

## BOOK REVIEWS

Stephen Baines. *The Yorkshire Mary Rose. The Ship General Carleton of Whitby*. Pickering, N. Yorks.: Blackthorn Press, 2010. vi + 169 pp., illustrations, appendices, bibliography, index. UK £14.95, paper; ISBN 978-1-906259-20-4.

Stephen Baines, whose ancestors were mariners, tells the story of the merchant ship *General Carleton of Whitby* (1777) that sank off the coast of Poland. The vessel carried Baltic cargoes of timber, iron, beer, and tar. One of the most riveting parts of the account is the details about the archaeological recovery of a large collection of well-preserved sailors' clothing from the wreck, providing insights into the seamen and their links to coastal towns in northeastern England. Using the shipwreck as a centerpiece, the author weaves in discussions about related historical topics such as shipbuilding, press gangs, privateers, the Baltic trade, and the American Revolutionary War.

The book is chronologically organized starting in 1728 and ending with the wrecking event in 1785. The historical narrative is peppered with details about families and personalities involved in the shipping trade. These include families such as the Campions, Holts, Boulbys and Truemans — ship-owning business partners, master mariners, apprentices and even cooks. Baines also addresses the role of women, most frequently widows, as active participants in the management of maritime affairs. The women, like Margaret Campion, were “bred to the sea” and surviving portraits show that she “was not a woman to cross”. The appendices are very useful and include a list of the seamen on board and the dates of their service.

The quality of the book as an

academic resource could have been greatly enhanced by the use of footnotes or citations referencing the author's sources of information. Within the text, the author does occasionally mention sources like ships' log books, sea shanties and receipts for repair or equipment. Muster rolls are a key source, it seems, connecting crew members to clothing and other personal possessions and establishing a platform for discussions about life on board. For example, seaman John Nodding might buy his clothes from slop shops but would repair them with his own sewing kit containing pins, scissors, sewing palm and thimbles. Five artifacts bear carved initials leading to speculation about ownership. Most are personal items like combs, a cut-throat razor and a pen knife.

In contrast to most literature about shipwrecks, this book pays less attention to the shipwreck, the wrecking event itself, ship re-construction or the archaeology project. This is a story about the ship, artifacts and the people involved. In short, it connects the material culture to a regional society and a maritime sub-culture. Most of the clothing recovered from the shipwreck came from the stern section of the vessel and most likely belong to the master, the mate and their servants. Hats, coats, and shoes soaked in tar are of international significance to historians and archaeologists as there are few illustrations of working dress from that period. The study of these items also highlights the habit of recycling materials. Pieces of cut sail canvas were stitched over a worn-out felt hat, wool was recycled into another fabric called shoddy and old garments turned into mattresses and upholstery. These artifacts now reside in the Maritime Museum in Gdansk, Poland,

where the collection is undergoing conservation treatment.

The book contains a number of distracting formatting omissions such as the lack of a list of figures in the table of contents, figure numbers out of sequence and inconsistently formatted, as well as footnote numbers referring the reader to additional commentary placed sometimes before, and other times after, punctuation marks. Another missing element was some form of acknowledgement below the figures of the historical collection or source where it was obtained. It seems as if the manuscript needed another round of editing. The appendices present an interesting and useful potpourri of information from a knitting pattern for “making your own *General Carleton* Woollen Hat” to definitions of English ship tonnage, money, and period measurement of length, distance and depth.

The book would be a useful complement to anyone interested in English maritime history, especially the coastal trade. It fills the gap in libraries stocked with the more popular and glamorous literature about Royal Navy warships and English East and West Indies trade. For maritime archaeologists or students of maritime archaeology, the positive identification of the shipwreck through relevant historical documentation and the presence of the ship’s bell provide a dated, eighteenth-century maritime artifact type collection for comparative research purposes.

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John M. Bingeman. *The First HMS Invincible(1747-58): Her Excavations (1980-1991)*. Oakville, CT: The David Brown Book Co., Oxbow Books, www.dbbconline.com, 2010. viii + 198 pp., illustrations, bibliography, CD-ROM. US \$80.00, hardback; ISBN 978-1-84217-393-0.

All too often, excavations and the material published by “amateur archaeologists” tend to be considered substandard to the work of professional archaeologists. This is not the case with John Bingeman’s research and he delivers another quality piece of work about a noteworthy vessel with heavy implications for historians and archaeologists alike. The Solent waters and coast of southern England, with its natural harbours, has been heavily used by ships since the Roman occupation of Britain (43-310 A.D.). It is not surprising that this area boasts a large number of wrecks, most notably the *Mary Rose* (1509). On 19 February 1758, the first Royal Navy ship named *Invincible* came to rest in those same waters, in an area known as the Horse Tail. Once the initial salvage efforts ceased, none of her cargo or structures would see the surface again for over 200 years. In 1976, the first artifact came topside when a fisherman accidentally trawled up a pewter jug. Through a series of events, Bingeman became the license holder of the site.

Bingeman bolsters the extensive fieldwork completed over more than a decade with intricate drawings, photographs, and diagrams (not to mention the CD-Rom with the artifact Access database). His book stands as testament to the 29 years he invested in documenting the wreck. Ranging from ship construction to new artifact discoveries and major historical implications, Bingeman presents a stem-to-stern account of the Royal Navy’s first *Invincible*.

Although intensive excavation ceased in 1991, Bingeman remains in control of the site, serving as a watchful caretaker of the precious resource. The narrative commences with a look at the French construction of the *Invincible*, turns to a study of the ship’s service and ultimate foundering, covers the excavations, and culminates in a stunning study of the artifacts and their historical significance.

Bingeman achieves his goal of creating a document for modeling and discussing which artifacts might be present on similar ships from the same era. Since the book focuses heavily on the artifacts and their historical significance, the author's discussion of the archaeological investigation does not receive much attention. It should not be dismissed, however. Despite management problems, mounting personal expense, and underhanded business dealings around him, Bingeman held on to the license and persevered to see the excavations through and ensure the proper conservation and study of the finds.

A casual reader, flipping through the book, might view it as simplistic due to the large number of pictures. The images are essential, however, as they elucidate the material being discussed and provide the reader with a visual sense of the items found on board an eighteenth-century ship-of-the-line. Bingeman brings this point to bear throughout the artifactual survey using the information to emphasize this data can be applied to similar ships. For example, Bingeman's excavations and artifact research offers an earlier date for army buttons than was previously known or accepted. In all, this book showcases some of the problems that can be encountered in an underwater archaeological study and the rewards of perseverance. Undergraduates, graduates and professional archeologists will find Bingeman's account useful as well as fascinating. Those interested in maritime history, ship construction, archaeology or just in history will also find this a valuable resource.

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### **Caveat Emptor**

Thomas A. Brassey, John Leyland, Henry Thursfield. *Brassey's Naval Annual (1902)*.

ON DEMAND REPRINT. General Books, www.general-books.net, 2010. 248 pp, index. US \$52.34, paper; ISBN 978-1-151-73879-0.

Earlier this year, I noted that reprints of 1890s Brassey's *Annuals* were being advertised on-line. I have number of original 1880s and 90s issues and thought I might "fill in the gaps"; however I put off doing so, and recently found that only the 1902 issue was available, which I ordered. Others thinking of doing the same deserve to know exactly what they will be getting, so I have volunteered this review.

The supplier states frankly that illustrations, plans, diagrams, tables and maps are not included and that misprints and other errors are to be expected, attributing this to the age of the originals (though my own much-used copies, which I have had for fifty years, are in perfect condition.) The reason is the method of reproduction. Anyone expecting photographic facsimiles, as in the reprinted *Jane's Fighting Ships*, will be disappointed. It is explained in the publication data at the front of the book that the original was scanned by a robot which automatically flipped each page and the typing, proofreading and design was automated using Optical Character Recognition (OCR). While this method may work for some books, it is not suitable for publications like Brassey's *Annuals*, where the omitted diagrams and tables as well as W. F. Mitchell's illustrations are important features. This does not mean that the volume is valueless. The text of the original can be followed, with a bit of patience on the part of the reader, once it accepted that there are no chapter or paragraph divisions, and that monetary symbols and French accents transform unpredictably. Some headings occasionally appear, apparently at random and there are pages that are quite meaningless, probably where the robot attempted to read a table.

The text content of the 1902 issue followed the arrangement of its predecessors. A review of the progress of navies during the previous year is followed by a detailed account by H.G. Thursfield of the 1901 British manoeuvres which were on a very large scale. The French manoeuvres, which involved the combined Northern and Mediterranean squadrons, were also wide in scope and German and Russian exercises are described. There is an essay by John Leyland discussing the possibilities of a successful invasion of the British Isles and, interestingly, Germany is mentioned as a danger, not just France (and note that Childers' *Riddle of the Sands* was not to be published until the following year). The next section deals quite extensively with the development of submarines, with which all naval powers, France in the lead, were busily experimenting. The chapters on guns and armour suffer from the lack of illustrations and tables; then personnel matters and estimates are covered, though hard to decipher. The last text section is a repeat of an article or long letter which Lord Brassey sent to the *Times* recommending which ships should be on distant stations, suggestions which were in agreement with Admiral Fisher's views. There is an index, but the page numbers refer to the original publication, not this reprint.

Is the book worth the price? A contemporary view of such matters as early submarine development or the development of fleet tactics as revealed by the largely uncensored accounts of manoeuvres could be useful to someone studying those matters, but a full set of the original annuals is what is really needed. I would have to say that this reprint is not the best value.

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D. K. Brown. *The Grand Fleet: Warship Design and Development 1906-1922*.

Seaforth Publishing, [www.seaforthpublishing.com](http://www.seaforthpublishing.com), 2010. 208 pp., illustrations, tables, appendices, notes, bibliography, glossary, index. UK £ 16.99, paper; ISBN 978-1-84832-085-7.

Rarely is the "Grand Fleet" considered in isolation from the "High Seas Fleet," an exercise that conjures up images of the battles of Heligoland Bight, Dogger Bank and Jutland. Many are familiar with the photos of the near-instantaneous incineration of HMS *Invincible* or Beatty's own flag-ship, HMS *Lion*, being hit. On his flag bridge, we can imagine Vice-Admiral Beatty who, after witnessing the utter destruction of two of his battle-cruisers, HM Ships *Indefatigable* and *Queen Mary*, within thirty minutes of each other, made his famous remark: "There seems to be something wrong with our bloody ships today." Trying to discover what that "something" was would occupy the naval architects of the Royal Navy for many years and their often limited success would find form in chilling messages received from ships at sea even as late as 24 May 1941 and beyond.

This book goes a long way to describing what that "something" was by providing detailed analyses of every class of vessel used by the Grand Fleet. Though written by a naval architect, the glossary and abbreviation references in the book allow anyone with a basic understanding of ships to come to grips with the complicated issues involved in designing and building something as complex as a warship. The first two parts of the book introduce the reader to pre-war design and development. From machinery and accommodation to weaponry and ammunition, there is a complete examination of how the RN was approaching every problem. There is much information on pre-war attack and defence trials and how the results of such trials were then incorporated into later variants of the

ship classes. These two sections provide all the background for perhaps the most interesting part of the book — the effects of wartime experience on ship design. There are a great number of photographs, charts, diagrams and notes to help the reader understand the intricate technical issues.

Part Three of the book assesses action damage. Here again there is much useful information. There were several important questions about the Battles of Coronel and the Falklands I thought I would follow up. Would the presence of HMS *Defence* with Craddock's squadron at Coronel have prevented the loss of four Canadian midshipmen? Perhaps, but probably not. Brown assesses the big armoured cruisers as being "old, both in years and in concept" (p.159). With only marginally better protection, speed and firepower, *Defence*'s fate would most likely have been the same as that of HMS *Good Hope* and *Monmouth*. At Jutland, *Defence* was hit aft, causing the after 9.2-inch magazine to explode. The fire moved forward along the ammunition passage to each of the 7.5-inch casemate guns, then got to the forward 9.2-inch magazine which also exploded. The ship disappeared from sight and it was believed that it had been reduced to fragments.

In another example, Arthur J. Marder, in Volume 2 of his work *From Dreadnought to Scapa Flow*, tells how Admiral Von Spee missed a "heaven sent" opportunity to shell Admiral Sturdee's ships leaving Port Stanley Harbour in the Falklands by not keeping his squadron concentrated. Would the Battle of the Falklands have turned out differently if he had? The way the battle actually unfolded, *Invincible* was hit by twelve 8.2-in shells, six 5.9-in shells and four other types with little resultant damage — even though at the ranges they were fired, the shells would be considered plunging fire. As the author

points out, however, battle-cruisers stood up to shell fire quite well as long as their magazines did not explode. The point here is that *Grand Fleet* has all the information necessary for an educated guess as to what might have happened if the exit of Sturdee's ships from Port Stanley had been opposed.

One ship that benefited only marginally from "war experience" was HMS *Hood*. A redesign after the lessons of Jutland resulted in extra armour but reduced speed, an unsuccessful compromise between the ship's pre-war and post-war capabilities.

The only thing I thought missing from this section was some reference to HM SM *H-8*, which, severely damaged by a mine, was successfully brought home by the Canadian-born captain, Lieutenant B. L. Johnson. It was an extraordinary feat of seamanship from which I would have assumed there must have been some lessons learned. But that is only a minuscule omission.

The final section of the book on post-war ship design up to the Washington Conference is also a fascinating exposé of how the treaty affected the construction of HM Ships *Nelson* and *Rodney* along with details of new battle-cruiser designs. Apart from being an extraordinary reference work, *Grand Fleet* is also a most enjoyable read. Clear, concise and well laid-out, it contains important information from cover to cover and would be a tremendous asset to the library of any current or former 'naval persons.'

It was interesting to learn that HMS *Rodney* suffered a great deal of blast damage while firing those great 16-inch guns at Bismarck. The upper deck was badly distorted, fittings were dislodged and even below decks, pillars were bent and broken. Of course, that was 26 – 27 May 1941. The chilling message from ships at

sea 24 May 1941 was simply “HMS HOOD has blown up.”

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Anthony Burton. *Tracing Your Shipbuilding Ancestors. A Guide for Family Historians*. Barnsley, S. Yorkshire: Pen & Sword Books Ltd. www.pen-and-sword.co.uk, 2010. xii + 125 pp., illustrations, further reading, index. UK £ 12.99, paper; ISBN 978-1-84884-096-6.

