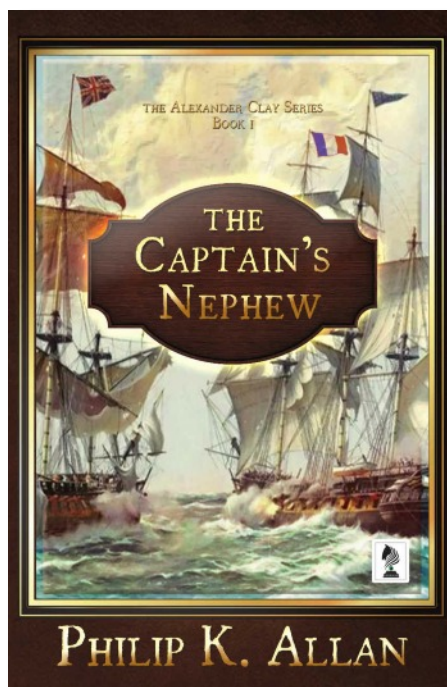
"So I am to wait in line, is that it, sir?" responds the first lieutenant. "I am to watch while an inferior officer with better connections takes my place?"

So with an uneasy understanding between the two men, *Agrius* weighs anchor and sets sail for Plymouth to collect a small convoy of East Indiamen and escort it to Madeira.

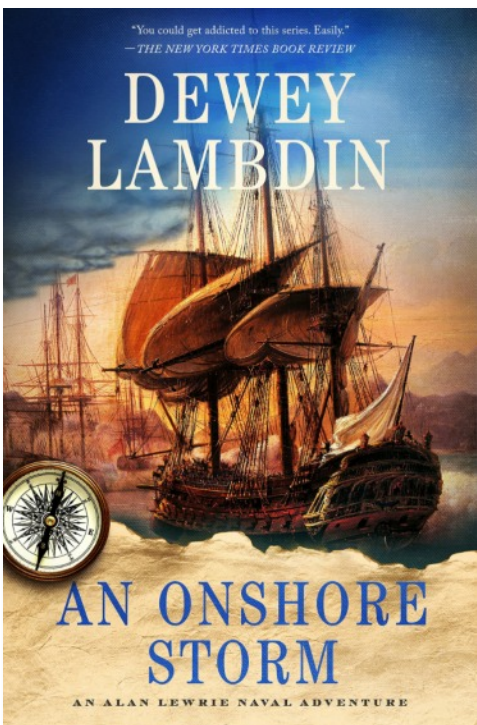
Ahead lies a treacherous voyage. *Agrius* spars with a privateer

looking to prey on the convoy and pursues the French man-of-war *Courageuse* across the Atlantic to the Caribbean. Along the way, Clay unexpectedly falls for a woman of means.

The Captain's Nephew is a captivating entry in naval fiction, replete with true to life characters: well-drawn officers and striking Jack Tars. A sea breeze drifts off the pages, along with the reek of powder smoke. The sequel, *A Sloop of War*, was recently released by Penmore Press (see page 26).



Penmore Press, \$19.50,
UK Trade Paperback /
\$5.50, Kindle & NOOK
Available Now

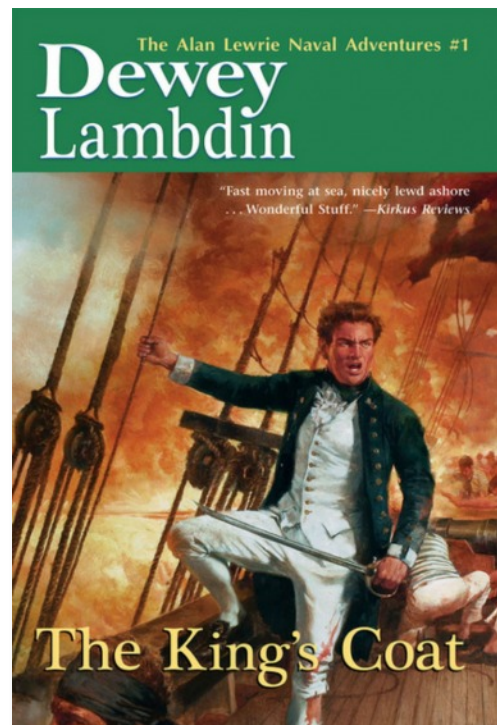


May

An Onshore Storm

BY DEWEY LAMBDIN

(*St. Martin's Press*, \$26.99, U.S. Hardback / \$12.99, *Kindle & NOOK*) Three mismatched troop transports, lots of 29-foot barges, and an under-strength regiment of foot: a waste of Royal Navy money, a doomed experiment, or a new way to bedevil Napoleon's army in Italy? Either way, it's Captain Sir Alan Lewrie's idea, and it seems to be working, with successful raids all along the coast of Calabria. But it depends on timely information, and Lewrie must trust Don Julio Caesare, a lord of a Sicilian criminal underworld, and his minions, or the amateur efforts of a disorganized network of Calabrian partisans always in need of British arms and King George III's money. When at last the fourth transport arrives with reinforcement troops, what seems to be a blessing could turn out to be the ruin of the whole thing! Lewrie has been too successful in his career at sea and he's made bitter, jealous enemies with powerful patrons out to crush him and his novel squadron, no matter if it's succeeding.

