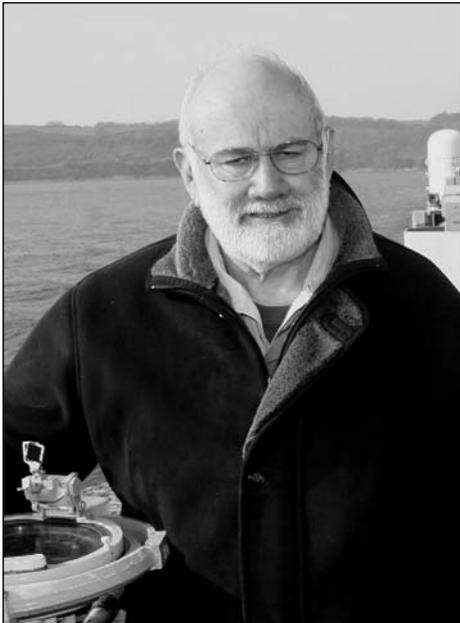


# ★ QUARTERDECK

A MONTHLY PUBLICATION OF MCBOOKS PRESS - JUNE 2007

## JULIAN STOCKWIN

### *Thomas Kydd's Creator Ships Out*



Julian Stockwin aboard HMS *Southampton*  
(Royal Navy Photo)

Julian Stockwin's love affair with the sea and things naval often finds him and his wife, Kathy, experiencing new adventures. The literary partners were recently guests at sea aboard the Royal Navy destroyer *Southampton*, off the coast of England.

Stockwin, author of the Thomas Kydd sea stories set during the Age of Sail, shares his latest real-life adventure with *Quarterdeck* readers in this interview:

**How did you and Kathy find yourselves at sea in the destroyer HMS *Southampton* recently?**

Kathy and I had the honor to be invited to a dinner party given by Vice Admiral Paul Boissier at his Portsmouth residence, and among his guests was Commander Richard Morris, captain of HMS *Southampton*, one of the Royal Navy's Type 42 destroyers. Commander Morris asked whether we would like to have a few days at sea in his ship. You can imagine my response.

Turn to page 4

## PACIFIC AVIATION MUSEUM

### *"You're on hallowed ground ..."*



Sailors at Naval Air Station Ford Island watch as USS *Shaw* explodes on December 7, 1941.  
(Official US Navy Photo)

On December 7, 1941, a lone Japanese dive bomber roared from the sky toward Ford Island's seaplane ramp on the southern point of the island in Pearl Harbor. A towering blast erupted at the foot of the ramp as the plane leveled off and cut between the island and 1010 dock.

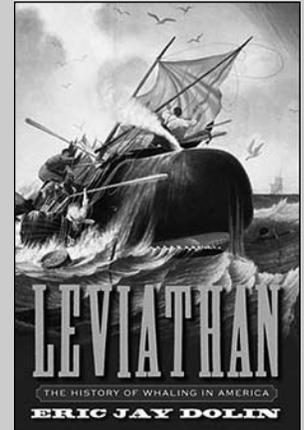
Clocks and watches read 7:55 AM, marking the unofficial beginning of America's entry into World War II in the Pacific.

Sixty-five years later – on December 7, 2006 – dozens of Pearl Harbor survivors joined dignitaries under an open-sided tent on Ford Island for the grand opening of the Pacific Aviation Museum. Over a decade ago, a small group of "believers" launched a project to establish an aviation museum in Hawaii to commemorate the valor and sacrifices of those who fought and died in the Pacific following the attack on Pearl Harbor.

"There isn't a day in which you forget that you're on hallowed ground where history was made," says

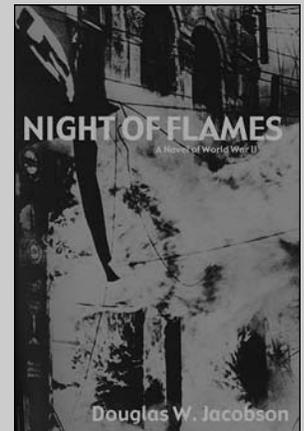
Turn to page 6

## SCUTTLEBUTT



### **ERIC JAY DOLIN**

*Leviathan: A History of American Whaling* by Eric Jay Dolin, will be launched in July. The author will be featured in the July issue of *Quarterdeck*.



### **DOUGLAS JACOBSON**

*Night of Flames* by Douglas W. Jacobson, will be published in October by McBooks Press. Beginning in 1939, this tale of love and determination details the lives of a Polish couple when Germans invade their country.

## BY GEORGE!

*Remembering Pearl Harbor*

Crossing the causeway to Ford Island in Pearl Harbor, the *Arizona* Memorial is visible to the left, and ahead, open spaces, once runways for the Naval Air Station, stretch into the distance. As the shuttle makes a left turn, my eyes drift to housing units, many of which date back to 1941 and the Day of Infamy. John Wayne and Burgess Meredith bunked together in one of the cottages in the 1964 motion picture *In Harm's Way*.



KT Budde-Jones (left) and Syd Jones,  
Pacific Aviation Museum

Through the shuttle's windshield, USS *Missouri* – symbolic of the end of World War II – stands tall at her quay. Her flags and pennants ripple in the trade winds. A group of tourists disembarks and makes its way through the gate toward the ship that fought its way to Japan and hosted the surrender ceremony in

Tokyo Bay on Sunday, September 2, 1945.