For many individuals conducting personal genealogical research or retracing their ancestral history, the task can seem daunting and tiresome, with no assurance that valuable information will come from the countless hours of research. At the same time, studying the history of British shipbuilding can prove to be as equally daunting and time-consuming. In *Tracing Your Shipbuilding Ancestors: A Guide for Family Historians*, Anthony Burton provides historians with the necessary research methods and tools to successfully track their ancestors. Not only about genealogy, Burton’s book offers an informative and intriguing depiction of British shipbuilding and the various labourers in the trades it involved.

Burton’s attempt to trace his own shipbuilding ancestors led him to encourage others to do the same. He has created a concise and interesting history of British shipbuilding from medieval mariners to modern shipbuilders designed to help readers trace their ancestors through each period of time. Burton focuses on the themes of shipbuilding and retracing family ancestry, while discussing the outside factors that affected the maritime industry, the sources available to family historians, and the ways in which historians should use the sources at their disposal.

Anthony Burton is not a stranger to writing history. After leaving a job in publishing in the 1960s, Burton pursued a

career in writing, with particular emphasis on transport and industrial history. He is the author of numerous books including such works on British maritime history and shipbuilding as *The Past Afloat*, *The Rise and Fall of British Shipbuilding*, and *The Daily Telegraph Guide to Britain’s Maritime Past*. He is an exemplary authority on the history of British shipbuilding and maritime industries. *Tracing Your Shipbuilding Ancestors* is one of the exceptional works in the Family History Series from Pen & Sword Ltd., which includes informative guides on tracing your ancestry through various occupations and ethnicities.

Burton expresses his thoughts and themes clearly within the first pages of the book. He is consistent and maintains his primary thesis throughout the text. The organization is easily understood making the book comprehensible to a broad audience. Chapter one focuses on the process of beginning research and what sources to use to create an accurate family history. These methods are useful for any historian researching a family’s hidden past. The author includes vital initial steps such as talking to your family to gain a better understanding of the research you will need, searching through published sources and museums, creating basic family history documents, and lastly, researching published shipbuilding archives.

The remaining chapters encompass the rich history of the island nation that became a supreme naval power during the early modern era. Subsequent chapters begin with a general history of a specific era in shipbuilding (i.e. “The Wooden Ship,” “A Time of Change,” “The Age of Steam,” “A Golden Age,” “War and Depression,” and “Decline and Fall.”) After reviewing the basic history of British shipbuilding and sailing, Burton explains the valuable research tools and sources that historians can use to discover new information

concerning their shipbuilding ancestors through each century. The author is consistent in the presentation of his information and it is more than suitable for an academic and popular audience. Burton's sources are informative and he uses them not only as supplemental information, but also to support his primary thesis.

Burton explains his ideas in an enlightening and well-versed manner, using maps and images to enhance the text. An extensive index and list of further readings include valuable sources for research and reading pleasure. Although certainly useful, the information Burton provides is often littered with culturally-specific references that might be more familiar to British audiences than American readers. Despite this minor issue, most audiences will find this book both interesting and useful.

Anthony Burton's *Tracing Your Shipbuilding Ancestors: A Guide for Family Historians* makes a significant contribution to the fields of transport and industrial history. It combines his previous work with informative details on researching family history. This book will make a great addition to any collection concerning small scale, maritime ancestral history. Burton's hard work and dedication culminated in a fascinating and interesting read on a subject that many readers might overlook.

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John Laurence Busch, *STEAM COFFIN: Captain Moses Rogers and The Steamship Savannah Break the Barrier*. Chicago, IL: Distributed in North America by Independent Publishers Group, [www.ipgbook.com](http://www.ipgbook.com), published by Hodos Historia, LLC., [www.steamcoffin.com](http://www.steamcoffin.com), 2010. 726 pp., illustrations, maps, appendices, notes, bibliography, index. US \$35.00 (CAN \$39.00), cloth; ISBN 978-1-893616-00-4.

John Laurence Busch details the nineteenth-century technological revolution in transportation set in motion by Robert Fulton's steamboat. This well researched book focuses on the life of Captain Moses Rogers and the way a steam vessel capable of overcoming the vicissitudes of the sea, as opposed to river and lake transportation, was designed. The innovative *Savannah*, a vessel known to some as the "steam coffin," radically changed commercial ocean travel forever.

By the dawn of the nineteenth century, steam as a means to propel a vessel on water was a novel idea that worked, but it was restricted to relatively small boats on inland waterways and relatively placid waters. To transform this vessel into a ship capable of a transatlantic crossing, many problems had to be overcome; for example, an engine had to be designed that was capable of moving a large craft in rough seas. It had to be decided whether it should be a high- or low-pressure engine. Copper boilers would be best, but very expensive, so instead iron, which is corrosive in salt water, would be used to produce steam at sea. The massive engine had to be strategically placed so that its vibration would not shake the vessel apart. How would its placement affect the ship's centre of gravity? Cheap, abundant wood would have to be used as fuel because coal was not readily available, although it provided far more energy per ton. If one got into trouble at sea, the ship had to be capable of sailing under canvas, but a rig design would have to be chosen that would work best with paddlewheels on the sides of the vessel. There were dangers since a wooden ship with inflammable sails and rigging could easily catch fire from a furnace in its hold.

The Revolutionary War's first submarine (*Turtle*) used propellers for power, but side paddlewheels, similar to ubiquitous waterwheels, were the norm for steamboats at the time. Unfortunately, in a

turbulent sea, one wheel might be pushed totally under water as the opposite wheel rose to spin in air. Besides being inefficient, side wheels were prone to breakage and could capsize the ship. The paddlewheels had to be capable of being folded or disassembled to eliminate the drag. The problem of choosing the best hull design to contain this bulky engine and still move through the ocean with relative ease was complicated by the fact that the crew had to be able to repair the complex machinery at sea. When all these problems were solved, would there be sufficient space for passengers and cargo so that the ship could be profitable? Finally and crucially, a captain and crew had to be found that were both skilled and brave — courageous enough to sail this “steam coffin.”

These are just a few of the issues that are explored in the STEAM COFFIN, the tale of the building and sailing of the first oceangoing and later transatlantic steamship. The economics of innovation via venture capitalists and corporate competition are part of the background to this tale. By chance, President James Monroe briefly sailed onboard the *Savannah* and came up with the idea of arming steamships for the United States Navy. This later opened a new chapter in warship development.

When it was first sighted in European waters during its inaugural voyage, the *Savannah* was thought to be on fire as it steamed toward landfall. A revenue vessel was dispatched to its rescue unaware that a steam ship had crossed the Atlantic partly under steam power. The description of this voyage features many calamities, frustrations, follies and heart rending triumphs as it steamed and sailed to its unusual final destination of Saint Petersburg, Russia, bypassing the more industrially advanced western European nations. The *Savannah* then returned to the United States to become the centre of a

Washington political controversy.

Busch addresses the political and economic history from the early nineteenth century into the 1820s, plus important episodes of history that affected the evolution of the steamboat. The author also furnishes biographical information about all the players who were involved in the enterprise, especially Captain Moses Rogers and his family. Ironically, both Rogers and the *Savannah* met their mutual demise many miles apart, but almost on the same day.

The author gives the reader a great deal of nautical background information useful for a casual reader, but superfluous to a maritime historian. Although the essential subject matter is thoroughly covered, the book is overly long and could have benefited from editing since the many digressions detract from the book's impact. Busch also makes occasional minor errors. For example, a crewman who might fall overboard had little to fear from alligators in a tidal harbour — alligators are found in fresh or brackish water. His explanation of the physics that causes hull “hogging” is incorrect, and he wrongly credits Sir Robert Seppings for inventing diagonal braces to prevent this untoward phenomenon. Joshua Humphreys used wooden traverse bracing to stiffen the hull fore and aft in America's first naval vessels in the late 1790s. In 1830, Seppings improved on the stiffness design by using iron diagonal bracing improving ship sea worthiness in storms and high seas.

The breadth and depth of the historical record Busch uses is impressive. Most valuable is the detailed descriptive account of the adventures of Captain Moses Rogers and his relationship with the steamship *Savannah*. Basing his work on manuscripts and contemporary newspaper articles, the author provides an abundance of detail about the historical characters that created, participated in and/or witnessed the voyage of the *Savannah*. Busch has written a colourful narrative from many disparate

sources, the maritime history of the true first ocean-going steamship. His extensive bibliography and multileveled index (people, vessels, subjects) covers 114 pages (almost 15 percent of the book), useful starting points for scholars. In summary, STEAM COFFIN is a well-written comprehensive work. Perhaps somewhat overly long, this book about a seminal maritime transportation advancement that should be a welcome addition to any historian's library.

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Rodney Carlisle. *Sovereignty at Sea: U.S. Merchant Ships and American Entry into World War I*. Gainesville, FL: University Press of Florida, www.upf.com, 2009. xviii + 232pp., illustrations, tables, notes, bibliography, index. US \$69.95, cloth; ISBN 978-0-8130-3420-1.

Rodney Carlisle, author of *Sovereignty at Sea*, concludes, through a careful analysis of the United States' internal and foreign policy, that the motive for America's entry into the First World War was based solely on nautical (specifically merchant-mariner) issues. After providing an appropriate amount of historical context, Carlisle argues that the destruction of the *Vigilancia* in mid-March 1917 heralded the beginning of the end of America's formal neutrality, and that the destruction of the ESSO tanker *Healdton* six days later was the straw that ultimately broke President Woodrow Wilson's obstinate back (as he was viewed by his detractors, i.e. Theodore Roosevelt).

The years leading up to the Great War were characterized by declining maritime trade for the United States. This was symptomatic of low wages and often-inhumane work conditions. As Carlisle states in his introduction, maritime life was often the last and final hope of the desperate and the destitute — conditions did not

matter to employers as long as the work got done. Reform began on the west coast, allegedly by Andrew Furuseth, a union secretary in San Francisco; it was not until later, supported through necessity by Wisconsin senator Robert LaFollette, that any improvement was truly achieved. As early as 1915, the transition from sail to steam was nearly complete, heralding a new era for American-based merchant mariners. Of course, nearly 30,000 sailors were left jobless by the stability and reliability of the new technology being adopted.

A veritable arms-race of naval technology arose among British, French, German and American shipping firms. Carlisle attributes what could be termed a "soft cause" of the war (or at least, the factor that eventually proved problematic for Wilson's administration) to the concept that all vessels registered in the United States represented floating pieces of sovereign American territory, making any attack on such a vessel an attack on U.S. "soil." This mindset was particularly useful to the War Hawks, such as Theodore Roosevelt, at the end of 1916 when there were reports of increasing American casualties, especially as more and more American civilians travelling on British vessels were taken prisoner or killed. When the war began, however, the tenets of naval sovereignty penned by Hugo Grotius in the seventeenth century were regarded as protection enough by the majority of the American government. In fact, such was their arrogance (albeit in retrospect), that the Americans viewed "neutral trade" as an inalienable right. The introduction of unrestricted U-boat warfare soon brought that illusion crashing down around the smoke stacks of the American merchant mariners.

Attempts to formulate international laws governing maritime principles of wartime conduct fell on their faces. The efforts made between 1890 and 1910, rather

than protecting anyone and everyone (as an effective mutual defence pact would) instead bound cautious and reluctant allies to one another in a race of mutual deterrence...and in fact, escalated the war when it came in 1914. The Declaration of London (1909) met a similar fate when it failed to be ratified. Carlisle obliquely suggests that, had the Declaration been ratified, 132 American vessels could have been saved and the U.S. might never have entered the war. Carlisle identifies 11 key vessels (*Vigilancia*, *Lusitania*, *Gulfight*, *Nebraskan*, *Leelanaw*, *Lyman M. Law*, *Algonquin*, *City of Memphis*, *Illinois*, *Healdton*, and *Aztec*) as the focus of American public imagination and as being the primary maritime catastrophes that forced Wilson to capitulate to the Hawks in Congress and, reluctantly, bring the United States of America into the First World War. Carlisle spends much of the book portraying Wilson as a strong leader dedicated to Washington's edict that the United States should not become embroiled in foreign wars, while simultaneously, he reveals how public opinion shifted as casualties mounted, and led to attacks (*ad hominem* or otherwise) against Wilson by his political opponents. Carlisle does not fail to illustrate the doubts held by Wilson and his own supporters, balancing his account in quite an acceptable manner.

Carlisle's narrative is uncluttered by extraneous information, leaving his evidence easily read, and his logic unencumbered by irrelevancies. On one hand, *Sovereignty at Sea* reads partly as a political treatise, partly as an historical account, and partly as a "public interest" column in a modern newspaper. On the other hand, Carlisle's thesis is clearly stated and the content of the monograph is carefully restricted to that which will support the salient points of his argument. Bibliographically, Carlisle (understandably) relies heavily on contemporary, publically

available sources (i.e. newspapers), but shores up his research with extracts from legal journals, official histories, personal papers and memoranda. Most importantly, his research is not limited to English-language sources: he has cross-referenced his research with German sources as well, though his reliance upon *secondary* German sources presents a weakness in his research methodology.

As historical monographs go, *Sovereignty at Sea* is a remarkable example of careful and meticulous authorship. It is not a survey of a period, but is a deliberately constructed argument to support a specific thesis. While it reads as "popular history," it is strongly recommended for anyone who wishes a concise reevaluation of the "whys" of Wilson's decision to bring the United States into the First World War.

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L.D. Cross. *The Quest for the Northwest Passage. Exploring the Elusive Route through Canada's Arctic Waters*. Toronto, ON: James Lorimer & Co. Ltd., www.lorimer.ca 2010. 152 pp., illustrations, maps, bibliography, index. CDN \$9.95, paper; ISBN 978-1-55277-432-8.

L.D. Cross is a member of the Professional Writers Association of Canada. *The Quest for the Northwest Passage* is her third book in the series: *Amazing Stories*.

This story is introduced by a brief prologue, followed by seven chapters covering the endeavours of all the well-known and well-chronicled seekers of the Northwest Passage (NWP). Cross begins with the Inuit, who, it could be argued, were seeking littoral lands to the east of Siberia to support an expanding population, rather than seeking a passage from east to west for ocean-going vessels; then the Norse sagas receive cursory recognition of their 400 years of established habitation in south-west

Greenland, from which they explored eastern North America.

