

in night-time running gun battles with German E-boats but only one frigate (HMS *Kingsmill*) was ever credited with shooting down a German aircraft.

The frigates did not have it all their own way. U-boats, mines or enemy aircraft sank or badly damaged 17 of the frigates and while some returned to port, they were ‘written off’ as a constructive total loss and scrapped. Many Captain’s suffered severe damage due to weather or enemy action but thanks to their very sturdy construction, stayed afloat and were taken back to port for repair. Others did their convoy escort duties with barely a shot fired. Fortunately, apart from actions with E-Boats, they managed to avoid action with German warships as the frigates’ three-inch guns, firing a 12-pound shell, were described by her gunners as next to useless with the shells often bouncing off the hull of surfaced U-boats.

At the end of the European war, some of the ships were prepared for service in the Pacific theatre but the Japanese surrender ended that plan. Most of the ships were returned to the United States in 1946-47 for scrapping under the Lend-Lease agreement. A few, however, were retained for use as floating power stations at various naval bases and one, HMS *Affleck*, was forgotten about and kept up this unsung duty at Tenerife until 1957 before finally being scrapped.

Of the many actions fought by the Captain-class during the war, there is one action that stands out for me and epitomizes the hard life at sea for the men serving in these ships. On 29 April 1945 HMS *Goodall* was part of the escort taking one of the last convoys to northern Russia when she was torpedoed by a U-boat in the Kola Inlet. The torpedo struck the frigate’s forward magazine and blew the entire bow off with the loss of 95 of her ship’s compa-

ny; effectively half her crew. The ship, however, did not sink and she had to be sunk by gunfire, by the Colony-class frigate HMS *Anguilla*, the following day. A testimony to the rugged design and quality construction of the Captain-class—but equally sad as many of *Goodall*’s men died in the final days of the European war and thus did not live to see the victory that they had fought so hard to achieve.

Greg Swinden  
Canberra, Australia

Richard D. Cornell. *The Chippewa: Biography of a Wisconsin Waterway*. Madison, WI: Wisconsin Historical Society Press, [www.wisconsinhistory.org](http://www.wisconsinhistory.org), 2018. 200 pp., illustrations, map, notes, bibliography, index. US \$20.00, paper; ISBN 978-0-87020-780-8.

Mariners spend their lives on water—seas, lakes and rivers. Many see, but fewer actually observe the waters, their origins, their flow, their banks and the towns along them. *The Chippewa* chronicles author Richard D. Cornell’s exploration of the western Wisconsin waterway. Over several years he, along with his daughter, KC, and son Drew, canoed it from its headwaters to where it empties into the Mississippi. This is not a linear travelogue with a start, transit and finish. Cornell presents a series of floats that, when combined, encompass the whole river.

The headwaters were a riddle for Cornell to unravel. *Glidden Enterprise* reporter, Pat Bonney, led Cornell to the origin of West Fork, while the beginnings of East Fork are more obscure. What is clearer is that they merge in central Sawyer County. Like many waterways in this part of North America, the Chippewa was formed by the glaciers that crushed and scraped

the surface for thousands of years during the most recent Ice Age. The river emerged ten thousand years ago as small streams flowing under and toward the edge of the Chippewa Lobe of the great Laurentide Ice Sheet, which, along with the other lobes, the Superior, Wisconsin Valley, Langlade and Green Bay, shaped modern Wisconsin. As the glaciers melted during an earlier period of climate change, enormous rushes of meltwater, ice blocks and rocks carved the Chippewa Valley.

The Chippewa has provided sustenance and transport to a sequence of inhabitants. It watered woolly mammoths and musk ox as well as the nomads who followed and hunted them. It provided Ojibwe peoples with fish and brought French fur traders, led by explorer Pierre-Esprit Radisson. It saw the land divided into Indigenous reservations that still border its stream.

The Chippewa flows through lands where white pine was king and floated in its waters during the logging days. It runs alongside cities and towns, such as Glidden, the self-proclaimed Black Bear Capitol of Wisconsin; Eau Claire, where professional baseball met Henry Aaron; Chippewa Falls, the upstream limit of the steamboats; and Durand in Pepin County, that gave the world Laura Ingalls Wilder, author of the *Little House on the Prairie*.

