

any community. Be sure to notice the girls in their Nantucket Duckling Hats on page 16 and the seemingly repeat appearances by the toddler on pages 11, 49, 140, 174, and 175. Life is not all summer sun and seaside days. Snow, Santa, and Christmas lights bring their own magic to the end of the year and this book.

Author Tara Moss and photographer Rebecca Love have infused their own familiarity of and appreciation for Nantucket into these pages. For lovers of the sea and its shores, *Nantucket* is a playground for the mind. A book to be perused, put down to be savored again and again, as long and as often as waves lap the shore.

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**Nelson, Thomas M. and Jerald Podair. *Wrecked: The Edmund Fitzgerald and the Sinking of the American Economy***

**Michigan State University Press, 2025**

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“At seven PM the main hatchway caved in” sang Gordon Lightfoot in his 1976 folk-rock ballad “The Wreck of the Edmund Fitzgerald.” Except every time he performed it from 2010 until his death in 2023, he sang: “At seven PM it grew dark, it was then.” Lightfoot changed the lyrics in response to the 2009 episode of the television series *Dive Detectives* which presented compelling evidence to show that a rogue wave, not unsecured hatches, caused the *Edmund Fitzgerald* to sink in November 1975 (67). The continuing interest in the song and the shipwreck demonstrate the enduring legacy of the *Edmund Fitzgerald* 51 years after it sank. In their new book *Wrecked: The Edmund Fitzgerald and the Sinking of the American Economy*, Thomas M. Nelson and Jerald Podair focus on the legacy of the “Fitz” and its place in a broader story of American industrial and economic decline.

Published in 2025 to coincide with the fiftieth anniversary of the sinking, Nelson and Podair do not seek to recreate the fatal final voyage of the ship, leaving definitive pronouncement on the causes of the wreck to others. Rather, the book aims to “place the *Edmund Fitzgerald* in a bigger, more significant historical context than other works have done” (xv). Overall, the book is more about the crew and their legacy rather than the ship itself. The main argument of the work reflects that focus, as the authors argue that “the men of

the Fitzgerald were heroes... The Fitzgerald's bread and butter, taconite ore, fuelled a surging manufacturing economy upon which millions of households depended for their livelihoods" (158). Without the *Fitzgerald* and its crew there would not have been any American manufacturing and economic success, and the wrecking of the ship serves as a metaphor for America as a whole.

The book and its eleven chapters are structured to advance this argument. Only the first chapter examines the final voyage and the sinking itself. After this initial analysis of the wreck, chapter four, on the response of the United States Coast Guard (USCG) to the sinking, is the only other chapter that deals with the sinking or how its immediate aftermath unfolded on Lake Superior. Four of the 11 chapters focus on the broader economic history of the United States and the American shipbuilding industry in the post-Second World War era, while another four examine the personal and legal legacy for the families of the victims. The final chapter, "Great Nations Build Things," is a summary and call to action by the authors, arguing that to honour the legacy of the *Fitzgerald* its crew, America must invest in its industry and by extension its workers.

As the last chapter most clearly demonstrates, the authors' politics are central to their work. Nelson is a politician who has held elected office at the county and state levels for the Democratic Party and has published on the history of organized labour in the Great Lakes region. Unsurprisingly, given Nelson's experience, the book openly advances a particular brand of left-wing politics that is traditionally associated with labour unions and working-class America. While one could disagree with some of the positions the authors advance regarding the role of government subsidies to heavy industry and positions on tariffs, the authors are genuinely committed to their politics. That passion and dedication to the plight of the many people negatively impacted by de-industrialization in the American Midwest effectively elicits sympathy from the reader.

The thoroughness of the authors' research into the topic is one of the strongest aspects of the book. Not only have they drawn on textual and audio-visual sources, Nelson conducted dozens of oral history interviews with family members and friends of the crew, as well as those involved in the various legal challenges stemming from the wreck. Nelson was the first to record the stories of many of the interview subjects. His work to ensure that the stories of those who lived through the sinking of the *Fitzgerald* is recorded and promulgated deserves tremendous credit.

The largest issue with the work is its organization. As discussed above, the chapters are grouped into three different themes: an analysis of the events on Lake Superior around 10 November 1975; an economic history of American

shipbuilding, the labour movement, and the deindustrialization of the American Midwest; and finally, the stories of the families of the victims and their quest to get compensation and recognition for their family members. However, while in the preface to the book the authors group the chapters in this manner, the actual organization of the book itself spreads them out without any clear logical progression between the different sections. As a result, the broader narrative arc is lost, leading each chapter to read like a stand-alone journal article instead of a part of a cohesive whole. There is a compelling story in the book about industrial decline, resilience, and the repeated use of the metaphor of a wreck. Yet it is hard for the reader to follow due to the organization of the chapters and a lack of clear transitions between the chapters.

Overall, readers interested in a detailed reconstruction of the last days and hours of the *Edmund Fitzgerald* will be disappointed by this work. Similarly, those looking for a dispassionate economic history of Great Lakes shipping and industrial decline in the later half of the twentieth century will also find the work lacking. However, anyone seeking to understand the legacy of the ship's sinking and the personal, political and economic legacy of 10 November 1975 will be well served by this new contribution.

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**Neufeld, Matthew. *Early Modern Naval Health Care in England 1650–1750*  
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274 pp., maps, notes, bibliography, index

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CA\$39.95

Matthew Neufeld's *Early Modern Naval Health Care in England 1650–1750* is an expertly researched work that will resonate with readers from a variety of backgrounds. It is also written at such a level that it manages to speak to academic and expert-level readers without being inaccessible to those who might simply be curious! Neufeld offers an in-depth look into health care for sailors in England within a chronologically inspired narrative framework that builds throughout the book. The author's continued focus on the spaces where care takes place and who provides that care throughout the period unites the chapters.

The narrative examines the continual struggle to provide appropriate care for seamen (including the spaces in which that care was given) and to pay for said care work. Although each period, represented in the various chapters,