European interest in finding a direct westerly sea route from Europe to Asia was led by John Cabot in the *Matthew* in 1497. He was followed by a parade of Europeans who sought the NWP employing expeditions, by sea and by land, in the sixteenth, seventeenth and eighteenth centuries, and the first half of the nineteenth century. These ventures reached a zenith in the most modern polar expedition of its time led by Captain Sir John Franklin, RN. Known as the Franklin Expedition, 1845, the men and ships were last seen by whalers in northern Baffin Bay on 26 July 1845, after which the expedition was never heard from again. Following three years of silence, the British government, and private sponsors, principally Lady Franklin and the Hudson Bay Company (HBC), underwrote several relief expeditions, (1848-59). Five years passed before any trace of Franklin and his expedition was found.

Of the many relief expeditions and search parties, three, those of Commander Robert M'Clure, RN, Dr John Rae, for the HBC, and Captain Leopold M'Clintock, RN, made significant findings.

In 1850, M'Clure, commanding HMS *Investigator*, entered the Arctic Ocean from the Pacific. He wintered in Prince of Wales Strait (72 40N 118 30W) 1850-51, then retraced his track, south and west of Banks Island and wintered again in an inlet on its north coast, that he named "Bay of Mercy" (74 06N 118 58W). The following spring, 1852, M'Clure led a sled party across what is now known as M'Clure Strait, to Winter Harbour (74 47N 110 39W), Melville Island, where Parry (from the Atlantic) had wintered in 1819. Thus was completed, albeit on foot, the last link in one of the routes of the Northwest Passage. In 1853 M'Clure abandoned *Investigator* in Mercy Bay, and together with the surviving members of his crew,

eventually reached England in September 1854. In spite of protests and counter claims, M'Clure and his crew were awarded an Admiralty prize of £10,000 for their discovery of one of the routes of the Northwest Passage.

In 1853, Rae, under HBC direction, was returning from Pelly Bay (68 50N 90 10N) to the Castor and Pollux River (68 28N 93 54W), when he met with Inuit who told him of the fate of the Franklin ships. From them, Rae obtained relics indicating the end of the Franklin expedition. He returned to Repulse Bay (66 31N 86 15W) in 1854 with his dramatic news. For determining Franklin's fate, Rae received a reward of £10,000.

In 1857, M'Clintock was appointed by Lady Franklin to command the *Fox*, a steam-yacht she had bought and outfitted for this, her fourth expedition. In 1859, in the vicinity of Cape Felix (69 55N 98 05W), King William Island, a sledge party from the *Fox*, icebound at Port Kennedy (72 02N 94 19W), found written evidence that Sir John Franklin had died in 1847.

Fifty years after McClure abandoned *Investigator*, the Norwegian explorer, Roald Amundsen, began the first successful transit of the Northwest Passage by ship. Beginning from Oslo Fjord, 16 June 1903, Amundsen and six companions, aboard the 47-ton fishing boat, *Gjoa*, proceeded by way of the west coast of Greenland, Lancaster Sound, (74 10N 85 00W), Peel Sound (73 00N 96 10W), east and south of King William Island to Gjoa Haven (68 38N 95 53W), from where magnetic observations were conducted in 1903-05.

In the spring of 1905, the *Gjoa* proceeded west, between the Arctic Islands and the mainland coast of Canada, to Herschel Island (69 35N 139 02W) where (icebound) she wintered, 1905-06. From Herschel I., Amundsen sledged to Eagle City to telegraph, on 5 December 1905, the

news of their successful passage. Returning to the *Gjoa*, Amundsen and company arrived at Nome Alaska (64 30N 165 25W), 31 August 1906.

In the journey from Peel Sound, east and south of King William Island and west to Dolphin and Union Strait (69 00N 114 30E), Amundsen had navigated the last unsailed link for one of the routes of the Northwest Passage.

Following this epic transit of 1903-06, a total of three transits were made during the next 50 years. The *St. Roch*, of RCMP fame, made a transit, west to east, in 1940-42 and a return east to west transit in 1944, (the first single-season transit). Ten years on, HMCS *Labrador* made a transit from east to west in 1954, the first vessel of significant size, (6,900 tons displacement) and to date, the only Canadian naval ship to transit the Northwest Passage.

The final two chapters of this “*Amazing Story*,” “Who Owns What?” and “Climate and Controversy,” reiterate the positions of the popular press in these matters.

For those not familiar with the details of the exploration of the Northwest Passage, *The Quest For The Northwest Passage* is a recommended introductory read, before tackling the additional informative volumes listed in the bibliography.

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Ole Crumlin-Pedersen. *Archaeology and the Sea in Scandinavia and Britain. A Personal Account*. Oakville, CT: David Brown Book Co., [www.oxbowbooks.com](http://www.oxbowbooks.com), 2010. Maritime Culture of the North, 3. The Viking Ship Museum and the Society of Antiquaries of Scotland. 184 pp., illustrations, maps, bibliography, index. US \$90.00, hardback; ISBN 978-87-85180-05-6.

Historical archaeology within the seafaring community utilizes both archaeological and historical research methods to form and test theories about a particular subject in the maritime field. Ole Crumlin-Pedersen, the author of *Archaeology and the Sea in Scandinavia and Britain*, is a scholar who studies seafaring in northern Europe and Great Britain. Crumlin-Pedersen spent several years as the curator of maritime archaeology and ships at the Danish National Museum and is currently the senior researcher at the Viking Ship Museum in Roskilde, Denmark. As a student, Crumlin-Pedersen was an active participant at the Skuldelev ship excavation. After graduating as a naval architect from the Technical University of Denmark, he continued to work at the Skuldelev site and initiated a reconstruction project on the Skuldelev 3 ship. Crumlin-Pedersen also obtained a ten-year grant, which allowed him to build the Roskilde institution into an international research centre (p.176). *Archaeology and the Sea* is not Crumlin-Pedersen’s first scholarly work, but the most recent in a series of studies pertaining to Viking and medieval seafaring history. Among his other books are *Aspects of Maritime Scandinavia*, *Viking-Age Ships and Shipbuilding in Hedeby* and *Skuldelev Ships 1 (Ships and Boats in the North)*.

In 2010, the Viking Ship Museum in Roskilde published Crumlin-Pedersen’s 184-page personal account of maritime archaeology and Viking ships in Scandinavia and Britain. The author wrote the text to “demonstrate how much new light had been shed since 1950 on maritime subjects within the Prehistory and Middle Ages of Scandinavia and Britain” (p.11). In order to do so, Pedersen used his own personal journals of digs and the accounts of others to highlight the findings at various archaeological sites. His text is for a general audience and students wanting to learn more about maritime history.

Pedersen divides the text into six chapters, which include an introduction for studying maritime cultures and an overview of boats and ships before AD 800, Anglo-Saxon and Scandinavian longships, the ships of Viking-Age and medieval traders and settlers, maritime cultural landscape, and the ship as a status symbol in the Scandinavian and Viking periods. Subheadings within each chapter correlate to the chapter's theme. For instance, the author breaks down the chapter concerning ships as symbols by discussing traditional interpretations, ships represented in forms of media (he includes text and pictures as forms of media), and criteria for boat graves.

Each chapter also features a reference to the author's relevant personal experience and findings on various archaeological sites, such as Skuldelev and Roskilde Fjord, where he and other archaeologists examined the landscape to determine its maritime use. The results indicated that people who lived along the coast, especially those in channels, used the landscape to their advantage by devising channel-closing systems or barriers to guide seafaring vessels to a certain location. It is intriguing to see how Crumlin-Pedersen relates ships and boat names to the coastal environment where individuals used them. He also took part in the excavation of Slusegaard cemetery, which illustrated the burial habits of the local community located on the coast of Bornholm in the Baltic.

To supplement his explanations, Crumlin-Pedersen adds numerous visual aids in the form of pictures, charts, and graphs which nicely combines the visual experience with the textual. Pictures include modern-day ship reconstructions, gravesites, artifacts found in boat graves and cofferdams. Each image corresponds to the subject and helps the reader understand the various changes discussed. There are computer-generated models of

reconstructed ships based on archaeological findings and diagrams that display each ship side by side, offering views from the side, bottom, and front to enhance the reader's understanding of changes in shipbuilding designs.

Crumlin-Pedersen accomplishes his goal of informing researchers about the new findings that pertain to prehistoric and medieval maritime archaeology by utilizing his own research and excavation experience as well as photographs, maps, and diagrams. The text provides a well-written introduction to maritime archaeology designed for students, researchers, and anyone interested in prehistoric and medieval ship studies.

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Ralph E. Eshelman, Scott S. Sheads, and Donald R. Hickey. *The War of 1812 in the Chesapeake. A Reference Guide to Historic Sites in Maryland, Virginia and the District of Columbia*. Baltimore, MD: Johns Hopkins University Press, www.press.jhu.edu, 2010. xi + 410 pp., illustrations, maps, appendices, notes, bibliography, indices. US \$65.00, cloth; ISBN 978-0-8018-9235-6.

As noted by the authors in their introduction, this volume is an annotated inventory to War of 1812 sites in Maryland, Virginia, and the District of Columbia. It is not intended to be a conventional narrative history. The chief purpose is to bring together the known sites where battles, raids and skirmishes took place in the Chesapeake region. In addition to these sites, the authors include an exhaustive listing of museums, statues, monuments, and buildings related the war. There are 623 sites identified in Maryland, 124 in Virginia (including West Virginia), 53 in the District of Columbia, and 5 in Delaware, North Carolina, and Pennsylvania.

Although the authors point out that this work is not a narrative history of the War of 1812, they open with a concise chapter giving the general background of the war, its causes and its legacies.

The second chapter is a 17-page review which lists in chronological order the principle actions in the Bay area. After the brief descriptions of these actions, there are listed in alphabetical order brief biographies of the major participants, both civilian and military. This chapter concludes with a brief review of what became of the several thousands of slaves who escaped and then joined the British forces and later, settled in Nova Scotia and the West Indies.

Chapters three through five are the heart of this volume listing battle sites, monuments, and markers in Maryland, Virginia, and the District of Columbia and Other Sites respectively. Within each major geographical area the sites are arranged alphabetically, while within each site, related sites are again noted in alphabetical order. The Baltimore, MD, pages contain 83 individual historic sites. This excludes the places related to Fort McHenry which has a separate entry. In all cases, each entry includes a location given in current terms according to street or highway. An example of the authors' concern for even the remotest site related to the war is the Barbary War Tripoli Monument, one of the 15 sites, exhibits, monuments, and war relics on the grounds of the U.S. Naval Academy related to the War of 1812. This monument was originally erected in 1808 in the Washington Navy Yard. It is relevant to the War of 1812 in that, during the British attack in August of 1814, the monument was possibly vandalized by British troops. After re-furbishing, the monument was erected in several locations before coming to the Naval Academy in 1860.

Each site listing is accompanied by a brief overview of the action related to the

site. For example, the authors give a very concise history of the activities of both the British naval forces under Captain James Gordon and the citizens of Alexandria, VA, during the British occupation of the town from 28 August through 3 September 1814. Included in this brief history are the terms of the Alexandria capitulation as well as the story of U.S. naval officer Captain David Porter, Jr., who donned civilian clothing to reconnoiter Alexandria while it was under British occupation. Porter came upon a British naval party raiding a local warehouse and attempted to capture the commanding officer. The young lieutenant eventually broke away from Porter but the incident aroused great anxiety among the citizens of Alexandria as they feared a British reprisal. Fortunately, Captain Gordon accepted the citizens' apology and the town was spared.

The fifth and final chapter deals with the District of Columbia and sites in Delaware, North Carolina and Pennsylvania. As could be expected, the burning of Washington involves 27 of the 29 chapter pages. Three pages are dedicated to the brief historical narrative of the burning of the city with the rest covering the 56 site and monument descriptions. Concluding the chapter are two pages of sites located outside the Chesapeake, which are generally powder mills or arsenals.

In their introduction, the authors point out that discrepancies arose in some of the sources consulted concerning actions that occurred at a particular site. One such discrepancy is the often-related story of St. Michaels on Maryland's Eastern Shore. The traditional story is that on August 10, 1813, in order to confuse the British naval vessels preparing to bombard the town, the citizens hung lanterns on the tops of buildings and in trees causing the gunners to overshoot. Actually the bombardment occurred in the early morning and the gunners were able to see their targets. It

appears that the lantern tale did not surface until many years after 1813.

At the conclusion of the main part of this volume, the authors include four Appendixes, A through D. Appendix A is a listing of 20 sites in Maryland and Virginia that could not be accurately located; most are cemeteries or grave sites. Hopefully a reader will be able to cast some light on these missing sites.

Appendix B is a listing of grave-sites in Maryland connected to the War of 1812, listed alphabetically by cemetery. To find the site of a specific grave, however, one must turn to the Appendix B Index which lists the War of 1812 internees alphabetically with a page number in Appendix B. There is no similar listing for Virginia burial sites. The authors point out that Virginia has documented its sites as a state project and site information is readily available through Virginia sources. Maryland has no similar public accounting of sites.

Appendix C is a 6-page chronology of the war in the Tidewater, while Appendix D is a listing of military actions and related incidents ranging from major battles to raids, encampments, and sunken vessels.

The volume is extremely well illustrated ranging from current photographs of sites to nineteenth-century illustrations taken from period publications. Easily-read maps have been drawn to provide directions to all major sites. These maps include current route designations.

The book appears to be a must for anyone interested in a serious study of the Chesapeake area. Sites are well defined and the concise historically-accurate summaries are useful in determining the importance of the site in the overall course of the war.

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John C. Fredriksen. *The United States Navy: A Chronology, 1775 to the Present*. Santa Barbara, CA: ABC-CLIO, www.abc-clio.com, 2010. 377 pp., illustrations, bibliography, index. US \$85.00, UK £58.95, cloth; ISBN 978-1-59884-431-3.