Readers are introduced to people who live, or lived, along its banks including the Ojibwe whose habitation exceeds memory, Bill Nolte, owner of "The Joynt" that has continued Eau Claire's tradition of fine music, and local historian Marge Hebring, a descendant of Chippewa Valley trader Michel Cadotte. We become acquainted with the wild Chippewa between the Flambeau River to Jim Falls and the sections tamed by the dams astride it and the workers who control their floodgates.

Running water is a long-tapped source of renewable energy and the Chippewa has a series of hydro-electric dams. They not only power the valley, but give Xcel Energy the authority to "turn on the river". Release of water through the dam generates electricity but also affects water temperature and erodes banks. Greg Haberman, manager of Winter Dam, balances his obligation to Xcel with government regulations and the demands of the local communities.

Like Sherlock Holmes, Richard Cornell observes:

"We paddled hard, through the last glimmer of day and into the gathering moonlight. Slivers of pink clouds reflected on the surface of the river. When I heard the small rapids, I got out of the canoe, grabbed a rope and prepared to guide us through the rocks. Water swirled around my legs as I picked my way through...At the end of the rapids the canoe dipped, and what seemed like a million mayflies surrounded her. KC shielded her eyes with her hands. I imagined her covered in fairy dust, though she doesn't remember it that way. I felt the canoe push gently into the upper edge of the island...We explored the island under the sliver of moon and chose the lower end to pitch our camp" (37).

*The Chippewa* packs a lot into 231 pages. Its black and white pictures, contemporary and period, are visual aids to the text while the index directs you back to what you want to read again. The footnotes provide links to further research. This work is travelogue and history, exploration and discovery, river science and industry, virgin waters and managed use. You could read this quickly, but do not. Let it carry you at its own pace, like the river it chronicles. Savour it. It is a tale of a journey of man and daughter, one that the man ad-

mits “I didn’t want this to end.” Neither will you.

James M. Gallen  
St. Louis, Missouri

Sharika D. Crawford. *The Last Turtlemen of the Caribbean: Waterscapes of Labor, Conservation, and Boundary Making*. Chapel Hill, NC: University of North Carolina Press, www.uncpress.org, 2020. xii+204 pp., illustrations, maps, tables, notes, bibliography, index. US \$27.95, paper; ISBN 978-1-4696-6021-9.

Turtles, particularly sea turtles, have played a significant role in the history of maritime communities the world over, and in many ways helped to enable prolonged exploration and fervent exploitative trade from the Age of Exploration into the end of the Late Modern Era. These large, slow-moving amphibians were prized by sailing crews for the large amounts of meat that could be harvested from their bodies—a taste for which spread to Europe itself, where increasing demand helped to spur multiple extirpations across various ocean biomes—along with the plentiful eggs that could be harvested from their clutch grounds. Further, the often-colourful shells, long used by Indigenous cultures, proved to be valuable trade items in and of themselves. In the case of the Caribbean, a limited turtling industry was able to continue to exploit native turtle populations until the mid-1960s when ecological, economic, and political pressures became significant enough to finally end it. It is the last century of this Caribbean turtling industry that Sharika Crawford focuses on in her consideration of how it served to shape the modern circum-Caribbean world.

Crawford finds that from the

late-nineteenth-century on, Caribbean turtlemen were often in the middle of questions, and conflicts, relating to the exercise and boundaries of national sovereignties. In particular, as the turtle populations were depleted, turtlemen, who were largely from the Cayman Islands, were forced farther afield in their hunting voyages. This brought them into conflict with nations such as Nicaragua, Costa Rica, and Columbia who felt that turtles off their shores were, by right, their natural resources. Those three nations, in particular, passed laws and increased enforcement aimed at protecting those resource rights, which raised questions about where national boundaries were and should be drawn. These debates Crawford argues were important for two major reasons; the first of which was that they served to push back against British Imperial arguments relating to maritime jurisdiction. The British Empire had long pushed for limited sea-based jurisdiction for any nation, preferring that the seas be kept open for the use of all nations, with minor concessions for national defense. As British Imperial power waned, however, Caribbean nations seeking to demark their sovereignty to a greater extent placed a premium on protecting their maritime resources—seeking to prevent total depletion, and ensure themselves a fair portion of any profit they generated.

More significant for the turtlemen, these arguments around maritime resources and national boundaries meant that they helped to define the modern boundaries of the Caribbean. While much of their contribution in this shaping was incidental, rather than directly intentional, it was still notable, and for Crawford’s study, it is a core tenet in arguing for their historical significance. Understanding this significance in her eyes will help to expand the historical