

One Hundred Years Of Sea Power

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One Hundred Years of Sea Power

A navy is a state's main instrument of maritime force. What it should do, what doctrine it holds, what ships it deploys, and how it fights are determined by practical political and military choices in relation to national needs. Choices are made according to the state's goals, perceived threat, maritime opportunity, technological capabilities, practical experience, and, not the least, the way the sea service defines itself and its way of war. This book is a history of the modern U.S. Navy. It explains how the Navy, in the century after 1890, was formed and reformed in the interaction of purpose, experience, and doctrine.

The Influence of Sea Power Upon History, 1660-1783

The Careers of Six Famous Royal Navy officers The age of sail-particularly as it related to the Royal Navy-has, perhaps been justifiably, dominated by the great Nelson. His victory at Trafalgar meant that Britannia effectively did rule the waves and the threat of British sea power meant that the Royal Navy did not have to fight a major battle for a hundred years whilst the British Empire prospered. The often quoted and lauded 'Nelson Tradition, ' all but implies he originated it. In fact Nelson was part of an established tradition of great British seamanship that began before him, accompanied and supported him and survived his immediate passing. This book outlines the lives of some of the finest and most successful of those men-all famous in their own right and all remarkable despite their eclipse by the master, Nelson himself. The sea battles of Hawke, Jervis, Howe, Saumarez, Rodney and Pellew are expertly described here by Mahan-one of the finest historians of this subject-making it an essential read for all those interested in the exploits of the Royal Navy during the eighteenth and early nineteenth centuries.

Lords of the Sea

From one of the most admired admirals of his generation—and the only admiral to serve as Supreme Allied Commander at NATO—comes a remarkable voyage through all of the world's most important bodies of water, providing the story of naval power as a driver of human history and a crucial element in our current geopolitical path. From the time of the Greeks and the Persians clashing in the

Mediterranean, sea power has determined world power. To an extent that is often underappreciated, it still does. No one understands this better than Admiral Jim Stavridis. In *Sea Power*, Admiral Stavridis takes us with him on a tour of the world's oceans from the admiral's chair, showing us how the geography of the oceans has shaped the destiny of nations, and how naval power has in a real sense made the world we live in today, and will shape the world we live in tomorrow. Not least, *Sea Power* is marvelous naval history, giving us fresh insight into great naval engagements from the battles of Salamis and Lepanto through to Trafalgar, the Battle of the Atlantic, and submarine conflicts of the Cold War. It is also a keen-eyed reckoning with the likely sites of our next major naval conflicts, particularly the Arctic Ocean, Eastern Mediterranean, and the South China Sea. Finally, *Sea Power* steps back to take a holistic view of the plagues to our oceans that are best seen that way, from piracy to pollution. When most of us look at a globe, we focus on the shape of the of the seven continents. Admiral Stavridis sees the shapes of the seven seas. After reading *Sea Power*, you will too. Not since Alfred Thayer Mahan's legendary *The Influence of Sea Power upon History* have we had such a powerful reckoning with this vital subject.

Sea Power

DigiCat Publishing presents to you this special edition of "*Sea-Power and Other Studies*" by Cyprian Sir Bridge. DigiCat Publishing considers every written word to be a legacy of humankind. Every DigiCat book has been carefully reproduced for republishing in a new modern format. The books are available in print, as well as ebooks. DigiCat hopes you will treat this work with the acknowledgment and passion it deserves as a classic of world literature.

Sea-Power and Other Studies

A classic work covering over 2,000 years of naval history, from Greek and Roman galley warfare to Vietnam.