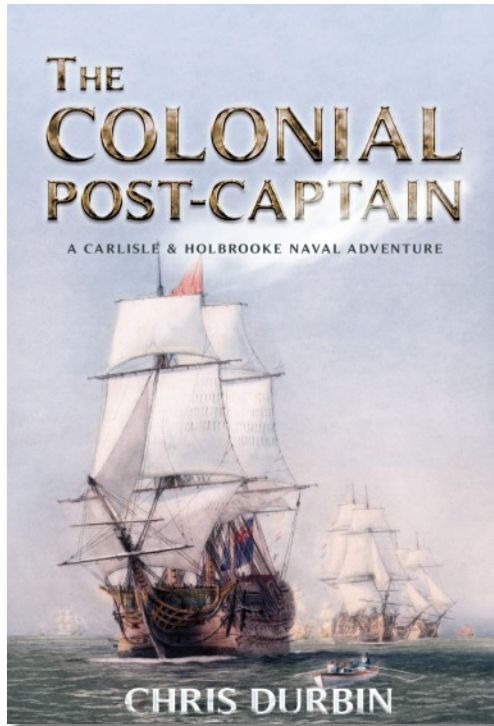


June

The King's Coat

BY DEWEY LAMBDIN

(*McBooks Press*, \$19.95, U.S. Trade Paperback / \$6.99, *Kindle & NOOK*) This auspicious beginning the Alan Lewrie Naval Adventures has a very modern sensibility. In 1780, our 17-year-old hero, the bastard son of Sir Hugo Willoughby, is already a practicing rake in London. Caught in *flagrante delicto* with his (more-than-willing) half-sister, he is banished to the Royal Navy in a nasty ploy by Sir Hugo to rob the boy of his inheritance. Fresh aboard the His Majesty's *Ariadne*, Midshipman Lewrie heads for the war-torn Americas, finding – rather unexpectedly – that he is a born sailor, equally at home with the randy pleasures of the port and the raging battles on the high seas. But in a hail of cannonballs comes a bawdy surprise.

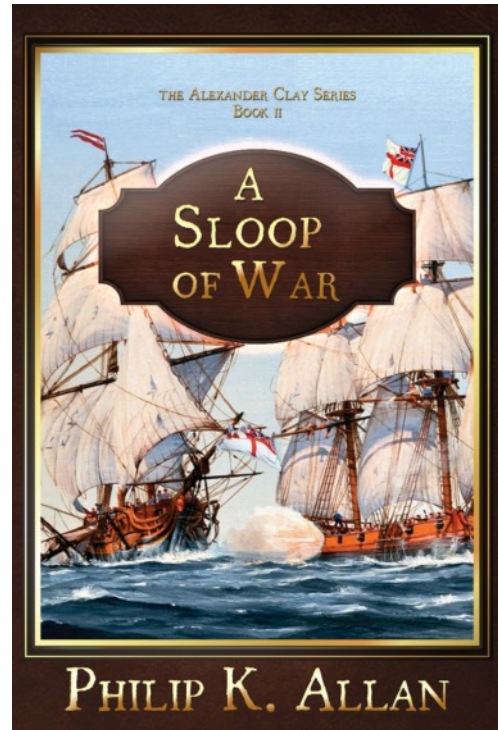


Available Now

The Colonial Post-Captain

BY CHRIS DURBIN

(Independent, \$10.75, U.S. Trade Paper / \$5.39, Kindle) The Western Mediterranean, 1756. An uneasy peace is about to be shattered as France's greatest living general prepares an invasion force in Toulon, but where is it bound? Captain Carlisle hails from Virginia, a loyal colony of the British Crown. As the clouds of war gather, Carlisle's small frigate – *Fury* – is ordered to Toulon on a reconnaissance mission. If battling the winter weather in the Gulf of Lions is not a sufficient challenge, Carlisle must also juggle the delicate diplomatic issues in this period of pre-war tension while contending with an increasingly belligerent French frigate. But Carlisle has additional problems unique to his colonial origins: he has no professional or political sponsors and an uninspiring group of followers, both of which are essential to a mid-eighteenth century naval career. How can a penniless second son from Virginia overcome these crippling deficiencies?