John Fredriksen's *United States Navy: A Chronology, 1775 to the Present* is a useful reference for American naval history. The book provides a day-to-day history of the U.S. Navy including both major and minor events that influenced the birth, development and success of the world's largest and most powerful fleet. Fredriksen presents the chronology of the Navy in a format that lists events by year and date, starting in 1775 and ending in 2009. He describes each event with a short paragraph although major milestones, such as the Battle of Midway, merit several paragraphs. The book is a valuable resource for anyone concerned with what happened at a particular time in the history of the United States Navy.

The author, Dr. John C. Fredriksen, has a PhD in military history from Providence College. He is the author of over 20 reference books on military history such as *A Chronology of American Military History* and *The United States Army in the War of 1812*. He has written several almanacs, including one on the Civil War and another on the American Revolution, as well as other books which focus on various wars in which the United States has been involved.

Dr. Fredriksen's book is well researched with an extensive bibliography. The majority of the author's sources are secondary, however, with few primary sources used. This omission makes the book slightly less useful for historical scholarship, but the secondary sources do provide an excellent place to start research into the particular topic of interest. Overall, the book's concise chronology allows the

author to present over 200 years of history in less than 400 pages.

The book is broken up by year with important dates listed within that year, a format which allows for finding a specific event quickly. There is also a useful index for tracking events by place or by the names of ships involved. The author provides a brief introductory survey of the U.S. Navy's rise to prominence which sets the stage for the events described in the book, as well as creating context for the most important historical events.

In the end, the author presents a valuable reference framework for the history of the United States Navy. The book will be useful for anyone researching American naval history from its birth during the American Revolution to the present day. It allows readers to quickly discover what happened in U.S. naval history at any particular point in time as well as the events that led up to and followed a specific event. Undergraduate and graduate students, as well as professionals, will find Fredriksen's book a useful starting point for any research concerning American naval history.

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Robert Gandt. *China Clipper: The Age of the Great Flying Boats*. Annapolis, MD: Naval Institute Press, www.usni.org, 2010. Originally published 1991. xi + 214 pp., illustrations, map, tables, appendices, note, bibliography, index. US \$18.95, paper; ISBN 978-1-591-14303-1.

Before there were Boeing 747s, 707s, Douglas DC-8s, and the legendary propeller-driven aircraft of the 1950s—the Douglas DC-6s and 7s and the Lockheed Constellation—there were the flying boats carrying passengers across oceans. In *China Clipper: The Age of the Great Flying Boats*, Robert Gandt tells the story of the

first aircraft in transoceanic commercial service.

Gandt presents the commercial flying boat story from its inception through the Second World War. The “Father of Flying Boats” was the famous Glenn Curtiss, who solved the problem of “unsticking”—the suction force around a flying boat hull or pontoon that prevented easy liftoff from a body of water. Curtiss designed the “step,” a feature in a flying boat hull or pontoon that became a fixture in every flying boat for years to come.

From there, Gandt moves into a chronological narrative of the flying boat's development and usage: its military service in the First World War and the flight of the U.S. Navy's NC-4 flying boat in 1919—the first trans-Atlantic aircraft flight. Early commercial flying boat uses are detailed. In fact, the first commercial airline flight took place on 1 January 1914, in a flying boat that flew between St. Petersburg and Tampa, Florida.

Once it was established that aircraft *could* fly successfully across an ocean, the concept of commercial flight took hold. Gandt details the early development of the airlines. It is noteworthy that the flying boat was at first, the only successful commercial aircraft. Overland travel was the purview of the almost-as-fast, more-passenger-carrying, and far safer and more reliable railroads. But for overwater travel, such as from Key West, Florida, to Havana, Cuba, the flying boat was a much quicker means of transportation.

After the First World War, many countries made commercial use of the flying boat. The individual who changed everything was the legendary Juan Trippe, who founded Pan American World Airways and made it into an airline giant. Gandt tells Trippe's story fully.

The book does not just focus on the American development and use of the flying boat. Gandt discusses German efforts, most

notably, the huge Dornier DO-X flying boat, the British-made flying boats developed by the Short Company in Great Britain for Imperial Airways and French flying boats built by Latécoère. Nor does the author limit his narrative to the Atlantic; the efforts to link Australia and New Zealand with North America by air are related in full. Other nations' efforts are also chronicled: Belgium operated flying boats in equatorial Africa in the 1920s, while Italy attempted to build a commercial flying boat—unsuccessfully.

Looming over the history of the flying boat, from a twenty-first-century perspective, is the shadow of the Second World War. It was necessary to develop refueling stations on Pacific Islands, with hotels on them, so passengers could rest and the aircraft refuel. Two names stand out: Wake Island and Midway Island—both scenes of great Second World War battles.

Perhaps the most advanced flying boat was the Boeing 314, which has the distinction of being the first aircraft to fly a British prime minister across the Atlantic (Winston Churchill, from Bermuda to Great Britain in 1942) and the first aircraft to fly an American President *anywhere* (Franklin D. Roosevelt, from Trinidad to Casablanca in 1943—*de facto* the first “Air Force One.”)

Finally, Gandt recounts the usage of the commercial flying boats during the Second World War and thereafter. The development of reliable, efficient, long-range transports such as the Douglas DC-4/C-54 and the Lockheed Constellation made the flying boat economically obsolete. The maintenance required for flying boats was intensive and their lifespan, often, too short. Some flying boats stayed in service after the Second World War, but most were superseded by landplanes. A few survived as water bombers, fighting forest fires in North America.

Gandt's book is well-written. His

narrative moves along at a good clip and holds the reader's attention. He wisely includes many famous people involved in the flying boat saga: in addition to Glenn Curtiss and Juan Trippe, Charles Lindbergh, Igor Sikorsky, Glenn Martin, and Amelia Earhart all appear, bringing a human perspective to the narrative. The book is well illustrated; the photos show the great aircraft and people involved, while the appendices have extremely valuable line drawings of the major flying boats and comparative charts of passenger capacity and takeoff weights.

The flying boat was a hybrid: a marriage of marine and aviation technology. It was rendered obsolete by long-range transport aircraft. Flying boats exist only in museums, memory and books today. The strict maritime enthusiast may well wish to bypass this book, as it is more aviation history than maritime history. But for those who wish to read of a bygone age, an age when transoceanic aircraft were being developed, when transoceanic airline travel was the province of the wealthy, when white-coated stewards served a small number of passengers meals on china plates, Robert Gandt's *China Clipper: the Age of the Great Flying Boats* is recommended.

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Cdr. Mark Gaouette. *Cruising for Trouble: Cruise Ships as Soft Targets for Pirates, Terrorists, and Common Criminals*. Santa Barbara, CA: Praeger, www.abc-clio.com, 2010. xv + 285 pp., illustrations, notes, index. US \$54.95, UK £37.95, cloth; ISBN 978-0-313-38234-5.

The author is an expert in his subject as a naval commander and maritime security consultant to the U.S. Department of Homeland Security. He pioneered the deployment of LRADs (Long Range Acoustic Devices) on cruise ships. His book

covers the vulnerability of cruise ships to crimes such as theft, sexual predation, arson, and various criminal dangers at ports of call. There is an emphasis on piracy and terrorism and the related problems of jurisdiction, including recognition of territorial waters and the practice of foreign registration of ships. The author hopes that the recent spate of Somali piracy may result in more international cooperation.

Chapter Two, titled "Cruise Ships in the Crosshairs: Pirates and Terrorists," is concerned mainly with the potential for maritime terrorism posed by anti-Israeli and/or pro-Islamic groups. The one outstanding example specifically involving a *cruise* ship is that of the *Archille Lauro* in 1985, when terrorists hijacked the ship and eventually killed an American passenger. Gaouette also discusses other thwarted attempts to seize cruise liners. In a different type of terrorist action, Islamic separatists in the Philippines exploded a bomb on board the *MV Superferry 14* in February 2004. The subsequent fire caused the ferry to capsize, and the death total was more than one hundred. A different case altogether that the author reviews is the attack on the naval vessel the *USS Cole*, which involved ramming by an innocuous-looking small boat filled with explosives. In this chapter Gaouette also covers the efforts of Hezbollah to recruit terrorists in Latin America, and the dual problem of drugs and terrorism emanating from the tri-border area of Brazil, Argentina, and Paraguay. The last focus does not seem to me to be necessarily a *maritime* issue. Lacking is a discussion of state-sponsored maritime violence/terrorism, such as the Israeli air and sea bombardment of the intelligence-gathering *USS Liberty* in 1967, which Israelis insisted had been done in error but some Americans believed was deliberate. The arguably disproportionate Israeli attacks on Gaza-bound, unarmed "relief" ships (May, 2010), which resulted in the deaths of several

Turkish nationals, occurred after the book was published so there is no way to tell if the author would have included that event or how he would have interpreted it.

Chapters three through five are directed at cruise industry leadership and international policy makers, as well as an interested general audience. Chapter topics are: underreported crime statistics and the stories behind them, existing protection against pirates, terrorists, and accidents, and the limitations of existing regulatory and response strategies. The concluding sixth chapter re-examines existing threats (ramming by small boats, aerial attacks, etc.) and what might be done in the future to reduce risks.

As an historian of seventeenth and eighteenth century maritime violence in the Indian Ocean. I found much of interest in this assessment of current maritime violence, particularly the continuance, albeit ever-changing, of jurisdictional issues. The modern problem of foreign ship registration brings to mind the early modern practice of hoisting the most convenient flag in given circumstances. Cruise ship near-disasters have been much in the news recently (Fall 2010), as well as the Somali pirates. Gaouette's book should find a wide audience.

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Myra C. Glenn. *Jack Tar's Story. The Autobiographies and Memoirs of Sailors in Antebellum America*. Cambridge, UK: Cambridge University Press, www.cambridge.org, 2010. xi + 194 pp., notes appendix, index. US \$91.95, cloth; ISBN 978-0-521-19368-9.

While examining the memoirs and autobiographies of antebellum sailors, author Myra Glenn came to realize that masculinity and nationalism were two of the most important and oft-discussed themes in

these self narratives. With *Jack Tar's Story*, she shows that, although often biased and inaccurate, self narratives provide valuable information regarding the various authors' opinions and principles. Throughout the book, Glenn repeatedly emphasizes that during her research she sorted through the distorted facts to extract the common themes of manhood and nationalism, two values sailors held in high regard. The topics of the various narratives are divided into various themes, such as a sailor's initial introduction to seafaring life; his war experiences during the War of 1812, the Haitian Revolution and various Latin American wars for independence; impressment on British ships; and religious conversions, as well as the issues of flogging as punishment and sailors carousing while in port. She then explains how each of these topics correlated to sailors' ideas of masculinity and patriotism.

While *Jack Tar's Story* was written for an audience with a background in history, the book will appeal to a wider audience. The author's extensive vocabulary enriches the book, gracing it with such expressive phrases as: "the majority of these men were impecunious hawkers of ephemeral tales that catered to the public's appetite for adventure and entertainment" (p.2). Glenn does not, however, encumber her audience with obscure words or incomprehensible sentence structures. She frequently repeats her goals in writing the book, ensuring that no reader is left unsure of the book's purpose.

Myra Glenn's credentials show that her book, *Jack Tar's Story*, is a reliable secondary source of information. She has previously authored two books including *Campaigns Against Corporal Punishment: Prisoners, Sailors, Women, and Children in Antebellum America*, in addition to a number of articles published in scholarly journals. A professor of American History

at Elmira College in New York, her primary focus is early American history. Glenn's prior experience, both through teaching and writing, show her competence and reliability as an author of a book about sailors in antebellum America.

Her research is based on 26 memoirs and autobiographies by antebellum American sailor-authors from various backgrounds. Among them are Richard Henry Dana, Jr., a gentleman sailor; Nathaniel Ames, a wayward Harvard student; Samuel F. Holbrook, a ship's carpenter for the United States Navy; and Ben-Ezra Stiles Ely, who turned to seafaring to satisfy his appetite for adventure. By discussing sailor-authors from these different walks of life, Glenn succeeded in her attempt to examine the ideas of manhood and nationalism broadly held by most sailors, rather than by a select minority. While she does state that exaggerated or falsified narratives can have their own distinct advantages, Glenn emphasizes that she chose "only those texts which can be documented as genuine autobiographies and memoirs" (p.8). To verify the authenticity of the narratives, Glenn compared them to other primary sources, including "ships' logs, crew lists, pension files, impressments and prisoner-of-war records from both the American and British navies, census reports, and record from the Sailors' Snug Harbor, the home for elderly and chronically ill seamen in Staten Island, New York" (pp.6, 7). This use of additional primary documents adds to the reliability of *Jack Tar's Story*. Glenn's secondary sources all seem to be equally reliable and many of them are recent publications. The use of footnotes in *Jack Tar's Story* is quite effective. Having the exact sources, along with related notes from the author, listed directly under the text helps readers keep track of Glenn's research.

Overall, *Jack Tar's Story: The*

*Autobiographies and Memoirs of Sailors in Antebellum America* is an excellent book. Readers are both enlightened and compelled by the stories, the writing, and the author's thorough analysis of her sources.

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David Goudsward. *The Westford Knight and Henry Sinclair: Evidence of a 14<sup>th</sup> Century Scottish Voyage to North America*. Jefferson, NC: McFarland, www.mcfarlandpub.com, 2010. viii + 252 pp., illustrations, appendices, notes, bibliography, index. US \$35.00, paper; ISBN 978-0-7864-6179-0.

Although it is common for grade-school history students to learn about European voyages of discovery to North America, traditional education aims much of that attention toward Christopher Columbus, John Cabot, and Leif Ericsson. In *The Westford Knight and Henry Sinclair: Evidence of a 14<sup>th</sup> Century Scottish Voyage to North America*, David Goudsward methodically presents another possibility for mediaeval European contact and exploration of the New World. In 1954, Connecticut archaeologist Frank Glynn fortuitously rediscovered a fascinating rock carving in Westford, Massachusetts, that appeared to be an armoured figure clasping a sword. Despite the fact that many scholars initially understood the "Westford Knight" carving in a number of different ways, some of the most popular theories centre around what Goudsward believes to be circumstantial evidence about Henry Sinclair's expedition from Scotland to North America. What follows in Goudsward's work is an intriguing examination of the many interpretations, ranging from academic to conspiratorial, that surround the mysterious carving.

