

when pressured by the United States to do so. Also illuminating is the chapter on the contributions of the small boats and local knowledge made by the Republic of Korea's Navy by Jihoon Yu and Erik French. These two chapters provide a welcome counterbalance to the more traditional national narratives by pointing out aspects of coalition naval operations that are otherwise easy to overlook.

Despite the merits of this work, there are several issues which must be noted. There are no maps or figures to illuminate the geography. And, although they do not generally take away from the ideas presented, there are several errors in the text. For example, in the introduction, Canada's overall naval contribution is listed as eight frigates when the RCN sent destroyers (seven Tribal-class and one V-class). In terms of primary sources, all authors rely on after-action and post-deployment reports, with little engagement with other source bases. Official histories are also leaned on heavily. The chapters are also somewhat uneven in terms of their depth. The chapters by Nielsen and Choi, for example, are much less densely footnoted than some of the others. While there are likely reasons for this related to the available source bases and the nature of the policy choices discussed, the difference is still notable.

On balance, this is a well-presented and intriguing volume. The chapters are very readable on their own and manage to come together as a coherent volume. Those seeking a detailed blow-by-blow account of the naval operations themselves should look elsewhere. Where the volume shines is in using the Korean War as a way of prompting deeper thinking about the impact of national policies and international diplomacy on coalition operations. Because of this, it would be of interest not only to those seeking to know more about the Korean War, but also to readers and students of naval policy, the projection of power, and the various dynamics of coalitions at both the political and the working levels. The price of the hardback is considerable, but it is available, more reasonably priced, as an e-book.

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Gordon H. Boyce. *A History of British Tramp Shipping, 1870 - 1914, Volume 1: Entry, Enterprise, Formation and Early Firm Growth*. Liverpool: Research in Maritime History No. 57, Liverpool University Press, 2024. 303pp., illustration, figure, tables, notes, appendices, bibliography, indexes. UK £95, hardback; ISBN 978-1-80207-466-6

This is the first of a projected four-volume study of British tramp shipping between the opening of the Suez Canal, which was coincident with the rapid

rise of tramp shipping, and the First World War. It was, as Boyce calls it, a golden age. The author is a professor emeritus in business history. He has been writing about the business of shipping and shipping companies for more than thirty years.

Boyce examines how the tramp shipping business sector functioned, beginning with how men became ship owners and tramp operators and learned the business. To look at such a large sector over nearly half a century, he has developed a framework or structure, based obviously on extensive knowledge of shipping as shown by his previous works. Boyce stresses the importance of networks both for business contacts and for trade intelligence. Not surprisingly, he identifies a business culture which defined the way things were done and which had to be learned. Ethical and moral behaviour was essential given that the paperwork normally trailed behind the business handshake. To a chronological historian, at first glance it may seem a bit “jargon heavy.” However, it is useful and makes sense. What I know of the tramp shipping firm, Glover Brothers, established by three of my great-grandfather’s brothers, fits easily into Boyce’s structure. John Glover, who went to London to work as a clerk in a shipping office, started the firm as shipping brokers with his brother Robert in 1858. He became the chairman of Lloyd’s Register of Shipping from 1899 to 1907. Septimus, the third brother, joined the firm in 1870 from Sunderland, where he had been involved in banking and was a ship owner. He became the chairman of the Baltic Exchange (1898 – 1900) and oversaw the merger with the London Mercantile Exchange. These institutional networks were very important. In 1871, they acquired a small fleet of ships and established the Mercantile Shipping Company. The role of networks is also evident in the list of names of early investors.

Religion offers an additional network, which gets little attention here. The Union Chapel of Upper Street, Islington, London was an important centre. It is where John Glover met Frederick Bolton, initially an underwriter at Lloyd’s and also mentioned in this book. Boyce identified an important Bristol connection but was not clear how it came about. My great-grandfather, the youngest of eight sons, was the first minister of the Tyndale Baptist Church in Bristol (1869 – 1911) and became a prominent figure there. If time and resources permitted, a review of church membership could be fruitful.

The book is naturally strongest where Boyce has archival material to use. The discussion of how men became involved and learned the business relies heavily on the papers of the Bates and Runciman families and their businesses. (Sir Edward Bates, the founder of that firm, was vilified by Samuel Plimsoll in his famous outburst in the House of Commons.) Sadly, many company papers (including GloBros) are gone. Boyce is clear that his data is limited to the records available.

The book is perhaps weakest on the matter of ships and fleets, where Boyce frequently relies upon a secondary source that is not well regarded by those with that subject expertise. Boyce is also let down by another secondary source. On the question of insurance, Boyce makes the statement in a footnote (217n54) that Lloyd's Insurance customarily had a maximum of three-quarters of a vessel's value. Fortunately, he provided his source, which regrettably is unavailable to me. However, that seems to be nonsense. It is not mentioned in Wright and Fayle's *A History of Lloyd's*. Nor is it mentioned by Lowndes in his 1881 *Practical Treatise on the Law of Marine Insurance*, and it is implicitly contradicted by much of the evidence before the Royal Commission on the Loss of Life at Sea, established by Chamberlain following his personal defeat on the merchant shipping bill. Were this the case, Plimsoll's anti-insurance crusade and Joseph Chamberlain's 1884 shipping legislation would have lacked a rationale. The bill was abandoned because of stiff opposition from insurance and shipping circles. (John Glover had a major part in this.) However, these are little quibbles that do not, I believe, impact in any way on Boyce's exposition of how the tramp shipping business worked.

Notwithstanding what I can only describe as the book's obscene price, I enjoyed it and I look forward to the subsequent volumes.

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Iver P. Cooper, *Poseidon's Progress: The Quest to Improve Life at Sea*. Jefferson, NC: McFarland & Company, Inc., www.mcfarlandpub.com, 2024. vii+257 pp., illustrations, bibliography, index. US 49.95, paper; ISBN 978-1-4766-9446-7 (print); ISBN 978-1-4766-5202-3 (ebook).

For those who went to sea from the seventeenth through the early twentieth centuries, the prospect of a rough life aboard ship was often confirmed by bad air between decks, foul water, poor nutrition (for at least part of the time), illness from contagious disease, injury, collision with ship or shore, and the threats of fire and drowning. Iver Cooper's book addresses the many technical advances that attempted to make a life at sea safer and more comfortable. It is an interesting foray into these many developments and will certainly promote further research.

Cooper divides the problems and their various solutions across nine chapters. The topics covered include air quality aboard ship, drinking water and purification, nutrition, the watch system and bedding, staying dry and afloat, lifesaving gear, safety at night, fires and contagious disease, and heating, cooling, and waste disposal (of all kinds). Brief synopses are given of incidences that led to the innovations being discussed or of ships in which