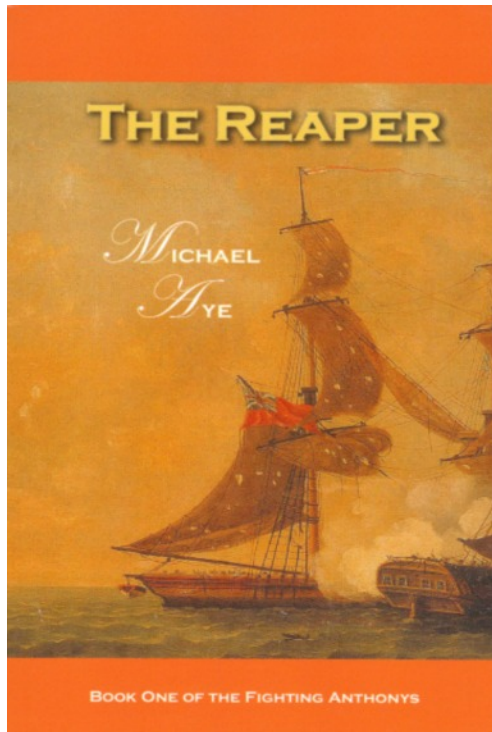


Available Now

A Sloop of War

BY PHILIP ALLAN

(Penmore Press, \$19.50, U.S. Trade Paperback / \$5.50, Kindle) *A Sloop of War*, the second novel in the Alexander Clay series is set on the island of Barbados, where the temperature of the politics, prejudices, and amorous ambitions are matched only by the sweltering heat of the climate. After limping into the harbor in the crippled frigate the *HMS Agrius*, accompanied by his French prize, the equally battered *Courageuse*, Clay meets with Admiral Caldwell, commander in chief of the island. The admiral is impressed enough by Clay's engagement with the French man-of-war to give him his own command, *HMS Rush*. The *Rush* is sent to blockade the French island of St Lucia and to support a landing by British troops in an attempt to take the island. The crew and officers of the *Rush* are repeatedly threatened by a singular Spanish ship, in a contest that can only end in destruction or capture. And from the ranks comes an accusation of murder leveled against Clay.



Available Now

The Reaper

BY MICHAEL AYE

(Bitingduck Press, \$16.95, U.S. Trade Paperback / \$7.99, Kindle) This is a revised edition of *The Reaper*. Captain Gilbert Anthony has a lot on his mind. He has just been decorated for extraordinary bravery under fire, been given command of the fourth-rate *Drakkar*, learned that he as an illegitimate brother, and will soon be dispatched on a special mission to chase pirates in the Caribbean. Honoring his dying father, the eponymous “Fighting James Anthony,” Vice Admiral of the Blue, Gil takes his half-brother Gabriel into the ship’s company as a senior midshipman. As *Drakkar* sails, Captain Anthony soon realizes having his brother aboard might not be the family reunion for which he had hoped. But the real conflict lies ahead with the menacing pirate raiders, who must be captured to end the depredations against peaceful English merchants.



Available Now

Privateer

BY DAVID O'NEIL

(W & B Publishers, \$17.99, U.S. Trade Paperback / \$4.99, Kindle) Sailing as a privateer under a Letter of Marque provided by the Governor of Jamaica, Robert Shaw recruits a crew of fearless sailors, mostly ex-navy, to attack and seize vessels of enemy nations. Success of such efforts can be rewarding with riches untold. Failure can bring death by hanging or worse. Robert and his crew are determined to succeed and along the way comes opportunities to rescue ladies in distress, slaves in bondage, and governments under siege. As Robert’s small navy continues to expand, so do the opportunities and so does the danger. From the pen of author David O’Neill, frequently compared to noted authors W.E.B. Griffin, Douglas Reeman and Robert Ludlum comes a fascinating saga of sea warfare, piracy, treasures, battles, romance and hand-to-hand fighting as Robert and his men are solicited by the Royal Navy to clean the seas of marauding pirates and treacherous government officials.



THE KYDD SEA ADVENTURES

BY JULIAN STOCKWIN

1 – KYDD

(McBooks Press, \$18.00, U.S. Trade Paperback / \$10.99, Kindle & NOOK) Europe is ablaze with war. Young Thomas Kydd, a wig-maker from Guildford, is pressed aboard the *Duke William*. Kydd learns the harsh realities of shipboard life fast, becoming a true sailor and defender of Britain.