The contents of *The Westford Knight and Henry Sinclair* focus more on

contextualizing the Westford Knight than on detailing the carving itself, a substantive way for Goudsward to accomplish his purpose in the book. In addition to reviewing related local history of Westford and nearby megalithic sites, the first few chapters detail the attempts of a cast of historians and archaeologists to explain the Westford Knight carving. Goudsward then provides a source-driven history of Sinclair genealogy and the possible connections of the Westford Knight to the Scottish Clan Gunn, a member of which, some believe, accompanied Sinclair on his expedition. This history also includes a lengthy critical discussion of the Zeno Narrative, a controversial but important historical record which serves as the foundation for claims that Henry Sinclair's visit was responsible for the Westford carving, and the politics historically surrounding it.

Subsequent analyses of Sinclair's relation to the legendary Glooscap of Mi'kmaq Indian folk lore, Rhode Island's Newport Tower, and the "Boat Stone" carving of Westford, all serve as the foundation from which Goudsward explores more recent accounts of the Westford Knight. He concludes his work with an assault primarily aimed at unsubstantiated, "speculative non-fiction" about the Sinclairs' connection to Knights Templar and Freemason conspiracies re-popularized within the last thirty years (p.116).

It is evident that Goudsward has paid painstaking attention to the primary sources used by professional and amateur scholars to interpret the Westford Knight carving. As a frequent publisher on topics of New England megalithic sites, he effortlessly navigates the complicated and often questionable source material to present a critical analysis of both the sources themselves and their subsequent interpretations. An excellent example of Goudsward's method is in his analysis of the Zeno Narrative. He considers both the

original Italian publication and subsequent debates over its legitimacy that date from the sixteenth century. Not only does Goudswaard elucidate some of the political motivations that various scholars may have had in advancing some Zeno exploration theories over others, he also attempts to account for discrepancies between the Narrative and various translations and transcriptions.

While some of the critical content may be too involved for casual readers, particularly the chapters on Sinclair genealogy and the Zeno Narrative, it is not a detriment to the work as a whole and only serves to bolster its status as an historical inquiry of the Westford Knight. Particularly enjoyable in Goudswaard's source-driven approach is his use of a variety of photographs, illustrations, and chapter endnotes. In addition, appendices include transcriptions of important supporting documents that other scholars employed to explicate the Westford Knight. By including this material, Goudswaard clearly wants his readers to come up with their own conclusions. This is a noble aim for any scholarly historian of controversial material because it creates an imperative to promote sound historical methods, a lack of which Goudswaard soundly critiques on the part of some Westford Knight theorists. Future editions of the book may benefit from including images of the European monuments and carvings that scholars of the Westford Knight believe to be stylistically related to the carving.

The title of the book, *The Westford Knight and Henry Sinclair: Evidence of a 14<sup>th</sup> Century Scottish Voyage to America*, may be slightly misleading: Goudswaard takes a decidedly ambiguous position on whether or not he believes the Westford Knight is connected to a pre-Columbian exploration of North America. This is a virtue of the book, however, because it reveals a subtler aspect of Goudswaard's

approach. While he seems somewhat despondent about recent Knights Templar theories, he also purveys a deep respect for community identities that have flourished around the possibility that the Westford Knight carving may be the relic of Henry Sinclair's fourteenth century visit to the New World. For those interested in New England history, voyages of discovery, or for those interested in an engaging example of source-based historical scholarship, David Goudswaard's book is well worth the time.

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David M. Hird. *The Grey Wolves of Eriboll*. Caithness, U.K.: Whittles Publishing. [www.whittlespublishing.com](http://www.whittlespublishing.com), 2010. xvi + 144 pp., illustrations, maps, appendices, bibliography. UK £16.99, paper; ISBN 978-1-904445-32-6.

For some unstated reason, there have been quite a selection of books recently dealing with the last days of the U-boats in the Second World War, most of them reviewed in this journal: *Black Flag* and *Dönitz's Last Gamble* by Lawrence Paterson (Seaforth); *Endgame* by John White (History Press) and so on. This is another highly selective book on the subject, about the 33 U-boats that were sent into Loch Eriboll in Sutherlandshire, on the bleak north coast of Scotland, escorted largely by the RN's 21<sup>st</sup> Escort Group and the Canadian 9<sup>th</sup> Escort Group. The latter brought in mostly Norwegian-based boats. Most U-boats were only there for one or two days, then left for the major assembly ports further south, such as Lisahally in Ireland and in the U.K. The only reason for the selection of these U-boats would seem to be that the location provides a manageable number of specific boats about which to write a last-chapter history.

Hird varies his story between brief reviews of the general circumstances of the final surrender days in late April and early May, 1945, and individual, boat-by-boat, stories of each submarine. This includes a brief resumé of its active service history, then once it surfaces and flies its black or other-coloured flag awaiting instructions, where it went and its final disposition fate. Some were soon accosted by various Allied warships; others made their way to Loch Eriboll on their own and were boarded just offshore to ensure they were meeting the surrender terms. Hird includes many interview remarks with RN and a few RCN seamen and officers who first boarded these long-hunted enemy boats, and several extensive quotations from letters home by the participants describing in personal detail what happened. All this brings a personal touch to the stories.

Also included is an abbreviated summary of Operation Deadlight, whereby the U-boats not allocated to the various Allies for study were towed out into the Western Approaches and sunk as agreed to in the inter-Allied surrender terms. For a nice change, there are excellent sketch maps of where each Eriboll U-boat surfaced for surrender, of the deep water Loch itself, and two not very necessary summaries of the ships of those two main Escort Groups.

This is a book for the U-boat war *aficionado*. There are inclusions throughout of unusual detail, such as the actual messages exchanged between Dönitz and his vanquished boats, drawings of the crests and badges for each of the U-boats that went into the Loch, and tables of the boats with CO's names and Morse call signs! There is a good selection of photos relative to the activities of these particular boats, scenes at sea when they were being boarded, and the locale at Loch Eriboll.

While not for the casual reader, *The Grey Wolves of Eriboll* offers an interesting view of a brief moment at the end of a long

struggle, and with a minor Canadian connection.

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E. Hoops & U. Feldkamp (eds). *Deutsches Schiffsarchiv. Wissenschaftliches Jahrbuch des Deutschen Schiffsarchivs museums*. Vol. 32, 2009. Bremerhaven: Deutsches Schiffsarchivmuseum & Wiefelstede/Oceanum Verlag, www.dsm.museum, 2010. 446 p., illustrations, notes, English/French summaries. EU € 23,50, hardback; ISBN 978-3-86927-032-6.

H. Karting, *Schiffbaumeister Matthew Turner. Zur Geschichte der produktivsten Segelschiffswerft an der Westküste und der auf ihr gebauten deutschen Südseeschoner*. Annex (*Beiheft*) to vol. 32, 2009 of the *Deutsches Schiffsarchiv*. Bremerhaven: Deutsches Schiffsarchivmuseum & Wiefelstede/Oceanum Verlag, www.dsm.museum, 2010. 124 p., illustrations, notes, bibliography, annex. EU € 14,90, hardback; ISBN 978-3-86927-132-3.

Every year, a more or less steady number of maritime museums, many of them European, (often in co-operation with their association of "Friends") publish the results of historical research related to their collections or areas of interest. For instance, the maritime museums of Oslo, Stockholm, Helsingør and Barcelona as well as Amsterdam and Rotterdam (jointly, since 2008) produce such yearbooks or annual series of publications.

Unfortunately, some museums have stopped doing so. From 1970 onwards, the National Maritime Museum in Greenwich published a great number of volumes in their series *Maritime Monographs and Reports*, covering all aspects of maritime historiography. In the 1980s, this very informative series disappeared suddenly and completely. Although the *Sjöhistorisk*

*Årsbok* published by the Statens Sjöhistoriska Museum in Stockholm is still going strong, they have ceased publishing their valuable *Rapportserie* presenting the results of maritime-archaeological research in northern waters.

There are exceptions to this apparently unavoidable ebb and flow of (maritime) museum series. Thankfully, the German maritime museum in Bremerhaven continues to occupy a steady position in this field. The first volume of their *Deutsches Schifffahrtsarchiv* (DSA) was published in 1975, just four years after the founding of the museum. The main reason for the publication was to fulfill one of the museum's goals of encouraging scholarly research into all aspects of German maritime history and making the results of that research available to the public. Uwe Schnall, academic museum staff member and curator of the whaling and navigation departments from 1975 to 2004, was the driving force behind the yearbook. In fact, from 1975 until 1987, he was the sole staff member responsible for producing and publishing the DSA as it continually grew in size. During that period, Dr. Schnall turned the DSA into a leading maritime-historical publication, highly esteemed not only in Germany, but outside the German-language area as well. While maintaining the high scholarly standard of contributions, he also ensured that a rich variety of subjects appeared in successive yearbooks. Technically, the yearbook has seen improvements too: it is a hardcover edition now, there are colour illustrations and, above all, since most of the contributions are published in German, extensive English and French language summaries have been introduced.

The editorial formula has never changed. There is a fixed number of headings into which the articles must fit: studies of source material, shipbuilding, ocean going shipping, inland navigation,

fisheries, whaling, naval history, navigation and oceanography, social history of seafaring people, maritime art, port development and maritime archaeology. The majority of contributions concerns German maritime history but there is a slight tendency to broaden that horizon.

Let us now see what volume 32 for 2009 has to offer. German sea captains, skippers, ship owners and merchants from the seventeenth to nineteenth centuries tried to (im)prove their social status by decorating their houses and offices with successively German, Dutch and English paintings, faience and tiles (Detlev Ellmers). During the second half of the nineteenth century, the port authorities of Rostock struggled to escape the outdated, nearly medieval privileges that regulated their activities and hindered them from competing with other ports by preventing them from introducing steam navigation in full force (Jürgen Rabbel). The building of concrete ships in Germany is a fascinating story that starts around 1940 with the successful introduction of shell construction instead of rib construction, thus making it possible to enhance the carrying capacity of the ships (Peter Danker-Carstensen). Two contributions are a continuation of previous ones: the history of shipbuilding in Germany during the interbellum (Dirk J. Peters) and the phenomenon of small shipyards in Scandinavia as often-hidden evidence of their former existence on such spots in the maritime cultural landscape (Christer Westerdahl). In a few small essays attention is paid to the nineteenth-century American hydrographer, Maury (Reinhard A. Krause), the twentieth-century Hamburg marine painter, Martin Fräncis Glüsing (Lars U. Scholl) and the reminiscences of a diver on his training in the 1950s in the former GDR (Hermann Winkler).

Sometimes the editorial board of the DSA was confronted with contributions

that were definitely worth publishing but too large for publication in the yearbook, or else the illustrative material was beautiful but too voluminous for the DSA. Since 2005, such worthy manuscripts have found an outlet in a separate publication (*Beiheft*) accompanying the yearbook. Herbert Karting's account of the shipping and shipbuilding activities of Matthew Turner is the subject of the fourth *Beiheft*. Turner was born (Geneva, Ohio, in 1825) into a boatbuilding family, worked in the 1850s for personal reasons as a gold miner in California, became a cod fisherman in the North Pacific and then started a liner service between San Francisco and the Pacific island of Tahiti. In this enterprise, he found the sailing and carrying qualities of the available schooners and brigantines insufficient for his needs. Turner thought that he could do better and, in 1875, he founded his own shipyard near San Francisco. In 1883 he moved to a new yard in Benicia, higher up in San Francisco Bay. Between 1875 and 1904, he built 230 wooden ships, including a number of 4-masted schooners of more than 1,000 tons. Among Turner's innovations were the development of huge one-piece masts and the introduction of Bermuda sails along the American west coast. In his yard he built a number of schooners for German shipping firms were active in the Pacific area in the decades around 1900; biographies of these ships are included. This *Beiheft* tells the fascinating story of unknown shipbuilding and shipping activities along the west coast of America. Both the illustrations and the photographs are very well chosen.

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Eric Lawson. *When they Sailed the World. Egeria and the Millidge Family Ships*. Bowen Island, B.C.: Ship Research Services, [www.shpresearchservices.com](http://www.shpresearchservices.com),

2010. 322 pp., illustrations, maps, tables, glossary, end notes, appendices, bibliography, index, ship index. CDN \$59.95, paper; ISBN 978-0-9780998-1-7.

In this book, Eric Lawson recounts the life of the *Egeria*, a nineteenth-century sailing ship built in Saint John, New Brunswick, in 1859. This volume is the historical background companion volume to accompany an earlier technical history volume entitled *The Egeria: an example of mid-nineteenth century New Brunswick ship construction*. This second volume takes a detailed look at the history of the builders, the Millidge's of Saint John, reviews the vessel's registry transactions and the masters and crew, examines in detail each of the ship's voyages, and presents a history of Port Stanley ship repair and the *Egeria*'s last 138 years.

Lawson has done an excellent job of providing a "case study" of how to analyze a vessel, its builders and place of origin, its crew, voyages, and the context of its trade. He provides a suitably detailed account of the general context to place the *Egeria* in the correct frame of reference. For example, Lawson provides detail of the Peruvian guano trade the greatly adds to the understanding of the *Egeria* and the trades the owners participated in. Likewise, he explains the ship repair business in Port Stanley. Lawson was also able to find documentation for the *Egeria* being towed by a steam-powered tug several times on her voyages to India in the 1860s, thus showing how quickly the steam-tug industry expanded around the world. In fact, Lawson's extensive use of official sources, newspaper, customs records, family papers, Lloyd's records, sailing logs and other secondary sources makes this one of the most exhaustively researched books I have ever seen. He also refers to numerous government and private manuscripts from Australia, Canada, England, the Falkland

Islands, Peru, and the United States.

The detail continues with accounts of crew unrest on some of the voyages (often caused by a bad cook), what food they ate and clothing they had, and treatments for various injuries and ailments. For each of the voyages, Lawson documents: the master, voyage commencement and termination dates, the itinerary, the crew list, crew wages and discharge details, crew replacements and desertions, and a narrative describing the voyage including vessels seen, ports visited, cargo shipped and unloaded, and unusual events. What is interesting to note on some of the U.K.-to-India voyages is the wide variety of cargo carried, some of it not in large quantities, and the long periods it often took to load and unload, typically 4-6 weeks. In the chapter describing Voyage 7, a chapter I like to think as the “poop” voyage, Lawson spends a considerable amount of time describing the guano trade in the context for the *Egeria* voyage. He even notes how some believed that *Egeria*’s guano voyages may have helped preserve the ship for longer than normal.