Amy and I are alone as the shuttle reverses course and moves south along the former runways. A couple of turns later, the shuttle pulls up in front of the awning-covered entrance to the new Pacific Aviation Museum. It's warm on the tarmac as we face the beige-colored building. From the outside, it looks like any number of military hangars we have visited in the past. A breeze mitigates the rising temperature.

Once inside, we view a film entitled *A Return to Ford Island*, which sets a somber tone as familiar scenes from December 7, 1941 appear on the widescreen. "It's important to recognize what has gone on in the past," says Pearl Harbor survivor Herb Franck. As the lights come up, there is silence.

Exiting the theater, we make our way to the museum's administrative offices where we introduce ourselves to Kathryn (KT) Budde-Jones, educational director. KT's husband, Syd, is aircraft restoration director. The couple has a long history in archeology, beginning, surprisingly, in the late 1970s when they worked with marine treasure hunter Mel Fisher off the Florida Keys.

Leaving Hangar 37, KT leads us across open ground to Hangar 79, which appears to have changed little since it was constructed in 1938. Entering through a walk-door, there is the sense of reverence one experiences in an ancient cathedral. Across the concrete floor, pieces of a full-size SBD Dauntless dive bomber model represent Syd Jones' current project. Syd and two volunteers are quietly working on a section of wing as we approach.

Introductions are made, and Syd confirms that Hangar 79 looks

Turn to page 10

## QUARTERDECK

JUNE 2007

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Prices are subject to change without notice.

**Coming in July ...**

- Eric Dolin's *Leviathan: The History of Whaling in America*.

- Michael Aye's *HMS SeaWolf*, the sequel to *The Reaper*.

**BOOKSHELF**

**4- *Tomorrow The World***

By John Biggins

Twenty years ago, John Biggins came across a collection of photos of the Austro-Hungarian submarine service. The find became the genesis for a hapless character called Otto Prohaska, who made his debut in *A Sailor of Austria*.

Biggins subsequently wrote the four-book Otto Prohaska series – a cult classic with literary flair and an ironic twist – which culminated with *Tomorrow the World*.

In this final story in the acclaimed series, Biggins relates back to the beginning of Otto Prohaska’s career in the Austro-Hungarian Navy when the hapless lad manages to capitalize on good luck turned bad as only an aspiring officer of the Habsburg Empire can. This time a fellow cadet breaks his leg, and Otto seizes the chance to take his place on a scientific expedition bound for dis-

aster. Aboard the SMS *Windischgratz*, in the last days of the great sailing ships, Otto learns the ropes as well as the latest scientific theories of European superiority. It’s touch and go on the high seas, but even sinister quack scientists, a failed colony in

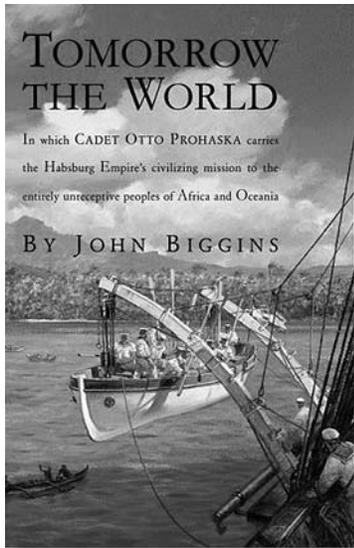
Africa, and angry South Sea cannibals cannot keep the resourceful cadet from his patriotic duty to spread Habsburg civilization wherever he goes.

“Biggins writes with a fine sense of the sea and a truly marvelous wit,” says Booklist. This final title in the series is indeed a fitting

beginning.

A native of England, Biggins has spent many years living in Poland and the Netherlands.

**\$16.95** - 368 pages  
US Trade Paperback



**Also available in the Otto Prohaska Novels ...**

1 - ***A Sailor of Austria***  
\$16.95 Trade Paperback

2 - ***The Emperor's Coloured Coat***  
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**NEW BOOK  
PUBLICATION DATES  
2007**

US (United States)  
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PB (Paperback)  
TPB (Trade Paperback)  
HC (Hardcover)

**June**

*Tomorrow the World* (USTPB)  
by John Biggins

*The Far Reaches* (USHC)  
by Homer Hickam

**July**

*Leviathan* (USHC)  
by Eric Dolin

*HMS SeaWolf* (USTPB)  
by Michael Aye

**August**

*Lieutenant Fury* (UKHC)  
by G.S. Beard

**September**

*The Fight for Rome* (USHC)  
by James Duffy

*A Different Kind of Honor*  
(USHC)  
by Robert Macomber

**October**

*The Admiral's Daughter* (USHC)  
by Julian Stockwin

*Tenacious* (USTPB)  
by Julian Stockwin

*Night of Flames* (USHC)  
by Douglas W. Jacobson

## JULIAN STOCKWIN

From page 1

As it happened, *Southampton* was due to set sail for an eight-month deployment to the Caribbean and South America, and was scheduled to have several weeks' exercises at sea prior to that. We were invited to join the ship in Plymouth at the completion of the exercises and then sail overnight to Portsmouth.