2 – ARTEMIS

(McBooks Press, \$22.95, U.S. Trade Paperback / \$11.99, Kindle & NOOK) Kydd and shipmate Nicholas Renzi sail to the Far East. Together they face shipwreck, mutiny, and a confrontation with a mighty French frigate.

3 – SEAFLOWER

(McBooks Press, \$15.00, U.S. Trade Paperback / \$9.99, Kindle

& NOOK) Kydd has returned with evidence for the court-martial of the sole surviving officer of the *Artemis* but soon finds himself shipped to the Caribbean instead. There, he and Renzi face the fury of sea and battle one more time.

4 – MUTINY

(McBooks Press, \$23.95, U.S. Trade Paperback / \$16.99, Kindle & NOOK) The Nore mutiny – as a loyal servant of the King, Kydd is expected to turn against his friends. He must find a way to save himself and his fellow sailors.

5 – QUARTERDECK

(McBooks Press, \$22.95, U.S. Trade Paperback / \$8.69, Kindle / \$9.49, NOOK) Kydd must pass a tough exam for his lieutenantcy. Then, in Colonial waters, he becomes



enmeshed in the birth of the American Navy and must use all his seamanship to thwart the enemy.

6 - TENACIOUS

(McBooks Press, \$22.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Lieutenant Thomas Kydd takes his place upon the quarterdeck, as part of a squadron commanded by Vice Admiral Horatio Nelson. Their mission is to scour the Mediterranean and locate Napoleon and his army.

7 – COMMAND

(McBooks Press, \$22.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Thomas Kydd takes command of the brig-sloop *Teazer* and races to make her battle-ready. When peace is declared the young captain agrees to transport convicts to Australia to make ends meet. At the ends of the earth, he must prove his seamanship and humanity against the odds.

8 - THE ADMIRAL'S DAUGHTER

(McBooks Press, \$22.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Kydd is back in command of his beloved *Teazer*. After a mission to the coast of France, he takes on smugglers, privateers and treacherous seas in home waters, while a growing attachment to the admiral's daughter promises to bring him everything he desires.

9 – THE PRIVATEER'S REVENGE

(McBooks Press, \$16.00, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Facing a grim future, Thomas Kydd has been framed and unfairly dismissed from his ship. He and Renzi struggle to survive in Guernsey while they attempt to clear Kydd's name.

10 - INVASION

(McBooks Press, \$22.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Rumors fly of Napoleon's planned invasion of England, and Kydd must help American Robert Fulton with his latest creations. Fulton has invented the submarine and the torpedo – weapons of mass destruction that will change the way war is waged.

11 – VICTORY

(McBooks Press, \$16.00, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Napoleon Bonaparte continues planning for the invasion of England as Admiral Horatio Nelson and the Royal Navy patrol the seas, seeking out their elusive enemy. When convoluted political machinations in England lead to the impeachment of the head of the Navy, Commander Thomas Kydd is forced to choose sides.

12 - CONQUEST

(McBooks Press, \$16.00, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Newly victorious at the Battle of Trafalgar, England now rules the seas and is free to colonize the furthest reaches of the world. Captain Thomas Kydd joins an expedition to take Dutch-held Cape Town, a strategic harbor that will give England a rich trade route to India.

13 – BETRAYAL

(McBooks Press, \$23.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Cape Colony is proving a tiresome assignment for Thomas Kydd's daring commander-in-chief Commodore Popham: South America's Spanish colonies are in a ferment of popular unrest. Rumors of a treasure hoard of Spanish silver spur him to assemble a makeshift invasion fleet and ➤



launch a bold attack on the capital of the Viceroyalty of the River Plate in Buenos Aires.

14 - CARIBBEE

(McBooks Press, \$22.95, U.S. Trade Paperback / \$8.69, Kindle / \$9.49, NOOK) Commanding a useful frigate, Kydd is claimed by the Leeward Islands station, exchanging the harsh situation in South America for the warmth and delights of the Caribbean. It's a sea change for Kydd, who revisits places and people that figured in his time as a young seaman. Some are nostalgic and pleasing, while others bring challenges of a personal nature.

15 - PASHA

(McBooks Press, \$23.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Kydd returns to sea and has just pulled off a daring reconnaissance into the inner harbor of Cadiz when he is summoned to urgently carry dispatches to Admiral Louis in Malta. Word has come from the British ambassador Arbuthnot that the neutral Turks are being wooed by the French; if the ancient city of Constantinople falls into their hands Napoleon's route to India will be completely unfettered and his plans for world domination a reality.