Sea Power

The definite object proposed in this work is an examination of the general history of Europe and America with particular reference to the effect of sea power upon the course of that history. Historians generally have been unfamiliar with the conditions of the sea, having as to it neither special interest nor special knowledge; and the profound determining influence of maritime strength upon great issues has consequently been overlooked. This is even more true of particular occasions than of the general tendency of sea power. It is easy to say in a general way, that the use and control of the sea is and has been a great factor in the history of the world; it is more troublesome to seek out and show its exact bearing at a particular juncture. Yet, unless this be done, the acknowledgment of general importance remains vague and unsubstantial; not resting, as it should, upon a collection of special instances in which the precise effect has been made clear, by an analysis of the conditions at the given moments. A curious exemplification of this tendency to slight the bearing of maritime power upon events may be [iv]drawn from two writers of that English nation which more than any other has owed its greatness to the sea. "Twice," says Arnold in his *History of Rome*, "Has there been witnessed the struggle of the highest individual genius against the resources and institutions of a great nation, and in both cases the nation was victorious. For seventeen years Hannibal strove against Rome, for sixteen years Napoleon strove against England; the efforts of the first ended in Zama, those of the second in Waterloo." Sir Edward Creasy, quoting this, adds: "One point, however, of the similitude between the two wars has scarcely been adequately dwelt on; that is, the remarkable parallel between the Roman general who finally defeated the great Carthaginian, and the English general who gave the last deadly overthrow to the French emperor.

The Influence of Sea Power Upon History, 1660-1783

This book critically analyzes US political-military strategy by arguing that freedom of the seas discourse is fundamentally unfit for an era of maritime great power competition. The work conducts a genealogical intellectual history of freedom of the seas discourse in US foreign policy to show how the concept has evolved over time to facilitate American control over the global ocean space. It concludes that the contemporary discourse works to establish the high seas as an arena free from claims of sovereignty so that the United States, as the presumed unrivaled naval power, can intervene globally on behalf of its national interests. However, since sea control strategies depend on a preponderance of material force, as the United States wanes in relative material capability it becomes less able to support

political-military strategies predicated on the assumption of global naval dominance. The book provides a timely commentary on the current geopolitical competition between the United States and China, and critiques the US approach toward China in the maritime domain in order to highlight potential avenues of foreign policy action that may enable the two countries to mitigate the risk of conflict. This book will be of much interest to students of naval history, maritime security, US foreign policy, and international relations.

Freedom of the Seas and US Foreign Policy

Excerpt from German Sea-Power: Its Rise and Progress, and Economic Basis
Upon the seas that dominating position which she once undoubtedly held. Why, with her expanding population, trade, and wealth, should She not reclaim that maritime ascendancy which she forfeited to Holland in the seventeenth century, and which a hundred years later passed to Great Britain? Why should She not realize that dream which was in the mind of Albrecht Dürer when he wrote: How easy it would have been for the Hanse towns, in the epoch of their rule over the sea, to attain national unity through the instrumentality of the imperial power, to unite the whole littoral from Dunkirk to Riga under one nationality, and thus to win and maintain for the German nation supremacy in industry, trade, and sea-power! About the Publisher
Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com. This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

German Sea-Power

In the sixteenth century England turned from being an insignificant part of an offshore island into a nation respected and feared in Europe. This was not achieved through empire building, conquest, large armies, treaties, marriage alliances, trade or any of the other traditional means of exercising power. Indeed England was successful in few of these. Instead she based her power and eventual supremacy on the creation of a standing professional navy which firstly would control her coasts and those of her rivals, and then threaten their trade around the world. This emergence of a sea-power brought with it revolutionary ship designs and new weapon-fits, all with the object of making English warships feared on the seas in which they sailed. Along with this came the absorption of new navigational skills and a breed of sailor who fought for his living. Indeed, the English were able to harness the avarice of the merchant and the ferocity of the pirate to the needs of the state to create seamen who feared God and little else. Men schooled as corsairs rose to command the state's navy and their background and self-belief defeated all who came against them. This is their story; the story of how seizing command of the sea with violent intent led to the birth of the greatest seaborne empire the world has ever seen.

Tudor Sea Power

The Influence of Sea Power Upon History is a work by Alfred Thayer Mahan. It details the history of maritime conflict while examining the numerous aspects required to support and attain sea power.

The Influence of Sea Power upon History

With particular focus on the Asia-Pacific region, this book examines the rise and fall of sea powers. In the Asia-Pacific region there has been significant expansion of sea-based economies together with burgeoning naval power. Many claim that these processes will transform the world's future economic and security relationships. The book addresses the question of to what extent the notion of 'Asia rising' is reflected by and dependent on its developing sea power. A central theme is the Chinese challenge to long-term Western maritime ascendancy and what might be the consequences of this. In order to situate current and future developments this book includes chapters which analyse what sea power means and has meant, as well as its role, both historic and contemporary, in the rise and fall of great powers. This book will be of much interest to students of naval power, Asian politics, strategic studies, war and conflict studies, IR and security studies.