So on April 5 we were met at Devonport Dockyard, and then we were escorted out to the ship, anchored in Plymouth Sound. Shortly after that it was anchors aweigh!

**When was the last time you were aboard a naval warship?**

During my time in Hong Kong I was an officer in the Royal Naval Reserve and did go to sea on various occasions in connection with this role. I remember on one instance being boxed in by a typhoon in the South China Sea and unfortunately the ship could not get us back to Hong Kong for three days. This of course meant a bit more sea time, and some first-rate stormy weather. Kathy tells me she gave a wry smile when the duty officer at the Hong Kong naval base called her to tell her of the delay.

**Did the sights, sounds, and smells of shipboard life bring back memories of your service in the Royal Navy, the Royal Australian Navy, and the Naval Reserve unit in Hong Kong?**

Oh, yes. Ask any sailor and he will generally admit that his sea days were among the happiest days of his life. Being at sea in *Southampton* certainly brought back memories of my naval life. After just a short while, all the old reflexes seemed to be

returning. One of the most evocative things was the sounds of *Southampton* – as well as the background noise of engines and other equipment, the piping over the intercom, etc., made me feel right at home. I slept very soundly in a comfortable cabin, but poor Kathy was kept awake by strange shipboard noises that she did not understand!

**Had life aboard ship changed from your days at sea?**

In some ways it had. For a start there are now women serving aboard in virtually all roles.

board and letters from home in the next port. Otherwise you were within your own tight world of the ship.

**One would expect there to be huge differences between the Georgian navy you write about in your Thomas Kydd series and the modern navies in which you served. Is this true?**

I write about the Royal Navy during the great Age of Sail – wooden ships, iron men. On the surface one would not think that today's navy of steel ships and electronic technology bears any resemblance to the

things. The first was that they would look back on their career at sea as a very special time in their lives. All sailors, almost without exception will tell you this – but only after the event! The second message I had for the ship's company was a very personal one, the role of training in preparing a sailor for the unexpected. I remember having what seemed like endless "for exercise, for exercise" drills, but these clicked in when the ship I was in, HMAS *Melbourne*, collided with HMAS *Voyager*. Although 82 men died, I believe I owe my life to those drills which became so very real to me on that tragic night.

**Do you manage to get to sea much yourself these days, perhaps in yachts or tallships?**

Not nearly as much as I would wish, I regret. I find that researching and writing the Kydd books, and bringing out one a year, takes up pretty well all my time. I would not care to have a yacht if I could not lavish attention on her. I prefer the old-fashioned wood and brass vessels to the more modern, less labor-intensive fibreglass and steel. However, I have recently had the wonderful experience of sailing in a tall ship across the Irish Sea. Kathy and I hope to be able to repeat the experience soon.

**Your next book is *The Admiral's Daughter*, which will be published simultaneously in the US and UK this October. Without giving away too much, can you give *Quarterdeck* readers a taste of this, the eighth book in the Kydd series?**

This is the description the publisher wrote: "It is 1803 and a fragile peace still holds when

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"I remember on one instance being boxed in by a typhoon in the South China Sea ... the ship could not get us back to Hong Kong for three days."

– Julian Stockwin

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This began in the 1990s and as far as I can see has been a great success. Then there is the question of hammocks. In my early days in the navy we still had hammocks, and very comfortable they were too! Sadly, they were retired towards the end of my service time. One wonderful tradition that I remember is the rum ration. Although alcohol is permitted aboard Royal Navy ships still, the ceremony of issuing a tot is no more.

Another change that struck me is how much more contact there is now with the outside world. I remember when we shipped out all we knew of the land came from ship news bulletins that the Sparkies (radio operators) tacked up on the

one joined by my fictional hero Thomas Kydd in 1793.

However, what was brought home to me during my time aboard *Southampton* was just how many of the best traditions of the Service and ship organizational practices have been retained: the structuring of the working day into the same watches, the imperatives of duty, and the divisional system of looking after the welfare of the men are just a few examples. I could go on at length!

**You addressed the ship's company of HMS *Southampton*. What message did you have for today's sailors?**

I wanted to put across two

NAVAL FICTION

*7 - Command*

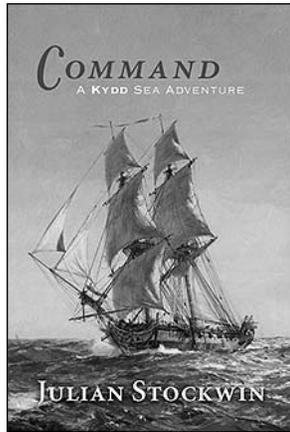
By Julian Stockwin

*Thomas Kydd takes command of his own ship: now he will learn first hand about the power and loneliness that comes with ultimate responsibility.*

In this seventh book of the series, Thomas Kydd has his own command at last: the brig-sloop *Teazer*! But Kydd must race the clock to make her battle-ready to defend Malta against Barbary pirates and the French who are frantically trying to rescue the remnants of their army in the Levant.

Then peace is suddenly declared, and the young captain finds himself ashore on half-pay. To make ends meet, he agrees to transport convicts to Australia. Little does he know that his friend Renzi, weakened by illness and embittered with the Service, is also bound for the colony as a settler. There, at the ends of the earth, they will be forced to face their deepest fears and prove themselves against all odds.