16 - TYGER

(McBooks Press, \$17.95, U.S. Trade Paperback / \$9.49, Kindle & NOOK) Kydd confides in friends his true feelings about the way his old commander was treated in a court-martial, and when his opinions become public, finds himself in hot water with the Admiralty. Kydd is punished for his indiscretion by being given a very difficult command. This turns out to be a mutiny ship, *Tyger*. On board he faces

numerous challenges from a hostile and dejected crew, still under a malign influence.

17 - INFERNO

(McBooks Press, \$18.95, U.S. Trade Paperback / \$8.69, Kindle / \$9.49, NOOK) 1807. Captain Sir Thomas Kydd resumes command of *Tyger* and is ordered to join a great armada on a desperate mission to pressure the Danish Crown Prince to turn his fleet over to Britain before Napoleon can seize it.

18 - PERSEPHONE

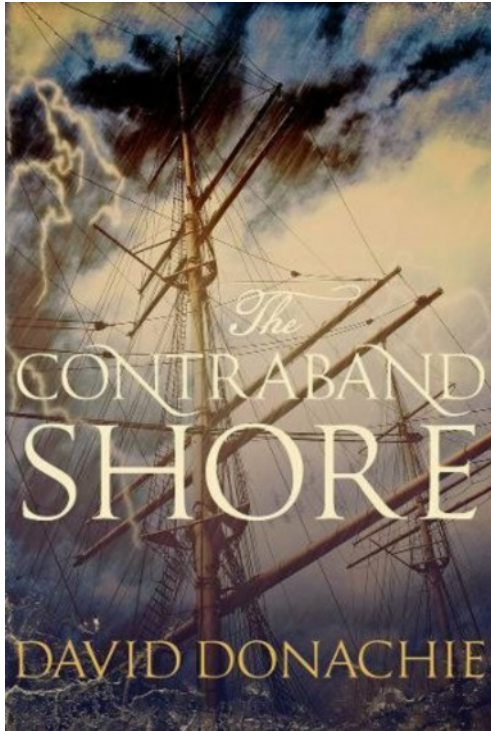
(Hodder & Stoughton, \$13.99, UK Paperback / \$5.99, Kindle & NOOK) November 1807. Captain Sir Thomas Kydd must sail to Lisbon to aid the Portuguese Royal Family's evacuation in the face of Napoleon's ruthless advance through Iberia where an old passion is reawakened. Mixing with aristocracy and royalty, he takes temporary command of the Royal Yacht. Sailing to Yarmouth, Kydd realizes they are being stalked by French privateers.

19 - THE BALTIC PRIZE

(Hodder & Stoughton, \$26.99, UK Hardback / \$13.99, Kindle & NOOK) 1808. Captain Sir Thomas Kydd joins the Northern Expedition to Sweden to defend Britain's dearly won freedom in those waters. *Tyger* ranges from the frozen north to the deadly confines of the Danish Sound - and plays a pivotal role in the situation ensuing after the Russian czar's sudden attack on Finland.

20 - THE IBERIAN FLAME

See review on page 23.



Available Now

The Contraband Shore

BY DAVID DONACHIE

(Allison & Busby, \$25.00, UK Hardback / \$9.99, Kindle / \$14.49, NOOK) 1787 . . . Captain Edward Brazier, recently paid off from his frigate and comfortably set with prize money, is headed to Deal to propose marriage to the young and lovely widow Betsey Langridge. He must navigate the bustle of the town's narrow streets that are busy with legal, illicit and depraved business flowing from and around the ships at dock. But all does not go well; between Betsy's brother and guardian Henry Tulkington prohibiting the match, and Brazier marked out for trouble by a local smuggling gang, his plans are in disarray. And when it slowly emerges that there may have been a decades old injustice closer to home, Brazier is caught up in more than he'd bargained for.