Sea Power and the Asia-Pacific

Admiral Gorshkov has transformed the Soviet fleet into a world sea power for the first time in Russian history. He is Russia's most brilliant naval strategist of all time. He has created the modern Soviet navy. His book examines the main components of sea power among which attention is focused on the naval fleet of the present day, capable of conducting operations and solving strategic tasks in different regions of the world's oceans, together with other branches of the armed forces and independently

The Sea Power of the State

"In this first of three volumes on sea power, the author reviews the story of political, economic, and military oceanic control from the 1890s through WWI." —Choice The transition to modern war at sea began during the period of the Sino-Japanese War (1894–1895) and the Spanish-American War (1898) and was propelled forward rapidly by the advent of the dreadnought and the nearly continuous state of war that culminated in World War I. By 1922, most of the elements that would define sea power in the 20th century were in place. Written by one of our foremost military historians, this volume acknowledges the complex nature of this transformation, focusing on imperialism, the growth of fleets, changes in shipbuilding and armament technology, and doctrines about the deployment and use of force at sea, among other factors. There is careful attention to the many battles fought at sea during this period and their impact on the future of sea power. The narrative is supplemented by a wide range of reference materials, including a detailed census of capital ships built during this period and a remarkable chronology of actions at sea during World War I. "The author, dean of naval historians, provides a sweeping look at, and analysis of, the transformation of naval power . . . [His] dry wit and sense of irony add spice to the impressive array of facts and analysis of the greatest period of naval warfare. Wilmott is fearless in his judgments." —Seapower "This book, first of a series, contains a wealth of facts and opinions, the latter provided with Willmott's unerring analytical eye and mordant wit." —Bernard D. Cole, National War College

The Last Century of Sea Power, Volume 1

The Pacific Theater in World War II depended on American sea power. This power was refined between 1923 and 1940, when the U.S. Navy held twenty-one major fleet exercises designed to develop strategy and allow officers to enact plans in an operational setting. Prior to 1923, naval officers relied heavily on the theories of Capt. Alfred Thayer Mahan, who argued that sea control was vital to military victory, best attained through use of the battleship. Fleet exercises, however, allowed valuable practice with other military resources and theories. As a direct result of these exercises, the navy incorporated different technologies and updated its own outdated strategies. Although World War II brought unforeseen challenges and the disadvantages of simulation exercises quickly became apparent, fleet "problems" may have opened the door to different ideas that allowed the U.S. Navy ultimately to succeed. Testing American Sea Power challenges the conventional wisdom that Mahanian theory held the American Navy in a steel grip. Felker's research and analysis, the first to concentrate on the navy's interwar exercises, will make a valuable contribution to naval history for historians, military professionals, and naval instructors.

Testing American Sea Power

As a longtime leader of the Democratic Party and key member of Woodrow Wilson's cabinet, Josephus Daniels was one of the most influential progressive politicians in the country, and as secretary of the navy during the First World War, he became one of the most important men in the world. Before that, Daniels revolutionized the newspaper industry in the South, forever changing the relationship between politics and the news media. Lee A. Craig, an expert on economic history, delves into Daniels's extensive archive to inform this nuanced and eminently readable biography, following Daniels's rise to power in North Carolina and chronicling his influence on twentieth-century politics. A man of great contradictions, Daniels--an ardent prohibitionist, free trader, and Free Silverite--made a fortune in private industry yet served as a persistent critic of unregulated capitalism. He championed progressive causes like the graded public school movement and antitrust laws even as he led North Carolina's white supremacy movement. Craig pulls no punches in his definitive biography of this political powerhouse.

Josephus Daniels

"Wide-ranging in place and time, yet tightly focused on particular concerns, these new and original specialist articles show how observations on the early history of warfare based on the relatively stable conditions of the late seventeenth century ignore the realities of war at sea in the middle ages and

renaissance. In these studies, naval historians firmly grounded in the best current understanding of the period take account of developments in ships, guns and the language of public policy on war at sea, and in so doing give a stimulating introduction to five hundred years of maritime violence in Europe."--BOOK JACKET.