Lawson ends this volume with a photo section showing the *Egeria* as part of the wharf structure at Port Stanley. This section is largely taken from his earlier volume but is a necessary complement to the current volume. Lawson has gone out of his way to illustrate this volume with photographs, many in colour. My only criticism is with the maps – there were only three (Saint, John, the shipyard, and the Peruvian coastline). I think it would have been useful to have maps of the ports *Egeria* visited, particularly Liverpool, India, the Guano Islands, and the Falklands, in particular Port Stanley. Since Lawson funded this project out of his own pocket, it is not surprising he included 80 pages of appendices listing every Millidge-built ship. This is a “hefty” part of the book. While it helps illustrate the Millidge part of the story,

it is laid out in a traditional, ship listings, tabular format with basic vessel statistics. This makes it less useful than a descriptive or analytical account. Lawson does, however, provide descriptive excerpts for each of the vessels to provide additional context for each ship.

On the whole, I strongly recommend this as a “must buy” for any scholar, student, library-institution or reader with an interest in nineteenth-century Atlantic Canadian shipbuilding or shipping. At CDN \$60, it is quite a bargain, given all the information this book contains.

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Benerson Little. *Pirate Hunting: The Fight Against Pirates, Privateers, and Sea Raiders from Antiquity to the Present*. Washington, DC: Potomac Books, Inc., [www.potomacbooksinc.com](http://www.potomacbooksinc.com), 2010. 359 pp., illustrations, maps, notes, bibliography, index. US \$29.95, cloth; ISBN 978-1-59797-291-8.

In his previous books, Benerson Little approached maritime piracy from the perspective of the pirate, but in *Pirate Hunting* he presents the opposite viewpoint. No longer are the motivations driving pirates important, but rather, their effect on the people they harmed. Little concentrates on those who sought to prevent the destruction caused by sea rovers and pirates, and with it, he praises all who have ever fought or sacrificed to defend life or property from “salt water thieves.”

This subject has often been overlooked by those enamored with the glamorous life of the pirate. In this regard, Little’s work is unique, although *Pirate Hunting* is more than a mere overview of the men who chased pirates. It is also an examination of the history of piracy from its earliest indications up to modern-day threats by Somali pirates. In addition, while telling

his historic tale about pirate hunting, Little explores changes in maritime techniques, strategy, technology, weaponry, and the vessels used in the hunt for plunderous men.

Little was a Navy SEAL officer and analyst before beginning his career as a writer. *Pirate Hunting* is his third book, and it covers a much broader subject range than his previous works, such as *The Buccaneers Realm*, which focused primarily on seventeenth-century piracy. Here, he delves deeper into the history of piracy than ever before, and his research has resulted in a comprehensive history of piracy and the historical efforts expended to prevent it.

The author's background and technical training come through in the pages of *Pirate Hunting* as his thorough knowledge of ships and the maritime world adds to his historical tale. Despite his detailed understanding of the technicalities involved in life at sea, Little's prose is not obscure. He writes in a manner that simplifies elements and terms that could be difficult for the non-academic reader to understand, yet the tone of the book remains very scholarly.

In *Pirate Hunting*, Little examines the conditions surrounding sea rovers and pirates throughout history. Beginning by looking at popular literary references to piracy, he attempts to dispel the romantic notions that have grown up around piracy over time. He then moves on to ancient Greece and explores the fantastical world of oar-powered sea roving and raiding as it appears in Homer's *Iliad* and *Odyssey*. Next, Little looks at the reality of Mediterranean seafaring and trade from 1450-700 BC, and the plunderers who were not yet known as pirates and were often regarded with honour. Around 800 BC, coastal communities began to counter raids by fortifying their cities and establishing naval stations and garrisons to protect their wealth from attack. Little then focuses on pirate hunting in the Roman Mediterranean

from the years 700 BC-476 AD, before moving on to discuss Viking raiders and pirate hunters in the Northern seas.

*Pirate Hunting* then transitions to look into the advances made by the Spanish and Portuguese in shipbuilding and technology before moving on to the age of piracy that has defined the term. He attempts to shed a more factual light on what is considered the "Golden Age of Piracy" in the Atlantic and Caribbean world during the late sixteenth and early seventeenth centuries. Little even includes a chapter that examines the 2,500-year history of piracy and pirate hunting in the East. He then returns to modern submarine and satellite technology, bringing his descriptive history forward to the book's goal of understanding modern piracy.

Little's use of sources, from ancient to modern, is outstanding. He obviously looks beyond the most obvious information to find little-noticed and revealing details. Moreover, he builds his arguments from the facts rather than allowing the facts to selectively fall into line with his arguments, a problem for many scholars from time to time. It is of particular interest that he focused on aspects of piracy that many other writers have hesitated to approach. Few maritime scholars choose to include an analysis of ancient piracy in the same work that also explores the "golden age" of Caribbean piracy. In looking at piracy in antiquity, he uses literary sources such as Beowulf and Homer's epics to paint his image of sea rovers during the days when little other written evidence has survived.

More than anything, this book is a descriptive history of piracy. Little claims to understand that his decision to present his information in a practical way may not be considered the most scholarly approach, yet he argues that the descriptive approach is required for pirate hunting analysis, especially if the information is used to deal with modern issues of piracy. Current

piracy is an obvious concern for him and seems to be the main purpose of this book. Little approaches the historical ages of piracy independently, presenting the various social and political conditions that made piracy appealing during each period, and the tactics used by navies and leaders to thwart it. Overall, this book is an extremely informative, delightful read for anyone interested in the foundations of piracy and the measures taken to guard against the human casualties and loss of property it caused.

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G. J. Marcus. *The Conquest of the North Atlantic*. Rochester, NY: Boydell & Brewer, www.boydellandbrewer.com, 2008. xiv + 224 pp., illustrations, maps, notes, glossary, bibliography, index. US \$19.99, paper; ISBN9-781-84383-316-1.

The *Conquest of the North Atlantic* (1980) by the late Geoffrey Jules Marcus (1906-1986), now reprinted, was the culmination of around four decades of research into the history of the seamanship of north European peoples. It is hard to overstate the inspiration provided by this book when it first appeared. By 1980, seamanship of the North Atlantic in the Viking Ages and later Middle Ages was being investigated in the light of significant archaeological discoveries of remains of ships, as well as a burgeoning interest in the economic prehistory of the early modern “Atlantic economy.” The seamanship of the Celtic tradition had not been the subject of any sustained study of the documentary sources.

Marcus undertook to survey North Atlantic navigation in detail from the Irish in the sixth century through to the Bristol mariners in the fifteenth. He was (p. xii) frankly critical of those who, with no

practical experience of navigating a vessel, pronounced solemnly on such matters; he himself sought guidance on documentary sources from Old Norse and Celtic specialists, including, amongst others, Nora Chadwick, David Dumville, Sigurður Nordal, Olaf Olsen and Gabriel Turville-Petre, giving his work an authority lacking in many other maritime studies of the same subject matter. Parts of his research had been published over several decades in journals such as *Speculum*, *Economic History Review*, and *American Historical Review*. His work was particularly significant for bringing maritime questions into mainstream medieval historical studies.

A number of shortcomings of Marcus’s work could be noted. He probably—admittedly, as many have done on the basis of *Vita S. Columbae* II.42—greatly overstates the centrality of the hide boat (*currach*) to the marine technology of the Gaelic world of the first millennium (pp.9-11, 19), though he becomes more circumspect as his argument progresses (p.27 & 179, n. 15). His discussion of *hafvilla* (pp.107, 116-18) perhaps fails to adequately consider the mystical aspect of being lost in a fog in medieval narrative. The identification of examples of latitude sailing (p.113), coastal landmarks in navigation (p.115), to choose some among many observations, combined with a precise interest in lexical items and their meanings (as well as a commendable desire to achieve correct orthography in Celtic and Old Norse), however, set an important example for others to follow. Marcus’ handling of evidence is generally with a critical eye (see, for example, his discussion of Roman coins in Iceland, p.25) and he is concerned to balance maritime factors with other causes. His good-humoured polemics, for example against the views of Samuel Eliot Morison (pp.12-13, and esp. 179-80), remain a particular delight. This is a classic

study whose reprinting is to be warmly welcomed.

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David F. Marley. *Pirates of the Americas*. Santa Barbara, CA: ABC-CLIO, www.abc-clio.com, 2010. xxii + 477 pp. (Vol. 1) and xx + 390 pp. (Vol. 2), illustrations, maps, documents, chronology, glossary, bibliography, index. US \$180.00, UK £124, cloth; ISBN 978-1-59884-201-2.

More than fifteen years ago, David Marley published his *Pirates and Privateers of the Americas*, one of the few useful reference works in a field that has been plagued by secondary literature of questionable quality. Now Marley has compiled an amended, and considerably enlarged, two-volume set containing information about the most famous or, depending on one's perspective, infamous pirates in the early modern era. The first volume encompasses the period from about 1650 to 1685, and the second covers the years 1686 to 1725, also known as the Golden Age of Piracy.

Marley's volumes contain some 500 biographical accounts of pirates—or people who are known as pirates—and their most important supporters and enemies, plus entries on related topics. The length of these entries varies, according to their significance and the availability of sources, from a few lines to more than a dozen pages. Various accompanying maps and illustrations make the work an easily accessible source for a wide readership. Each of the highly informative volumes ends with a sampling of documents pertaining to the period. A brief chronology of events, a glossary, a select bibliography, and a comprehensive index supplement each volume. The presentation without a jacket is both attractive and useful for a reference work. Unfortunately, the high price may limit its audience.

Marley describes in some detail, not only the most notorious, but also many little-known marauders. The entries are written in such a vivid style that readers are tempted to browse through the pages in search of exciting stories. Characters from Robert Louis Stevenson's *Treasure Island* come to mind when one reads certain biographical sketches. Nevertheless, the history of piracy has little to do with romance. Many victims were tortured and killed; women were often raped. After all, these volumes are dealing with violent crime, and Marley reminds his readership on several occasions that pirates were nothing less than ruthless cutthroats.

The author's expertise clearly lies in the earlier period—the age of the buccaneers—based on his broad knowledge of English, Spanish, French, and Dutch sources. The difficulty of obtaining access to adequate primary sources is one of the major obstacles to researching this period, and therefore, it is an understudied field. For the most part Marley combines a broad empirical basis with sound judgement. It is one of the major achievements of the first volume that the author manages to separate fact from fiction, historical reality from fancy. He accurately describes how the buccaneers of the seventeenth century assaulted their Spanish enemies; he explains the connections between piracy and privateering in the period under consideration; and he makes sense of seemingly desperate pirate voyages to the periphery of the then-known world. It is probably unavoidable that, due to the fact that many exploits were led by groups of buccaneers, users can come across many repetitions in individual entries for various members of these outlaw gangs.

Marley's knowledge of the late seventeenth and early eighteenth-century rovers is largely based on *A General History of the Pyrates*, first published in 1724, and the voluminous secondary

literature. These sources, however, need to be utilized with great caution. For example, the *General History* describes how the pirates Thomas Anstis and John Fenn barely escape an encounter with HMS *Hector* near the Cayman Islands in August or September 1722. A look in *Hector's* logbook reveals that the naval vessel was not even in the Caribbean at that time. And of course, the story of the pirate colony Libertalia in Madagascar is purely fictional. To his credit, Marley's biographical accounts contain only few factual errors. Most of the text is the result of thorough research.

These books comprise a valuable addition to the rapidly growing library of pirate literature. In contrast to many other authors, Marley provides a solid compendium of information that helps to demystify some of the most romanticized figures in early modern history. The publication of this reference work is a welcome exercise. One hopes that it will help to raise the quality of research in this interesting field.

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Edward J. Marolda. *The Approaching Storm. Conflict in Asia, 1945-1965*. Washington, DC: Naval History & Heritage Command, www.history.navy.mil, 2009. The U.S. Navy and the Vietnam War series, 84 pp., illustrations, selected readings. US \$16.00, paper; ISBN 978-0-945274-57-5.

Jan K. Herman. *Navy Medicine in Vietnam. Passage to Freedom to the Fall of Saigon*. Washington, DC: Naval History & Heritage Command, www.history.navy.mil, 2010. The U.S. Navy and the Vietnam War series, 50 pp., illustrations, selected readings. US \$12.00, paper; ISBN 978-0-945274-62-9.

John Darrell Sherwood. *Nixon's Trident. Naval Power in Southeast Asia, 1968-1972*. Washington, DC: Naval History & Heritage Command, www.history.navy.mil, 2009. The U.S. Navy and the Vietnam War series, 84 pp., illustrations, selected readings. US \$14.00, paper; ISBN 978-0-945274-58-2.

In commemoration of the fiftieth anniversary of major United States combat operations in Vietnam, the Naval History and Heritage Command and the Naval Historical Foundation commissioned a series of booklets to highlight the Navy's contribution to the war. These booklets will examine not only the military strategy and tactics employed by the United States Navy, but also delve into many other aspects of the war in which the Navy played a role. The booklets under review here, the first three published under this new series, reaffirm not only the importance of such an enterprise, but also the necessity of preserving the history for future generations.

The first booklet in the series, *The Approaching Storm*, co-authored by one of the series editors, Edward Marolda, examines how the United States became involved in Southeast Asia. Marolda ties the long American history in Southeast Asia to the emerging Communist threat in China in the immediate post-Second World War period. This danger led to the United States' interest in the First Indochina War, which pitted France against Vietnamese nationalists and communists and resulted in American support for the State of Vietnam, renamed the Republic of Vietnam in October 1955, as the United States replaced the French in the region. Marolda continues the story through 1965. While there is no new interpretation in this small volume, his treatment of the Gulf of Tonkin incident is excellent; and, he does offer some refreshing insight into the differences between how the American and Vietnamese

personnel fought the war.