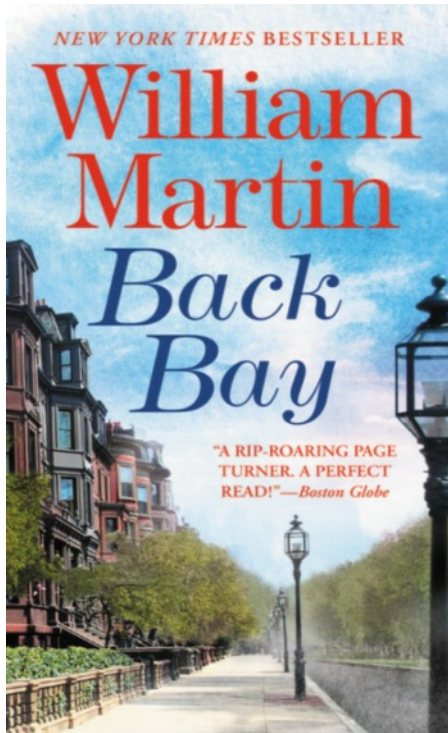


Available Now

The Black Rocks of Morwenstow

BY JOHN WILCOX

(Allison & Busby, \$12.95, UK Paperback / \$5.77, Kindle / \$6.99, NOOK) 1842. Joshua Weyland is languishing in America and desperate to return to England and his fiancée. He ships home on a small brig, but when it founders on rocks off the coast of Cornwall, and he narrowly escapes with his life, it's clear to him that the ship had been deliberately wrecked. Who could be responsible? From the eccentric doctor and his daughter who nurse him back to health, to the local fishermen, tin miners and "Preventers" tasked with subduing smuggling activity, Joshua has plenty of questions which could land him in serious trouble. When an epic storm erupts, and another ship is in peril, Joshua is forced to fight for his life to avert disaster and get to the bottom of the mystery.

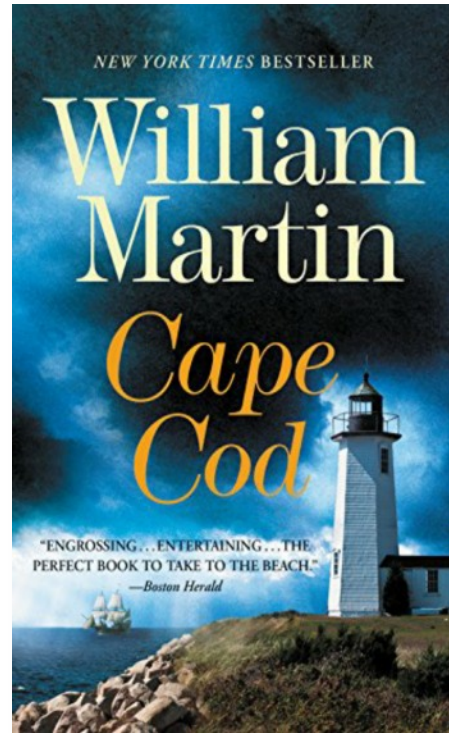


May

Back Bay

BY WILLIAM MARTIN

(Grand Central Publishing, \$16.99, U.S. Trade Paperback / \$7.99, Kindle & NOOK) Meet the Pratt clan. Driven men. Determined women. Through six turbulent generations, they would pursue a lost Paul Revere treasure. And turn a family secret into an obsession that could destroy them. Here is the novel that launched William Martin's astonishing literary career and became an instant bestseller. From the grit and romance of old Boston to exclusive – and dangerous – Back Bay today, this sweeping saga paints an unforgettable portrait of a powerful dynasty beset by the forces of history and a heritage of greed, lust, murder, and betrayal.

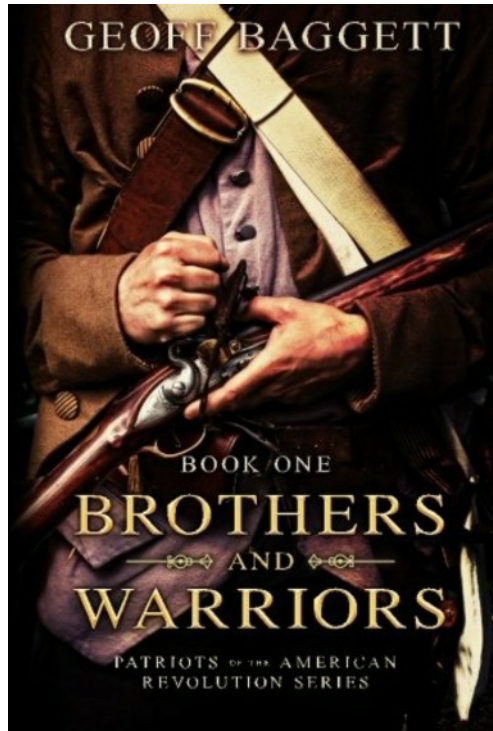


June

Cape Cod

BY WILLIAM MARTIN

(Grand Central Publishing, \$16.99, U.S. Trade Paperback / \$7.99, Kindle & NOOK) This is the story of two families, both carried by the *Mayflower* across stormy seas, both destined to generations of proud leadership, shameful intrigue, and passion for the sandy crest of land that became their heritage. This is about the Bigelows and the Hilyards, from their first years on America's shores, through the fury of her wars and the glory of her triumphs, to our own time when young Geoff Hilyard must fight to save both his marriage to a Bigelow heir and the windswept coast he loves. It is a struggle that will take him deep into the past, to a centuries-old feud that never died. And on a dangerous quest for a priceless relic of American history that has lain hidden in the Cape for over two hundred years.