Sea Power in the Modern World

Traces the distribution of naval power over the past five hundred years, discusses its connection with global politics, and looks at the future of sea power

War at Sea in the Middle Ages and the Renaissance

Influential classic of naval history and tactics still used as text in war colleges. Read by Kaiser Wilhelm, both Roosevelts, other leaders. First paperback edition. 4 maps. 24 battle plans.

Seapower in Global Politics, 1494-1993

This is an analysis of the main forces determining British naval policy between the defeat of Napoleon and the start of the Crimean War. It is based on official and private papers and challenges some of the traditional charges that naval policy was too conservative, notably in the introduction of steamships. These were weaknesses, but the fleet compares favourably with other navies. It also has to be borne in mind that in the Crimean War it was engaged against fortifications rather than enemy ships. The navy was an undoubted success as a strategic instrument before and during that war.

Shield and Sword

The Influence of Sea Power Upon History, 1660-1783 by A. T. (Alfred Thayer) Mahan INTRODUCTORY. The history of Sea Power is largely, though by no means solely, a narrative of contests between nations, of mutual rivalries, of violence frequently culminating in war. The profound influence of sea commerce upon the wealth and strength of countries was clearly seen long before the true principles which governed its growth and prosperity were detected. To secure to one's own people a disproportionate share of such benefits, every effort was made to exclude others, either by the peaceful legislative methods of monopoly or prohibitory regulations, or, when these failed, by direct violence. The clash of interests, the angry feelings roused by conflicting attempts thus to appropriate the larger share, if not the whole, of the advantages of commerce, and of distant unsettled commercial regions, led to wars. On the other hand, wars arising from other causes have been greatly modified in their conduct and issue by the control of the sea. Therefore the history of sea power, while embracing in its broad sweep all that tends to make a people great upon the sea or by the sea, is largely a military history; and it is in this aspect that it will be mainly, though not exclusively, regarded in the following pages. A study of the military history of the past, such as this, is enjoined by great military leaders as essential to correct ideas and to the skilful conduct of war in the future. Napoleon names among the campaigns to be studied by the aspiring soldier, those of Alexander, Hannibal, and Cæsar, to whom gunpowder was unknown; and there is a substantial agreement among professional writers that, while many of the conditions of war vary from age to age with the progress of weapons, there are certain teachings in the school of history which remain constant, and being, therefore, of universal application, can be elevated to the rank of general principles. For the same reason the study of the sea history of the past will be found instructive, by its illustration of the general principles of maritime war, notwithstanding the great changes that have been brought about in naval weapons by the scientific advances of the past half century, and by the introduction of steam as the motive power. We are delighted to publish this classic book as part of our extensive Classic Library collection. Many of the books in our collection have been out of print for decades, and therefore have not been accessible to the general public. The aim of our publishing program is to facilitate rapid access to this vast reservoir of literature, and our view is that this is a significant literary work, which deserves to be brought back into print after many decades. The contents of the vast majority of titles in the Classic Library have been scanned from the original works. To ensure a high quality product, each title has been meticulously hand curated by our staff. Our philosophy has been guided by a desire to provide the reader with a book that is as close as possible to ownership of the original work. We hope that you will enjoy this wonderful classic work, and that for you it becomes an enriching experience.

The Influence of Sea Power Upon History, 1660-1783

In this text, Nicholas Rodger reveals the extent and power of Britain's navy since the 7th century, looking in particular at the interaction of England's national and political history with the development of her sea-power.

Great Britain and Sea Power, 1815-1853

The first and most obvious light in which the sea presents itself from the political and social point of view is that of a great highway; or better, perhaps, of a wide common, over which men may pass in all directions, but on which some well-worn paths show that controlling reasons have led them to choose certain lines of travel rather than others. These lines of travel are called trade routes; and the reasons which have determined them are to be sought in the history of the world. Notwithstanding all the familiar and unfamiliar dangers of the sea, both travel and traffic by water have always been easier and cheaper than by land. The commercial greatness of Holland was due not only to her shipping at sea, but also to the numerous tranquil water-ways which gave such cheap and easy access to her own interior and to that of Germany. This advantage of carriage by water over that by land was yet more marked in a period when roads were few and very bad, wars frequent and society unsettled, as was the case two hundred years ago. Sea traffic then went in peril of robbers, but was nevertheless safer and quicker than that by land. A Dutch writer of that time, estimating the chances of his country in a war with England, notices among other things that the water-ways of England failed to penetrate the country sufficiently; therefore, the roads being bad, goods from one part of the kingdom to the other must go by sea, and be exposed to capture by the way. As regards purely internal trade, this danger has generally disappeared at the present day. In most civilized countries, now, the destruction or disappearance of the coasting trade would only be an inconvenience, although water transit is still the cheaper. Nevertheless, as late as the wars of the French Republic and the First Empire, those who are familiar with the history of the period, and the light naval literature that has grown up around it, know how constant is the mention of convoys stealing from point to point along the French coast, although the sea swarmed with English cruisers and there were good inland roads.