Marolda's examination of the obstacles to building up the Vietnamese navy is a good example. He argues that their navy was plagued by a lack of resources, inadequate training, low pay, poor morale, and played a secondary role to the Army of the Republic of Vietnam. Moreover, the Americans failed to adapt to the Vietnamese culture or learn the language, which made it difficult to train the Vietnamese Navy in American strategies and tactics. Echoing recent works on the Vietnamese perception of the war, specifically Andrew Weist's *Vietnam's Forgotten Army*, Marolda argues that Americans misunderstood their Vietnamese counterparts. Vietnamese naval personnel had been fighting the war for years before the Americans had arrived, and would continue to fight after various American advisers had served their tour of duty. This resulted in the Vietnamese becoming less inclined to seek quick but costly battles against the enemy, which, in turn, caused some Americans to suggest that the Vietnamese really did not want to fight. Marolda's initial effort in providing an overview of the United States entry into Southeast Asia sets the proper tone for the series.

The next booklet, by John Sherwood, covers the naval role in air operations from the time of Lyndon Johnson's March 1968 announcement limiting air operations over the Democratic Republic of Vietnam through the end of Operation Linebacker II in December 1972. Sherwood offers a standard account of the naval air operations over the Democratic Republic of Vietnam with some emphasis on Laos. There is little that is striking in the booklet other than an early comment that the Navy played a major role with its contribution to Nixon's goal of "Peace with Honor," which suggests that the goal was actually accomplished. Sherwood also

provides an insightful argument that shows how Linebacker II was not the only reason the DRV returned to the peace table in December 1972. Sherwood maintains that it was the effects of the mining operations associated with Linebacker I that played a greater role. His treatment of the controversy surrounding US Air Force General John Daniel Lavelle and the Protective Reaction Strikes against the DRV is also out of date. Sherwood does not discuss the 2007 investigation that showed Nixon had, in fact, authorized the air strikes against the DRV. Declassified documents also suggested that Lavelle had moved to discourage the strikes rather than encourage them. Lavelle had covered for his president in order to avoid embarrassment. In 2010, Lavelle was posthumously nominated for advancement on the retired rolls to the rank of general to regain the status he had lost as a result of the 1972 alleged action, albeit this was done after Sherwood's booklet was published. Notwithstanding these minor points, Sherwood does a fine job providing an overview of naval air operations.

The final booklet, authored by Jan Herman, offers a brief overview of Navy medicine during the war. He begins with the 1954-1955 Operation Passage to Freedom that oversaw the transport of approximately 310,000 Vietnamese and Nung from the Democratic Republic of Vietnam to the State of Vietnam aboard U.S. Navy ships and ends with the Navy's care for South Vietnamese as they fled after the fall of Saigon on 30 April 1975. Herman's examination of Navy medicine follows a chronological pattern though it is far from comprehensive. Some of the topics that are mentioned in the work include the formation of the Station Hospital Saigon, medical battalions, and naval support Activity Hospital, Danang. There are also specific references to the Navy corpsman, the process of medevac, and the care of POWs after the war.

Herman excels in his use of the Navy Medical Department oral histories which offer a unique perspective on how naval medical personnel viewed the war and their role within it. The booklet is interspersed with vignettes from these oral histories that add to the story, but also reference such important events as the November 1963 *coup d'état* against Ngo Dinh Diem as witnessed by Lieutenant Commander Bobbi Hovis, who was an early member of Station Hospital Saigon, and the Gulf of Tonkin incident as remembered by Lieutenant Samuel Halpern, who served as a medical officer aboard the USS *Maddox*. The book is also superbly illustrated.

The three booklets mark an excellent beginning to the Naval History and Heritage Command and the Naval Historical Foundation's series and offer a fitting tribute to the Naval and Marine personnel who served in Southeast Asia during the war.

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Anthony James Newpower. *Iron Men and Tin Fish: The Race to build a better torpedo during World War II*. Annapolis, MD: Naval Institute Press. [www.usni.org](http://www.usni.org), 2010. 256 pp., illustrations, notes, bibliography, index. US \$21.95, paper; ISBN 978-1-59114-623-0.

There is something absolutely fascinating about submarines. Perhaps it is their ability to slip beneath the surface into a world where we are, at best, trespassers, or their ability to move unseen into places other ships can never go. It sparks the imagination to hear the tales of submarines and the submariners who inhabited them. This is especially the case with the American submarine fleet in the Second World War. Yet this tale is a frustrating one of failure for at least the first 21 months of the war. Virtually every single account of

the submarine war blames the American torpedo as a central cause of disappointing performance. No one has ever really examined the torpedo problem directly, however, or made a concerted effort to explain why it was not fixed more quickly. While fingers are often pointed at the Newport Torpedo Station and the Bureau of Ordnance (BuOrd) for failing to do their job correctly, this has left a huge gap in the literature where no one seemed willing to tread until now. Anthony Newpower's recent book, *Iron Men and Tin Fish: the Race to build a better torpedo during World War II*, has taken a huge step forward in correcting this omission. Over the course of 256 pages, divided into ten chapters with a prologue and epilogue, the author lays out the torpedo problem for all to see. Starting with a discussion of early torpedoes and the evolution of the weapon, Newpower leads the reader through US torpedo development and the difficulties inherent in poor design, faulty testing and bureaucratic inertia. In the process, he lays out the problems and the steps taken to correct them. He also examines the strategic and tactical implications of these failures for the submarine fleet and the war in the Pacific.

Probably the most fascinating element of the story revolves around his discussion of the lines of communication, both formal and informal, between Commander Submarine Forces, Pacific (ComSubPac) and BuOrd. The author delves into the official communications between the submarine commands and those producing and testing the torpedoes to reveal far more of the story than we have previously seen. Where other authors have glanced over this with references to the bureau's reluctance or stubbornness when it came to accepting a torpedo problem, the author goes into greater detail. Particularly fascinating is the fact that BuOrd repeatedly called on the submarine fleet to provide trained skippers and torpedo officers to

assist in torpedo design and in the correction of problems, something that most other authors have totally ignored. This reveals a bureaucracy less lethargic than previously thought.

Of equal importance is the author's discussion of the informal lines of communication between the major players. Most of these officers knew each other; in many cases they were friends and shared educational and life experiences. In their personal correspondence we see them informally trying to bring pressure to bear without causing confrontation and the inevitable backlash it creates. The close relationship between Rear Admiral William Blandy (BuOrd) and Admiral Charles Lockwood (ComSubPac) was particularly surprising. As old friends, their informal communications focus on torpedo issues in significant detail, revealing the extent of the problem and their attempts to solicit correction on both sides. Clearly, what some portray as a product of bureaucratic failure was, in fact, far more complex, as were the attempts to improve the situation.

The author also provides an interesting international perspective on the American torpedo problem by comparing American, British, German and Japanese torpedoes. The German comparison is particularly useful as both countries suffered from many of the same issues, but Germany overcame them far more quickly. This international dimension helps to establish how well the U.S. managed its torpedo failures while highlighting key issues. For example, Lieutenant-Commander Tony Miers, RN, the British Submarine Liaison Officer in the U.S., refers to the American torpedo issue in his correspondence and identifies it in terms of technical problems and the impact it had on the submarine crews as well as recommending solutions. This is a side of the story that has never really been revealed.

This does not mean that the book

does not have any flaws. Its greatest weakness is that so much of it is a rehashing of long-known stories about submarine operations in the Pacific. The vast majority of the book details submarine attacks that failed due to torpedo problems. Some noteworthy examples stand out: the 10 April 1943 attack by the USS *Pompano* on the *Shokaku*; the attack by the *Trigger* on the *Hiyo* of 10 June 1943; and the attack by the *Tinosa* on the *Tonan Maru III* on 24 July, 1943, are all stunning examples of torpedo failures. These events, however, like most of the litany of boats and problems, are well documented in the literature. While the stories are good copy and reasonably gripping, they do not really contribute to the author's avowed goal of explaining the race to build a better torpedo. What is needed is an in-depth study of the torpedo issues. Newpower's opportunity to tell the other half of the story about American torpedo problems is never fully realized.

While the book did not live up to its full potential, it is not without value. In fact, I highly recommend it. I believe it represents the best discussion of the torpedo problem to date and it reveals far more about the mechanical issues involved than anything else in print. On those grounds alone, it should be a must-read. It is not, however, the definitive answer to why American submarines went to sea with defective ordnance until September 1943, or why it took so long to correct this. Nevertheless, Anthony Newpower has taken a major step in that direction.

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John Sadler. *Blood on the Wave. Scottish Sea Battles*. Edinburgh, UK: Birlinn, www.birlinn.co.uk, 2010. x + 246 pp., illustrations, map, glossary, notes, bibliography, index. UK £20.00, cloth; ISBN 978-1-84158-865-0.

The poet Robert Burns called Scotland his homeland of mountain and rock, of ocean, mist and wind and few countries have a higher ratio of seacoast to landmass. Yet less has been written about Scotland's sea battles than about its conflicts on land.

John Sadler has written more than a dozen books on Scottish land battles ranging from Flodden to Dunkirk, the skirmishes of the Border Reivers, and the three hundred years of war between Scotland and England. He is also a professional battlefield tour guide, a historical interpreter, a visiting lecturer at the University of Sunderland Centre for Lifelong Learning and a member of the actors' union, Equity.

There is no doubting the Scots' pedigree as fighters on land. In 1419, a Spanish squadron carried more than six thousand Scottish troops to France and, in the seventeenth century, Scots were prominent among the officer corps in Russia. Three Scots became Swedish field marshals and there was a Scots Brigade in Holland and the Garde Ecosaise in France. During the Napoleonic Wars, Scots also achieved positions of high command in the Royal Navy, with many rising to the rank of Admiral.

The author admits to having an enduring fascination with Scotland and he starts and finishes his account of Scotland's sea battles at Scapa Flow, the lagoon-like, natural deepwater anchorage on Orkney, as he explores the country's maritime history from the Iron Age to the Cold War. Within this very broad canvas, he highlights three eras as being of particular importance; namely, the Viking invasions, the Wars of

Independence with England, and the Royal Navy's role in Scotland during the twentieth century.

The first third of the book examines 600 years of Norse/Gael sea battles, where the mobility of the Viking warships was the key to their superb seamanship. That the Scots were quick learners is reflected in most sailing terms in Gaelic having Norse origins. The turning point was the Norsemen's defeat at the battle of Largs in 1263, after King Haakon's fleet was driven ashore in a storm. (Devine 2003) Sadler contends that the well-documented violence and destruction of the Norse incursions resulted in Scotland's developing into a minor but capable maritime force by the fourteenth century. He credits this to the fast, oared Scottish ships, a design based on the Viking vessels which had survived in the west highlands and parts of Ireland where the lords of the isles still maintained large fleets.

During the early sixteenth century, James IV engaged a Scottish shipwright working in France to build a new vessel, *Michael*, in order to define the Scots Navy and project an image of Scotland as a power of the first rank. Scholars still speculate on what the outcome of the war between Scotland and England would have been after 1627 if Scottish revenues had been sufficient to support its small re-founded navy, since sea power was vital to both sides (Rodger, *The Safeguard of the Sea*, 1997). In the event, the Scottish navy was severely set back numbering only three warships in 1703 but, as Sadler points out, a fledgling Scots merchant marine was successfully trading with the Dutch, English and French colonies in America in the 1630s.

The later chapters of the book concentrate on the Navy's presence in Scotland following Admiral Jacky Fisher's search for a place where the fleet could not be surprised by the German navy. Two

world wars, the subsequent Cold War and the creation of the Warsaw Pact in 1955, not to mention the current threat of global terrorism, have meant that an even larger naval power is based in Scotland, from the dockyards at Rosyth to the Trident submarines at Faslane (Lavery, *Shield of Empire*, 2007).

Sadler has expertly compressed the long period from Agricola's attempt to subdue the country in AD 80 to the Atlantic convoys of the Second World War. It is inevitably, however, at the cost of creating a snapshot of the principal actions, ships and men who played an integral part in naval encounters in Scottish waters. Fortunately, Sadler supports his arguments with considerable aplomb and provides extensive and well-organised notes, an informative bibliography, a comprehensive index and an excellent choice of illustrations. While more detailed maps might have been useful, the author's skill lets the glory of Scotland's maritime history shine through. His strength is not only in his detailed research of the battles around the Scottish coast, but also his description of the country's shipbuilding techniques, as well as its design and developments in naval gunnery, which became an integral part of Britain's maritime history.

Many Scots made their living and their fortune from the sea and this book is as much a tribute to them as it is a fascinating look at the coastal defence of a country with over 6,000 miles of coastline. Sadler admits that this book is not intended to be a specialised naval study and that it will mainly appeal to the general reader of history rather than the maritime historian. It is, nevertheless, an outstanding record of the Scots at war on the sea and will surely entertain all who have an interest in Scotland and its history in roughly equal measure.

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Megan Taylor Shockley. *The Captain's Widow of Sandwich. Self-Invention and the Life of Hannah Rebecca Burgess. 1834-1917*. New York, NY: New York University Press, www.nyupress.org, 2010. xii + 267 pp., illustrations, appendix, notes, bibliography, index. US \$45.00, cloth; ISBN 978-0-8147-8319-1.

Hannah Rebecca Burgess was the wife of Captain William Burgess for barely four years, two of those spent at sea with her husband, when he died on their second voyage together, leaving the vessel without a master on the open sea. By her own account, Burgess took control, safely navigating the captain-less ship to port. Burgess then spent the ensuing six decades of her widowhood constructing her own legend as a maritime heroine. *The Captain's Widow of Sandwich* is not a maritime study per se, but rather an exploration of Victorian womanhood and the literary construction of identity for both personal benefit and public consumption.

Shockley's stated objective in her study of Burgess is twofold: to examine how she perceived herself as both a devoted wife-turned-widow and maritime heroine; and to explore how her evolving narrative of her time at sea shaped a mythic self and a lasting legacy in her community of Sandwich, Massachusetts, on Cape Cod. Shockley achieves this goal through a close reading of Burgess's journals, with reference as well to logbooks, probate and town records, and current scholarship on nineteenth-century autobiographical writing and Victorian rituals of mourning. An appendix contains excerpts from Burgess's writings, including her most detailed account of her husband's death and her subsequent heroic action.