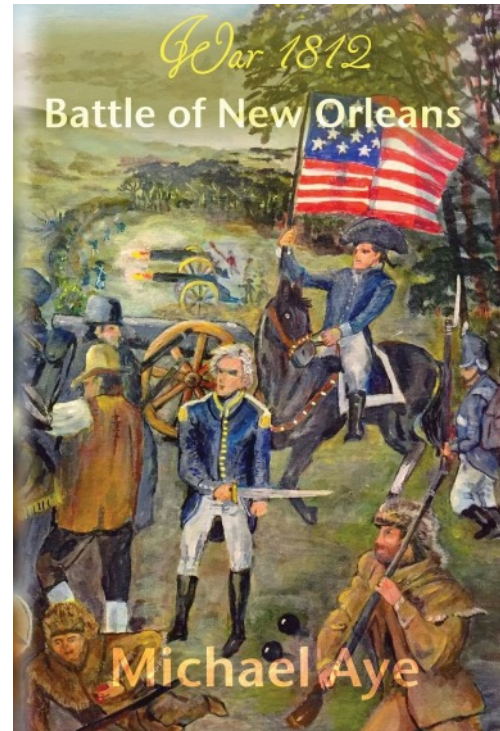


Available Now

Brothers and Warriors

BY GEOFF BAGGETT

(Cocked Hat Publishing, \$16.95, U.S. Trade Paperback / \$2.99, Kindle) The British have invaded Charlestown, and the Revolutionary War has descended with a vengeance upon the sleepy southern frontier. Oppression, privation, and fear overwhelm the villages and homesteads of North and South Carolina. The Patriot cause seems all but lost. James and John Hamilton are violently drawn into the war by forces seemingly beyond their control. Since their early childhood, these brothers have survived rejection, hunger, death, tragedy, and loss. But will they survive the bloody onslaught and depravity of the Redcoats and their Tory allies? Can they spill the blood of their enemies and still hold on to compassion and humanity? Will they ever again know the peace of their humble cabin in the Carolina forest? *Brothers and Warriors* is the tumultuous, triumphant story of brothers fighting and surviving for home, justice, love, and freedom ... and for one another.

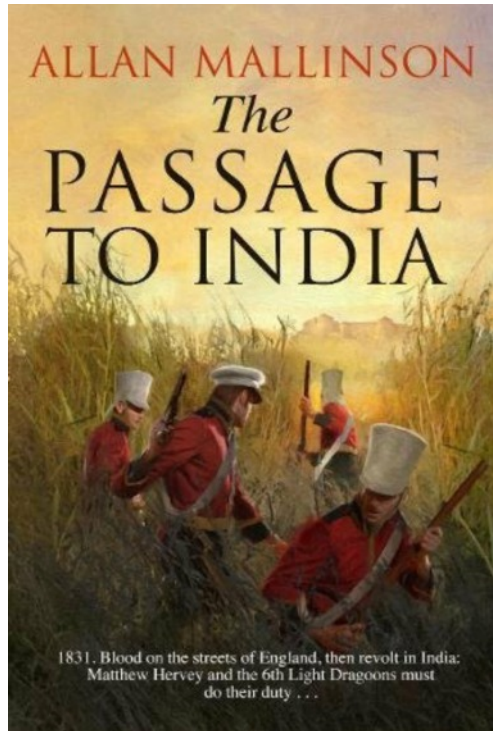


Available Now

Battle of New Orleans

BY MICHAEL AYE

(Biting Duck Press, \$20.99, U.S. Trade Paperback / \$9.99, Kindle) The third and final volume of the War of 1812 trilogy from Michael Aye. Following the tips from Colonel Richard Mentor Johnson's network of spies, Jonah Lee and his adopted brother Moses travel to the southern states to search for Anastasia. The bugles then ring, and Jonah once again answers President Madison's call to find himself on General Andrew Jackson's staff. Ole Hickory's assignment: defend the city of New Orleans at all costs. Follow as Jackson enlist the help of the notorious pirate, Jean LaFitte and together they defeat the bloody British in a town called New Orleans. *"Michael Aye's plots are fast moving and his characters are sharply drawn," says author James L. Nelson. "In Battle of New Orleans, he turns his considerable storytelling skills to the Final battle of America's forgotten war, the War of 1812. Entertaining and well researched, this volume shines a well-deserved light on a pivotal moment in American history."*