Sea Power and Freedom

Military commanders turn tactics into strategic victory by means of "operational art," the knowledge and creative imagination commanders and staff employ in designing, synchronizing, and conducting battles and major operations to achieve strategic goals. Until now, historians of military theory have generally agreed that modern operational art developed between the first and second world wars, not in the United States but in Germany and the Soviet Union, whose armies were supposedly the innovators and greatest practitioners of operational art. Some have even claimed that U.S. forces struggled in World War II because their commanders had no systematic understanding of operational art. Michael R. Matheny believes previous studies have not appreciated the evolution of U.S. military thinking at the operational level. Although they may rightly point to the U.S. Army's failure to modernize or develop a sophisticated combined arms doctrine during the interwar years, they focus too much on technology or tactical doctrine. In his revealing account, Matheny shows that it was at the operational level, particularly in mounting joint and combined operations, that senior American commanders excelled—and laid a foundation for their country's victory in World War II. Matheny draws on archival materials from military educational institutions, planning documents, and operational records of World War II campaigns. Examining in detail the development of American operational art as land, sea, and air power matured in the twentieth century, he shows that, contrary to conventional wisdom, U.S. war colleges educated and trained commanders during the interwar years specifically for the operational art they employed in World War II. After 1945, in the face of nuclear warfare, the American military largely abandoned operational art. But since the Vietnam War, U.S. commanders have found operational art increasingly important as they pursue modern global and expeditionary warfare requiring coordination among multiple service branches and the forces of allied countries.

The Navy and Sea Power

This book reexamines the whole of maritime strategy, exploring likely future developments while putting forward a new overall empirical theory of sea power.

The Interest of America in Sea Power, Present and Future

One of the twentieth century's enduring works, *One Hundred Years of Solitude* is a widely beloved and acclaimed novel known throughout the world and the ultimate achievement in a Nobel Prize-winning

career. The novel tells the story of the rise and fall of the mythical town of Macondo through the history of the Buendía family. Rich and brilliant, it is a chronicle of life, death, and the tragicomedy of humankind. In the beautiful, ridiculous, and tawdry story of the Buendía family, one sees all of humanity, just as in the history, myths, growth, and decay of Macondo, one sees all of Latin America. Love and lust, war and revolution, riches and poverty, youth and senility, the variety of life, the endlessness of death, the search for peace and truth—these universal themes dominate the novel. Alternately reverential and comical, *One Hundred Years of Solitude* weaves the political, personal, and spiritual to bring a new consciousness to storytelling. Translated into dozens of languages, this stunning work is no less than an account of the history of the human race.

The Influence of Sea Power Upon History, 1660-1783

Military intervention always has been and always will be an important part of foreign policy, a tool to further national interests and influence world events. Many scholars have tried to explain the intervention behavior of states in crises, conflicts, and wars. When and why do states intervene, and what are reasons for nonintervention? What conflicts and crises are more likely to call for intervention, and why? When is intervention successful? The explanations are manifold and include political, military, economic, social, environmental, domestic, and humanitarian factors. The theoretical literature covers a gamut of realist intentions, ranging from security, power, and national interests, as guides to state action; to emphasis on international trade and economics; and to domestic politics. Some argue for explanations based on idealistic aspirations, such as democracy and human rights. Many studies focus on a mix of different reasons. From this vast field, the author has selected international crises involving any form of U.S. activity in the years 1946-2006. Within these U.S. activities, the author distinguishes between crisis response with and without naval forces, as this study intends to advance the knowledge of the use of U.S. naval forces as a response to international crises and to contribute to a better understanding of when and how the U.S. Navy is deployed.

The Safeguard of the Sea

This revised, updated and expanded new edition of Geoffrey Till's acclaimed textbook provides an invaluable guide for anyone interested in the changing and crucial role of seapower in the twenty-first century.