**\$24.00** 336 pages Hardcover



**Also available in the Thomas Kydd Novels ...**

**1 - *Kydd***

**\$14.00** Trade Paperback

**2 - *Artemis***

**\$13.00** Trade Paperback

**3 - *Seaflower***

**\$14.00** Trade Paperback

**4 - *Mutiny***

**\$16.95** Trade Paperback

**5 - *Quarterdeck***

**\$14.00** Trade Paperback

**6 - *Tenacious***

**\$24.00** Hardcover (US First Edition)

JULIAN STOCKWIN

From page 4

Thomas Kydd and Nicholas Renzi return to England after tumultuous experiences on the other side of the world. A summons from the Admiralty sees Kydd back in command of his beloved *Teazer*, but he has barely set about preparing her for sea when he is sent on an urgent mission to the northern coast of France on the eve of war. England stands in peril of starvation and bankruptcy if her trade is not safeguarded.

“Now based in home waters, Kydd will face smugglers and enemy privateers – and some of the most treacherous sea conditions he has ever known.

“Ashore, a growing attachment to the admiral’s daughter caps Kydd’s happiness at being reunited with *Teazer*. But the course of love does not run smooth and he is forced to make a terrible choice, the consequence of which may mean the end of his friendship with Renzi – and his naval career.” Chapter One is now on my website:

[www.julianstockwin.com](http://www.julianstockwin.com).

**What are you working on now?**

I’m writing book nine, as yet untitled. This book is based on my research earlier in the year in the Channel Islands. It will be published in October next year, simultaneously in the US and the UK. It is set in the awesome days when Napoleon was about to set out on an invasion of England.

**Your books are full of wonderful period detail of the late**

**eighteenth and early nineteenth century, as well as such rich nautical descriptions that many readers feel they are actually transported back 200 years to experience life ashore and aboard. After having completed eight manuscripts now, how do you manage to keep each one so different and so fresh?**

Thank you! I am very conscious that in writing a series it could be easy to slip in “formulaic writing,” so I try very hard to make each book different from its predecessors. I also think it helps that right from the beginning I plotted, in a general sense, where each book would take Tom Kydd. And Kathy, my live-in editor, would certainly let me know if the writing doesn't come up to scratch!

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

A complaint I continue to get is that I don't write fast enough! This is obviously a compliment, but it does take me the full year to complete a new book. However, I do have a monthly email newsletter for those readers who need a Stockwin/Kydd fix in between the yearly appearance of the books. It's easy to sign up via my website:

[www.julianstockwin.com](http://www.julianstockwin.com).

And please keep the emails coming! It always gives me special pleasure to hear from my readers.

Visit McBooks Press online at [www.mcbooks.com](http://www.mcbooks.com) for a complete selection of our books.

## PACIFIC AVIATION MUSEUM

### From page 1

Kathryn (KT) Budde-Jones, PAM education director. “The museum is a Holy Grail, with its own stories to tell. The site is all part of the museum experience.”

Ford Island is located at the center of the Pearl Harbor Historic Site complex, and is a National Historic Landmark. It was ground zero on December 7, 1941, and the hangars where the museum is housed witnessed the attack. Bullet holes, strafe marks, and bomb craters are still visible today in and around the structures.

Three hangars – 37, 79, and 54 – stretch southwest from the control tower, standing neatly in a row approximately one hundred yards apart, that will ultimately house the entire museum, along with the control tower. These structures are circa late 1930s. Each has its own distinctive exterior design.

The seaplane ramp, site of the first Japanese bomb to drop, is a short distance away to the southeast.

In addition to featuring aircraft that flew the front lines in the Pacific, the museum tells the stories of the supporting heroes on the ground.

“The Pacific Aviation Museum is a significant addition to the Pearl Harbor Historic Sites – the USS *Arizona* Memorial, the USS *Bowfin* memorial Submarine Museum, and the USS *Missouri* Memorial,” says PAM executive Director Richard Beckerman. “We are proud to share the historic stories of men and women aviators of the Pacific and pay tribute to those whose bravery helped give us the freedom we enjoy today.”

Phase One of the museum opened last December 7 in Hangar 37, next to the iconic airfield control tower, with its

distinctive orange-and-white checkerboard paint and Art Deco architecture. Hangar 37 was used for aircraft engine maintenance and was the hangar for Grumman J2F Duck single-engine utility amphibian aircraft.

Visitors to Hangar 37, which covers approximately 42,000 square feet, begin their experience in a state-of-the-art theater, where they view a moving wide-screen film, “Return to Ford Island.” Period motion pictures, interspersed with still photos, and narration by two Pearl Harbor veterans of the attack, take visitors back in time to that fateful Sunday

veteran of December 7, an Aeronca 65TC, which was the first American plane engaged by the Japanese in World War II. Civilian Roy Vitousek and his teenage son, Martin, were airborne on a scenic flight around Oahu in the pilot trainer when they ran smack into the first wave of Japanese fighters headed for Pearl Harbor. Two Zeros peeled off and attacked the Aeronca, damaging the plane, which hangs over a floor painting of Oahu.