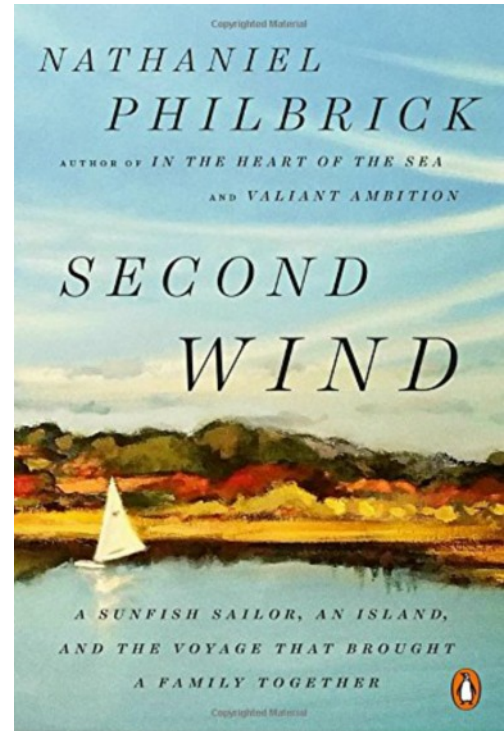


May

The Passage to India

BY ALLAN MALLINSON

(Bantam Press, £20.00, UK Hardback) It is 1831, riots and rebellions are widespread. In England, the new government is facing protests against the attempts of the Tory-dominated House of Lords to thwart the passing of the Reform Bill. In India, relations are strained between the presidency of Madras and some of the neighboring princely states. Having taken command of the action in Bristol to restore order after one of the bloodiest and most destructive riots in the nation's history, Lieutenant-Colonel Matthew Hervey is out of favor with the new government. But then his old friend, Sir Eyre Somervile, offers him a lifeline. Somervile has persuaded the Court of Directors of the East India Company to approve an increase in the Madras military establishment. Hervey and the 6th Light Dragoons are sent to the princely state of Coorg. The Rajah is in revolt against the East India Company's terms and Hervey's regiment is called upon to crush the rebellion.



Available Now

Second Wind

BY NATHANIEL PHILBRICK

(Penguin, \$17.00, U.S. Trade Paperback / \$11.99, Kindle & NOOK) In the spring of 1992, best-selling historian Nat Philbrick was in his late thirties, living with his family on Nantucket, feeling stranded and longing for that thrill of victory he once felt after winning a national sailing championship in his youth. Was it a midlife crisis? It was certainly a watershed for the journalist turned-stay-at-home dad, who impulsively decided to throw his hat into the ring, or water, again. With the bemused approval of his wife and children, Philbrick used the off-season on the island as his solitary training ground, sailing his tiny Sunfish to its remotest corners, experiencing the haunting beauty of its tidal creeks, inlets, and wave-battered sandbars. On ponds, bays, rivers, and finally at the championship on a lake in the heartland of America, he sailed through storms and memories, racing for the prize, but finding something unexpected about himself instead.



Anonymous artist, circa 1807

Smugglers preparing to ship their goods inland before the Revenue Service catches them.

CONTINUED FROM PAGE 4

gin, tea, tobacco, and other wares from the Continent. On this particular morning, the cove was peaceful and quiet, but we later learned that it would soon serve as the backdrop for *Ladies in Lavender*, the feature film starring Judi Dench and Maggie Smith.

Smuggling in the eighteenth century, the transport of taxable goods across England’s coasts, flourished. The “free-trade” that had once been a small enterprise to evade paying duties burst into a principal avocation.

Prussia Cove was but one focal point around the British Isles, pitting the Revenue Service against whole communities, who participated and profited in the trade one way or another. When smugglers were apprehended and tried in local courts, they were more often than not acquitted by sympathetic juries.

During another visit to the United Kingdom, Julian and Kathy Stockwin took Amy and me to Shere, a lovely small village in Surrey, which is far away from the sea. Over lunch at the White Horse, a local pub dating back to the seventeenth century, we learned that smugglers often sought refuge in the nearby hills. Local cottages

were found to have large basements dug under them, which were considered too expansive for lawful purposes. The White Horse had long been linked to smuggling ventures. This was confirmed in 1955, when a hidden cellar was unearthed, which still contained casks of brandy from the early 1700s.

On our most recent visit to the UK, we headquartered in Plymouth and spent a delightful afternoon with the Stockwins in Polperro, a legendary Cornish eighteenth-century smuggling haven and fishing village. Fisherman considered the risks of supplementing their incomes by bringing untaxed goods ashore no greater than those at sea.

Although novelists, such as John Meade Falkner in his classic *Moonfleet*, and films have romanticized the smuggling trade, the truth is that it was a criminal pursuit that cost the British Exchequer £150,000 in 1770. Alexander Kent’s novels about Midshipman Richard Bolitho and Stockwin’s *The Admiral’s Daughter* shine a light on the reality behind the free-traders.

The rugged Cornish coast, with its beguiling history and charm, draws us back again and again.

George Jepson