The Influence of Sea Power Upon History, 1660-1783

The gold standard in college-level American naval history texts, edited by the foremost scholar in the field. In the newly revised second edition of *America, Sea Power and the World*, a team of distinguished researchers delivers an extensive and authoritative survey of American naval history, the place of the United States in world affairs, and the role of that country's naval forces during peacetime and wartime. Each chapter contains a comprehensive analysis of its subject as well as brief sidebars describing a key weapon or technological development of the era and a short biographical sketch of an influential leader or representative of the navy from that era. The book offers extensive illustration and maps and a throughgoing emphasis on naval policy, strategy, roles, and missions, with careful attention paid to naval operations. These factors given greater focus than the descriptions of battle tactics found in other texts. Readers will also find: A thorough introduction to sea power and the modern state system, as well as the American War for Independence at sea Comprehensive explorations of the genesis of the United States Navy from 1785 to 1806 Practical discussions of the Naval War of 1812 and the Confirmation of Independence from 1807 to 1815 and the Squadron Navy as an agent of the commercial empire until 1890 Fulsome treatments of the Second World War in the Atlantic, Mediterranean, and the Pacific, including defensive actions in the Pacific from 1937 to 1943 and offensive actions from 1943 to 1944. New chapters exclusive to the 2nd edition focused on the history of African Americans and women in the US Navy, the development of joint operations and unified command, and the naval history of the last two decades. Perfect for undergraduate students taking courses on the naval history of the United States, *America, Sea Power and the World, Second Edition* will also earn a place in the libraries of members of the general public interested in naval and military history.

Carrying the War to the Enemy

Published to coincide with the centennial celebration of U.S. Navy Aviation, this book chronicles Navy aviation from its earliest days, before the Navy's first aircraft carrier joined the fleet, through the modern jet era marked by the introduction of the F-18 Hornet. It tells how naval aviation got its start, profiles

its pioneers, and explains the early bureaucracy that fostered and sometimes inhibited its growth. The book then turns to the refinement of carrier aviation doctrine and tactics and the rapid development of aircraft and carriers, highlighting the transition from propeller-driven aircraft to swept wing jets in the period after WW II. Land-based Navy aircraft, rotary-wing aircraft and rigid airships, and balloons are also considered in this sweeping tribute.

The Influence of Sea Power on the History of the British People

In this precise, interpretive and informative volume, Higham looks at everything from the roots of strategic bombing and tactical air power to the lessons learned and unlearned during the invasion of Ethiopia, the war in China and the Spanish Civil War. He also considers the problems posed by jet aircraft in Korea and the use of Patriot missiles in the Persian Gulf. He covers anti-guerrilla operations, doctrine, industrial activities and equipment, as well as the development of commercial airlines.

A History of Sea Power

In *The Military Lens*, Christopher P. Twomey shows how differing military doctrines have led to misperceptions between the United States and China over foreign policy—and the potential dangers these might pose in future relations. Because of their different strategic situations, histories, and military cultures, nations may have radically disparate definitions of effective military doctrine, strategy, and capabilities. Twomey argues that when such doctrines—or "theories of victory"—differ across states, misperceptions about a rival's capabilities and intentions and false optimism about one's own are more likely to occur. In turn, these can impede international diplomacy and statecraft by making it more difficult to communicate and agree on assessments of the balance of power. When states engage in strategic coercion—either to deter or to compel action—such problems can lead to escalation and war. Twomey assesses a wide array of sources in both the United States and China on military doctrine, strategic culture, misperception, and deterrence theory to build case studies of attempts at strategic coercion during Sino-American conflicts in Korea and the Taiwan Strait in the early years of the Cold War, as well as an examination of similar issues in the Arab-Israeli conflict. After demonstrating how these factors have contributed to past conflicts, Twomey amply documents the persistence of hazardous miscommunication in contemporary Sino-American relations. His unique analytic perspective on military capability suggests that policymakers need to carefully consider the military doctrine of the nations they are trying to influence.

The Future of Sea Power

From the author of "Amphibious Warfare in the Eighteenth Century" and "The Evolution of the Sailing Navy, 1509-1815"

One Hundred Years of Solitude

Influence Without Boots on the Ground