Across from the Aeronca is the Battle of Niuhau display, which relates the story of the Robinson family and the Niuhau inhabitants who cap-

museum marked the 65th anniversary of the Doolittle Raid by inviting artist Hal Olson to apply the “ruptured duck” nose art to the museum’s B-25 as he had done while based on the island of Tinian during World War II.

Continuing along, visitors encounter a Navy F4F-3 Grumman Wildcat fighter, which was accepted into the Navy and assigned to the training carrier USS *Sable* on Lake Michigan. On June 21, 1943 during a training flight, it ditched in Lake Michigan, and was not recovered until December 1, 1991. Today it is on display in the PAM, representing similar aircraft flown by the Cactus Air Force on Guadalcanal.

On some days, visitors may have the good fortune to meet PAM Docent Ernest “Chip” Gunther, who flew Wildcats in the final days of World War II, and whose father, Ernest L. Gunther, was also a naval aviator and commanded USS *Yorktown* (CV5) until early 1941.

Like many others, Chip volunteers as a docent, providing a human perspective on those tense years in American history. “There’s a whole family of docents,” says KT Jones. “Chip is one of many with firsthand memories who feel strongly about the museum and our mission.” As a young naval aviator, Chip trained on Lake Michigan in Wildcats and recalls the perilous landing exercises on the *Sable*, as well as her sister ship, USS *Wolverine*.

Tucked away in a corner across from the Wildcat is a historic 1942 Stearman biplane, which is the actual aircraft in which former US President George H.W. Bush took his first solo flight in

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“There isn’t a day in which you forget that you’re on hallowed ground where history was made. The museum is a Holy Grail, with its own stories to tell.”

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– Kathryn (KT) Budde-Jones

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morning.

Stepping from the theater into the museum proper, visitors are greeted by a rare Japanese Zero, which saw battle with Air Group 201 of the 24th Air Flotilla in the Solomon Islands and was abandoned on Ballale Island in October 1943. The PAM Zero was recovered from Bouganville Island in 1968. The plane is displayed on the deck of the aircraft carrier *Hiryu*. The paint scheme and markings are those of Japanese Zero Pilot Shigenori Nishikaichi, who crashed on the remote Hawaiian island of Niuhau on December 7, 1941.

Next to the Zero is a true

tured Pilot Nishikaichi when he crash-landed his Zero. The Japanese pilot had earlier attacked Oahu’s Kaneohe Bay and Bellows field during the second wave. The Zero’s remains are the only artifacts from a crashed Pearl Harbor attack Japanese fighter.

Opposite the Niuhau exhibit is an Army Air Corps B-25 Mitchell bomber, which is displayed on the deck of the aircraft carrier USS *Hornet*. The plane is painted to resemble Lieutenant Ted Lawson’s *Ruptured Duck*, the seventh aircraft to take off on April 18, 1942 during the famous Doolittle Raid on Tokyo.

In April of this year, the

# Pacific Aviation Museum

## Ford Island - Pearl Harbor, Hawaii



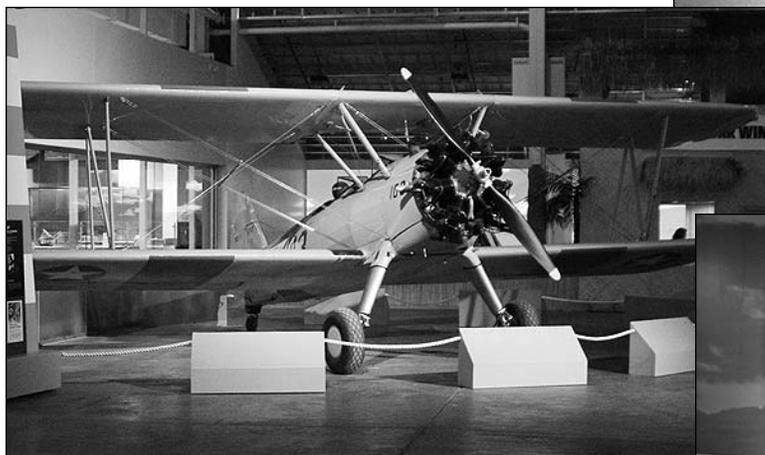
Ford Island Control Tower  
(Pacific Aviation Museum Photo)



Full-Scale Model of SBD Dauntless Dive Bomber  
(Pacific Aviation Museum Photo)



F4F Wildcat  
(Pacific Aviation Museum Photo)



1942 Stearman biplane flown by former  
President George H.W. Bush  
(Pacific Aviation Museum Photo)



Japanese Zero Fighter  
(Pacific Aviation Museum Photo)

## PACIFIC AVIATION MUSEUM

From page 6

December 1942. Former President Bush serves as Honorary Chairman of the PAM Board of Directors.

On June 6, 2007, a new display illuminating the decisive Battle of Midway officially opens. The centerpiece of the exhibit is a full-scale model of a US Navy SBD Dauntless dive bomber, which helped turn the tide of the war at Midway in early June 1942. The SBD was assembled by PAM Aircraft Restoration Director Syd Jones and his team of volunteers.

“What appeals the most about working on sixty year-old airplanes is being able to see up close the rapid development of technology,” says Jones. “Also, the different manufacturers all had their own unique design philosophies and problem-solving. It is fascinating to see how they each chose to solve engineering and production issues.”

With Phase One complete, attention shifts to Phase Two in Hangar 79 and World War II: Pacific Theater. While World War II is the primary focus of the PAM, the Korean, Vietnam, Cold War, and modern air power stories will eventually all be told through exhibits as the PAM evolves through time and its all-important fund-raising.

Seeking aircraft for new exhibits is of paramount importance. “We find aircraft for PAM in several different ways,” says Syd Jones. “One obvious way is through sales publications like *Trade A Plane* or aircraft brokers. We have a long-established network of contacts in different parts of the world which helps to locate specific parts or whole aircraft. In the case of the Niihau Zero

recovery, it was just lots of research and making the right contacts to allow it to happen.”

Work on Hangar 79, which was used to assemble and overhaul aircraft engines and rebuild the massive PBV Catalina seaplanes, as well as the P-40 and F4F Wildcat fighter planes, will begin in the near future. The building offers approximately 85,000 square feet of space.

Hangar 54, earmarked for Phase Three, was used primarily as a seaplane hangar, and was large enough to house the Catalinas. Its space covers approximately 76,000 square feet.

Phase Four will focus on the Ford Island control tower.

As the Hangars are developed, aircraft restoration will continue. “The first step in restoration of any aircraft is to evaluate the condition of the airframe and other components,” says Syd Jones. “Corrosion or other damage must be looked at carefully. Some aircraft have a parts availability that is much better than other types. If the airframe is badly degraded it may only be usable as a pattern for making new parts. In this case jigs need to be constructed to build up the airframe correctly. It can take years and lots of money to make the thousands of parts and assemble them.”

The museum also offers an aviator-style restaurant and a museum store where visitors can purchase a variety of gift items, including aviation books and art, apparel, caps, models, and much more.

With the Pacific Aviation Museum now part of the Pearl Harbor Historic sites, KT Jones says, “We were the missing part of the puzzle.”

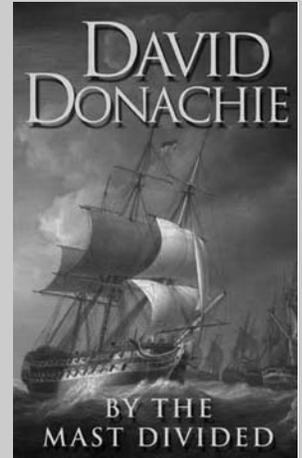
## NAVAL FICTION

### *The John Pearce Naval Adventures*

By David Donachie

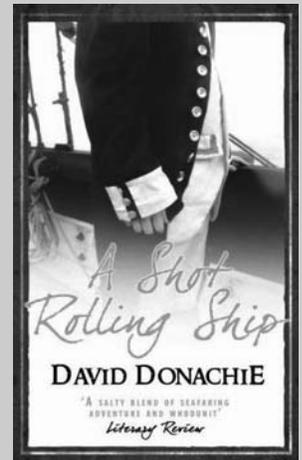
#### 1 - *By the Mast Divided*

London, 1793: Inside the Pelican Tavern, young firebrand John Pearce is illegally press-ganged to a brutal life aboard HMS *Brilliant*, a frigate on its way to war. The pressed men from the tavern eventually form an exclusive gun crew, the Pelicans, with Pearce their elected leader. During an action-packed two weeks, as HMS *Brilliant* chases a French privateer across the English Channel, this disparate group of men form friendships. **\$9.95** British Trade Paperback



#### 2 - *A Shot Rolling Ship*

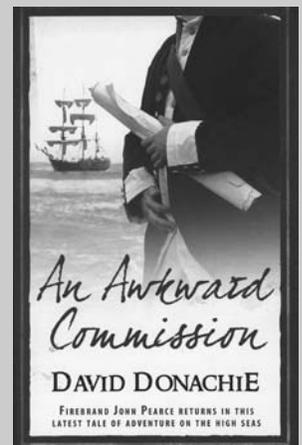
John Pearce and his Pelicans find themselves working aboard HMS *Griffin*, a slow and overcrowded ship, sailing the Channel in search of the numerous French privateers that prey on English merchant shipping; her task is to stop them and, if possible, to capture or destroy them. But Pearce has greater things on his mind: he must rescue his ailing father from the dangers of revolutionary Paris, and to do that he must somehow leave the ship. **\$9.95** British Trade Paperback



#### 2 - *An Awkward Commission*

Since being pressed into service, John Pearce has endured a hectic whirlwind of events, facing wild storms at sea and bitter battles with the enemy. His recent, surprising promotion means that he is now finally free to follow his own wishes, rather than being forced to serve in King George's Navy. However, the same does not apply for the trio of Pearce's closest friends who, with Pearce as their leader, call themselves the Pelicans.

**\$25.95** British Hardcover  
*Signed by the Author*



HISTORICAL FICTION

*The Roman Legion Series*

By Simon Scarrow



1 - *Under the Eagle*

AD 42: Quintus Licinius Cato arrives in Germany as a recruit with the Second Legion. Cato's privileged life causes his comrades to scorn him when he is immediately promoted optio (second in command) to Centurion Macro. But when they are sent to Britain, Cato and Macro's mission involves them in a conspiracy threatening the Emperor.

**\$14.95** US Trade Paperback

2 - *The Eagle's Conquest*

In Britain, Centurion Macro, Cato and the desperately outnumbered Roman army face a determined enemy. But Macro and Cato must take on more than the Britons. A sinister organization is secretly betraying the invaders – and will stop at nothing to eliminate the Emperor.

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3 - *When the Eagle Hunts*

The Emperor has returned to Rome leaving Macro, Cato, and the rest of the Second Legion to rest and regroup. But then their leader, General Plautius, learns that his family was captured by Druids who threaten them with a terrible death. Cato and Macro must rescue the hostages before time runs out.

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7 - *The Eagle in the Sand*

Trouble is brewing in Syria, on the eastern frontier of the Roman Empire. With the troops in a deplorable state, centurions Macro and Cato are dispatched to restore the competence of the cohort. But another challenge faces them.

**\$19.95** UK Mass Market Paperback

4 - *The Eagle and the Wolves*

Macro and newly appointed Centurion Cato must help the Atrebatan ruler train an army from tribal levies. But Macro and Cato must first win the loyalty of the disgruntled levies. Can they succeed while surviving a deadly plot to destroy both them and their comrades? Macro and Cato face the greatest test of their army careers.

**\$14.95** US Trade Paperback

5 - *The Eagle's Prey*

The Romans continue their fight against the British tribes. Macro, Cato, and the crack Second Legion are under the leadership of Centurion Maximus who loses his nerve and allows the enemy to escape. As punishment, the unit is sentenced to death, but some escape to become desperate fugitives.

**\$24.95** US Hardcover

6 - *The Eagle's Prophecy*

Macro and Cato wait in Rome under suspicion in the death of a fellow officer when they're asked to rescue an imperial agent with secret information who has been captured by pirates. The three officers set out from Ravenna with the imperial fleet but the pirates are forewarned and the Romans pay a heavy price.

**\$19.95** UK Mass Market Paperback

## BY GEORGE!

From page 2

much today as it did in 1941. Our eyes drift upward toward shafts of light coming through high windows in which small holes are clearly visible – bullet holes from attacking Japanese planes. KT directs us to a side wall where a concrete apron poured in 1943 shows the names of those who worked on the project, originally written in wet cement. Particles of dust float in the air, illuminated by rays of light shining down through the windows. Fiberglass replicas of P-40 fighters from the film *Pearl Harbor* sit next to the fiberglass midsection of a Japanese “aircraft” that has its own collection of bullet holes.

We ask Syd how he and KT made the transition from marine archeology to twentieth century aircraft. “KT and I had always felt that World War II was a major benchmark in world and US history,” he explained. “Studying artifacts from three- or four-hundred years ago gave us insights as to how people lived and their technology. But without the personal connection of direct contact it was sometimes difficult to personalize their experiences.

“We had always been interested in flying. The more we studied World War II aircraft and the history surrounding them, we realized that this was a unique opportunity to engage not only the aircraft as artifacts, but also with the actual people who designed, built, worked on, and flew them. As this population was in its golden years we still had the opportunity to engage

with them. And the detail work of researching and conserving ancient shipwreck artifacts has many parallels to aircraft restoration.”

Leaving Syd and his team to the SBD, we returned to Hangar 37 where volunteer Maripaul Cosper reinforces the sense that the museum buildings are sanctified. She shows us a concrete corridor outside the administrative offices, and explains that in the course of museum construction someone had recommended a floor covering for the area. “That’s where they walked!” she exclaims, referring to the personnel who had served in Hangar 37 in 1941 and through the war. The floor remains unchanged.

By the time we begin our stroll through the museum exhibits – among them a rare Japanese Zero, the civilian plane hit early during the attack, a Wildcat fighter, and the Stearman biplane in which former President George H.W. Bush first soloed – it was clear that the personal stories are the glue that holds the artifacts together in this splendid new museum.

Ghosts from the past – and those who still survive – combine with this historic piece of real estate to make the Pacific Aviation Museum a unique and priceless treasure in American history to which we plan to return.

**George Jepson**

## NAVAL FICTION

### *The Rennie & Hayter Novels*

By Peter Smalley

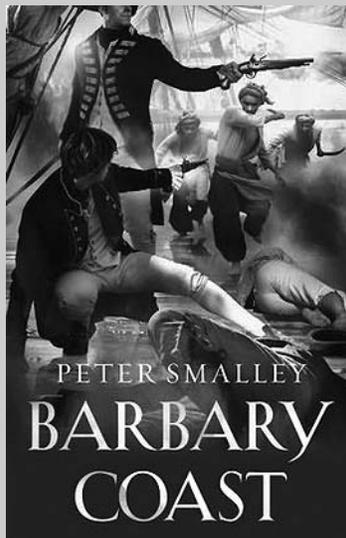
#### 1 - *HMS Expedient*

Captain William Rennie is on half-pay when he’s given a plum: *Expedient*, a 36-gun frigate on a journey to the South Seas. Lieutenant James Hayter thanks his lucky stars when he’s assigned to the expedition. Soon the two men suspect their mission is something much more than meets the eye. They are dogged by a mysterious man of war, and Rennie has been given secret orders that cannot be opened until they round Cape Horn.

**\$19.95** British Trade Paperback

#### 2 - *Port Royal*

Fresh from a dangerous expedition to the Pacific, Captain Rennie and Lieutenant Hayter should be rich men. But their expected rewards turn out to be meager, and they are once again at the mercy of their sinister spymaster patron Sir Robert Greer. Soon *Expedient* is sent to Jamaica to protect the Crown’s richest colony from the French.



There, amid a society founded on slavery and threatened by sexual intrigue and deadly fevers, the two must unravel a complex enemy plot.  
**\$19.95** British Trade Paperback

#### 3 - *Barbary Coast*

It is the eve of the French Revolution and England awaits with trepidation the news from the Continent that will propel her into war again after six years of peace. *HMS Expedient* is to sail to the Mediterranean, to assist Britain’s ally Rashid Bey of Rabhet, with Hayter yet again Rennie’s second in command. Unprepared for what they will find on the dangerous Barbary Coast, *Expedient* and the ten-gun cutter *Curlew* sail into treacherous waters. The odds are daunting: they must make a show of defiance against the mighty corsair fleet of Rabhet’s enemy, the

Dey of Tunis.

**\$39.95** British Hardcover

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## NAVAL FICTION

### Josh Thurlow Novels

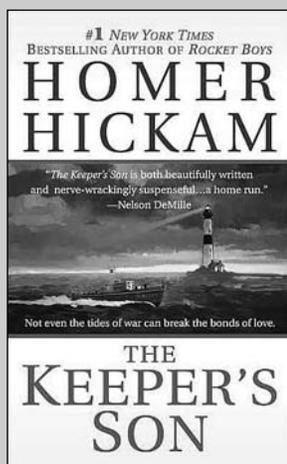
By Homer Hickam

#### 1 - *The Keeper's Son*

Haunted by inner demons, Josh Thurlow returns home to Killakeet Island to command a small Coast Guard patrol boat manned by a colorful crew of locals. Dominating the glorious beauty of the little island is the majestic Killakeet Lighthouse, kept for generations by the Thurlow family. Its presence is a continuous reminder to Josh of the mysterious loss of his baby brother at sea seventeen years before, a tragedy for which he was blamed. But Josh is convinced that his brother might still be alive and begins searching for him even after German U-boats arrive and soak the beaches with blood.

Josh's quest puts him in the path of Otto Krebs – the most audacious of the U-boat commanders and a deadly enemy who may also hold the answers Josh is seeking. But when he meets Dosie Crossan, a young woman fighting her own war against the invaders, Josh must decide whether to risk all for love.

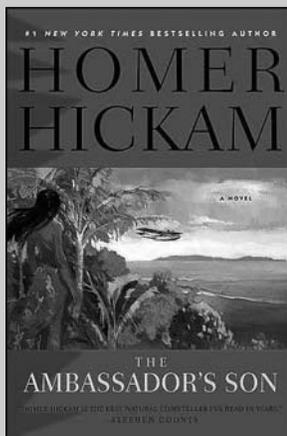
**\$6.99** Mass Market Paperback



#### 2 - *The Ambassador's Son*

It's 1943 and the Americans and Japanese are fighting a deadly war in the hot, jungle-covered volcanic islands of the South Pacific. The outcome is in doubt and a terrible blow has fallen on American morale. Lieutenant David Armistead, a Marine Corps hero and cousin of the President of the United States, is missing and some say he's gone over to the enemy. Coast Guard Captain Josh Thurlow and his ragtag crew are given the assignment to find Armistead, though not necessarily to bring him back alive. Recruited in the hunt is a tormented and frail PT-boat skipper nicknamed "Shafty," who is also known by another name: John F. Kennedy. When Josh is stranded in the jungles of New Georgia with a mysterious, sensual woman who has a tendency to chop off men's heads, it's up to Kennedy to come to the rescue and complete the mission. But to procure a gunboat, he first has to play high-stakes poker with a young naval supply officer called Nick who happens to be the best gambler in the South Pacific. Nick has another name, too: Richard M. Nixon.

**\$6.99** Mass Market Paperback



#### 3 - *The Far Reaches*

The year is 1943 and World War II in the Pacific rages on, with Americans engaged in desperate battles against a cunning enemy. Coast Guard Captain Josh Thurlow is on hand at the invasion of Tarawa, as the US Navy begins the grand strategy of throwing her marines at island after bloody island across the Pacific. But nothing goes as planned as young Americans go up against fanatical defenders, who revel in snipers, big guns, and human wave attacks from which there is no escape save death.

As blood colors the waters around Tarawa, Josh flounders ashore through a floating graveyard of dead men and joins the survivors, determined to somehow wrest victory from disaster. Critically wounded, Josh expects to die. Instead, he is spun off on one of his greatest adventures when Sister Mary Kathleen, a young Irish nun, nurses him back to health, then shanghai's Josh, sidekick Bosun Ready O'Neal, and three American marines to a group of beautiful tropical islands invaded by a brutal Japanese warlord. Josh and his little band must decide whether to help the Sister fight the battle she demands, return to Tarawa and the "real" war, or settle down in the romantic splendor of the South Seas.

**\$24.95** Hardcover



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