Burgess's life, as revealed in her journals, both reflected and transgressed the ideal of the genteel Victorian woman, the "angel in the house." As a young wife of

eighteen, Burgess saw her husband off on his first voyage of their married life, but then chose to join him on a subsequent voyage to San Francisco on the clipper ship *Whirlwind*. Burgess's journal entries from this voyage convey a romanticized image of life at sea, especially as a captain's wife, with Burgess as the devout Christian spouse acutely concerned for William's moral well-being as well as reveling in her role as "the protagonist of an adventure story" (p.60). Journal entries from her second voyage, on the extreme clipper ship *Challenger*, reveal a sharp contrast in tone. Gone is the romanticism, replaced by discontent, boredom, and homesickness: "I am fully convinced the Sea does not suit my constitution" (p.95). On this long voyage from Boston to San Francisco and thence to China, London, and Chile, captain and crew contended with a smallpox outbreak, the loss of several sailors overboard, deaths from dysentery, and the desertion of seven men at the Chincha Islands (off Peru). Then, on the way to Valparaiso, Chile, William himself died of dysentery, and Burgess began to construct her new identity as a captain's widow.

This new identity manifested itself both in action and in writing, as Burgess sought to perpetuate her husband's memory and her alleged role in saving his ship and crew following his death. Burgess engaged in an elaborate public ritual of mourning by having William's body disinterred from its grave in Chile and brought back to Sandwich, where his remains still rest under an obelisk and headstone inscribed with a story in verse describing Hannah's marital devotion in fulfilling William's deathbed request to take him home. Thereafter, his widow visited the cemetery every day and spent hours landscaping the site, located just across the road from her home in the centre of town, where residents knew to look for her. Burgess remained a widow for the rest of her life, based on a vow she and William

had made never to remarry.

While creating a public memorial to William, Burgess also set out to recast herself as a maritime heroine who had saved the lives of the crew of the *Challenger* following his death. According to Burgess, the ship's first mate Henry Winsor was incapable of performing the necessary calculations to navigate the ship. Sometime during her first voyage, Burgess had learned to use a ship's chronometer to take calculations. In oral presentations to townspeople and schoolchildren, and in narrative form, Burgess claimed to have used this skill to save all hands on board the *Challenger*, assigning herself the role of heroic woman: "I often say to myself, what would have happened, had I not had many months' experience, and felt capable of navigating a ship? Had confidence in my ability failed, where would the ship have gone?" (p.172). Burgess ensured that her public persona as heroine, so carefully constructed in life, would be perpetuated after death by donating her journals to town institutions and providing funds for their preservation.

Burgess's narrative has the elements of an exciting maritime adventure, yet there is no corroborating evidence of the widow's account or that the first mate was incapable of navigating the ship. The author herself finds Burgess's heroic narrative "probably stretched beyond the point of truth" (p.175). Burgess's story is a self-mythologizing fiction, aided by a community complicit in the perpetuation of her legend perhaps partially—and understandably—in response to a regional change from a maritime-based economy to one increasingly dependent on tourism. While this is a perceptive study of one Victorian woman's lifelong construction of identity, it will likely disappoint readers expecting maritime historiography. The sea, and the ships and crews upon it, are merely the backdrop for Burgess's creation of her

self-reverential portrait as maritime heroine. Her carefully constructed legend continues today. At the Sandwich Glass Museum, where the archives hold a number of Burgess's journals, an exhibit of a Victorian-era dining room includes a hologram of Burgess (portrayed by a museum employee) capable, according to the museum's Web site, of interacting with the public. Hannah Rebecca Burgess would likely be proud her fictive self lives on, just as she intended.

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David Curtis Skaggs & Larry L. Nelson (eds). *The Sixty Years' War for the Great Lakes, 1754-1814*. East Lansing, MI: Michigan State University Press, www.msupress.msu.edu, Distributed in Canada by UBC Press, 2010. xxxiii + 414 pp., illustrations, maps, notes, index. CDN \$24.95, paper; ISBN 978-087013972-7.

This book is a compilation of scholarly essays written for a 1998 conference at Bowling Green State University in Ohio, to address conflict in the Great Lakes from the French and Indian War in 1754 to 1814 at the end of the War of 1812. The goal of this conference was to examine the military, economic, social and political interplay between American, French, English and Native peoples during the succession of wars that impacted the region from the late-eighteenth to the early-nineteenth centuries. Skaggs and Nelson collected some of the most insightful papers written by conference participants for publication in this volume.

These papers address a wide variety of topics relating to the period in question, with the common theme of examining persons and events against a backdrop of continuing strife resulting in far-reaching consequences for all parties involved. Essay topics range from

historical accounts of the lives of individuals to broad-reaching interpretations of political policy and social feeling. Papers addressing Native experience during the wars include a multi-perspective portrayal of the Iroquois Confederacy, an interpretation of the impact of European diseases on native populations in the area, the 1782 massacre of Christian Indians at Gnadenhutten, areas under native control as well as writings addressing ethical relationships and loyalties between Natives and their combatants and allies. Other writings address the European and colonial experience in the wars, and include a plethora of topics ranging from the lives of fur traders to land development and Quaker missionary initiatives.

Although each paper within this compilation focuses on a unique issue, together they provide the reader with a cohesive understanding of the many elements and players that had an impact on the Great Lakes during Colonial and early National-era conflicts. The essays provide fresh perspectives on previously examined or under-represented topics, and in doing so highlight the importance of continuing historical scholarship in the area. Some, such as Jane Errington's essay on the loyalties of Upper Canadians during the War of 1812, challenge traditionally held beliefs and provide alternate interpretations for social interactions and political allegiance. Others, such as Michael McDonnell's history of *métis* fur trader Charles Langlade, provide insight into the impact of individuals on broader contexts.

The essays are arranged in the volume in roughly chronological order, beginning with Skaggs's paper on the unity of events comprising the "Sixty Year's War." In this format, readers are able to either read through the entire selection to gain a multi-perspective understanding of the progression of events, or they may choose a period that relates to their

particular area of interest or study. Each paper is fully cited, and although illustrations and graphics are somewhat sparse, they are included where necessary to enhance or support discussion, and include maps, tables and sketches. The armchair enthusiast may find this format slightly imposing, but the scholar in search of new perspectives and responsible research will find this compilation to be very useful.

All of the essays in this collection are written in a professional and responsible manner, and all are well-researched (as evidenced by substantial endnotes). The authors present their viewpoints in concise yet fully-supported arguments, and although the overall tone of the volume lends itself to scholarly audiences, the writing is engaging enough to captivate the interested layperson. Indeed, the range of topics addressed alone is sufficient to generate interest in nearly anyone who has a passion for history. Within these pages, the reader will find interesting anecdotes, useful statistics, and thought-provoking analysis. While all of the information in the volume would be of some use to the maritime enthusiast, the essays on the Mohawk-Oneida inland navigation corridor, Fortress Detroit and the War of 1812 contest for Lakes Erie and Ontario are particularly informative.

This compilation of essays successfully achieves what it sets out to do; namely, to provide an informative and useful collection of writings that will enhance current scholarly research and generate continuing debate on varied perspectives and experiences during the wars that shaped the economic, social and political demography of the Great Lakes. Historians seeking information on Native experience and participation in conflicts during this time will be as equally pleased as those seeking insight into the actions of Colonial powers and early National development. Anyone with an interest in

Canadian and American development and history will find that this collection holds a wealth of information in their field of study, and doubtless the topics within will generate ideas for further research. For the maritime historian, archaeologist, interested professional or layperson with an interest in the history and development of the Great Lakes, the value of this book cannot be underestimated.

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Victor Suthren. *The Island of Canada. How Three Oceans Shaped Our Nation.* Toronto, ON: Thomas Allen Publishers, www.thomas-allen.com, 2009. 362 pp., illustrations, maps, bibliography, index. CDN \$34.95, paper; ISBN 978-0-88762-406-3.

An overview of Canadian history from a maritime perspective has been long overdue. Possessing the longest coastline and the largest lake system in the world, Canada has been indelibly shaped by its experiences on and beside the sea and its connected waterways. Readers of this journal do not require convincing of the above-author's argument or of his contention that most Canadians remain woefully unaware of this deeply ingrained relationship. They will, however, be thankful for his attempt to essentially "right the ship" of public knowledge by providing a valuable introductory understanding of the country's past and present development within the context of maritime matters and both the challenges and promises the future may hold.

Suthren traces the more than 50,000 years of Canada's history over 19 succinct chapters. Beginning with the Beringia Land Bridge, he takes us on a spirited journey through most of the recognizable stops in the early national narrative, including the pre-European

period, the Norse voyages, the era of European discovery and expansion, the fur trade, the age of imperial rivalry, the windjammer fleets, and expansion to the Pacific. The inland seas, piracy, privateering, the search for the Northwest Passage, and the evolution of the Canadian navy all receive welcome attention. Suthren encapsulates the main issues and developments in each section very well while his lively prose animates even the most familiar events to the delight of both general readers and specialists. It is regrettable that the author did not devote some attention to the earliest settlements on our coasts, namely the first English colony in Canada as led by John Guy at Cupid's, Newfoundland in 1610, or configure a chapter on Canada's fisheries. Instead, the monumental value of the fisheries to the communities on all three coasts and the Great Lakes is distilled among numerous chapters until being finally discussed in the context of the late- twentieth century collapse of the Atlantic cod fishery and threats to other species. It is in this last chapter and the epilogue that Suthren enhances the book's worth, for he clearly believes that actively informing and shaping public policy is as much a part of his role as historian as telling the story. Relating the history of Canada's relationship with its seas and waterways to the current dismal state of affairs and the issues and promises that may lie ahead will certainly engage readers and perhaps rouse them to act.

There are a few problems. For one, the title may puzzle many. It is difficult both physically and metaphorically. Some may take exception to describing Canada as an "island," for the term's geographical definition involves being surrounded entirely by water. Furthermore, the title does not reflect the country's history in non-physical terms as understood by Canadians or as described in these pages. The term "island" connotes a mentality that is inward

in its focus, isolated from outside forces in its development, and conservative in its values and practices. Throughout the book, Suthren actually reveals how Canada's development was profoundly influenced by forces from "outside"— to the south and from numerous points overseas. This is in keeping with a Canadian psyche that features a broad awareness and understanding of the globe and a Canadian culture that values and embodies this perspective. Suthren's justification for using the term stems from the country being bordered by oceans on the north, east and west, and a juggernaut of a neighbour on the south, which essentially encouraged an inward gaze and the formation of a truly unique culture. Interestingly, Suthren appears to treat the oceans and waterways as connectors between this "island" and the rest of the world rather than "dividers"; he should have allocated more space to delineating this relationship and delving into the burgeoning scholarship, such as that produced by the Institute of Island Studies at the University of Prince Edward Island.

The book's usefulness as a resource, for those making their first foray into Canadian maritime history as well as those teachers and university professors searching for a suitable textbook to support courses on the topic, could have been bolstered quite easily. A brief historiographical review, rather than the existing selected bibliography, would help readers sense the breadth and health of the field. Some mention of the academic and popular journals and the professional associations and societies devoted to the study of Canada's maritime history and heritage would have been appropriate. Moreover, an inventory of the relevant archives, museums, historic sites, underwater discoveries, festivals and plaques by province and territory, and a map depicting the most significant developments in the country's maritime past could well

have been included to better inform readers and to direct them toward further study and participation. Finally, there are glaring omissions in the select bibliography, for much of the invaluable work produced in the past few decades is not evident here. There is no recognition, for instance, of the essential studies by Jerry Bannister, Margaret Beattie Bogue, Sean Cadigan, Judith Fingard, Lewis Fischer, Julian Gwyn, Rosemary Ommer, Gerald Panting, Peter Pope, James Pritchard, or Glyndwr Williams, not to mention the iconic Harold Innis or the groundbreaking efforts of the Atlantic Canada Shipping Project.

Though there is evidence here of a missed opportunity to provide readers with a solid grounding on the state of Canadian maritime history and efforts to promote and preserve it, Suthren's book should be considered a fine accomplishment. Such an overview is far from a simple task. It makes a tremendous contribution to a field of scholarship and a facet of Canadian history and identity that we can only hope will continue to blossom. That wish of course depends greatly upon the willingness of scholars, students, the wider public and our politicians to finally take notice and act.

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Eric Robert Taylor. *If We Must Die. Shipboard Insurrections in the Era of the Atlantic Slave Trade*. Baton Rouge, LA: Louisiana State University Press, www.lsu.edu, 2009. xvi +266 pp., illustrations, tables, appendix, notes, bibliography, index. US \$22.50, paper; ISBN 978-0-8071-3442-9.

The enslavement of Africans by white Europeans and North Americans between the seventeenth and nineteenth centuries has long evoked images of massive slave ships crossing the Atlantic to deposit their human cargo at anxiously awaiting plantations.

During this period, it is estimated that more than 500,000 Africans were brought to North America aboard the dreaded slave ships, to begin their new lives as the property of white land-holders. While the experiences of African slaves in North America has been extensively documented by historians such as Eugene Genovese, Michael Craton, Edmund Morgan and Herbert Aptheker (to name only four), their experiences during the terrible trans-Atlantic crossings have not traditionally been an area of extensive research, other than to suggest the Africans were herded aboard as animals in unhealthy, overcrowded, and often fatal, conditions. In *If We Must Die. Shipboard Insurrections in the Era of the Atlantic Slave Trade*, Eric R. Taylor explores an aspect of the African slave trade that has garnered little attention since the abolition of slavery in the United States more than 140 years ago: the refusal of all Africans to passively submit to their new white overlords, from the moment of capture to their delivery in North America.

*If We Must Die* begins with the story of the American slaver ship *Hope*, in August 1764, as it leaves the Senegal coast with 43 slaves aboard, bound for the Caribbean. Captain Gould, along with two crew members, is killed during the first of two revolts, ending with the capture of the renegade slave ship and the shooting of eight slaves. Taylor uses the example of the *Hope* to explain a problem inherent in accurately assessing the frequency and success of shipboard slave revolts: the nature of maritime insurance during this period and the financial responsibility of the captain for his ship and cargo. It was far better (and financially prudent) for a captain and his crew to simply lie and mislead the insurance brokers, rather than admit a shipboard revolt had occurred, resulting in the loss of valuable cargo (the slaves themselves) and questioning of the competency of both crew and captain.

Taylor supports this hypothesis by uncovering more than 400 cases of shipboard slave revolts during the eighteenth century alone, using primary sources such as crew accounts, records of the Royal African Company of England, and local/regional newspapers, in order to illustrate both the frequency and attempts to conceal shipboard slave revolts that had become commonplace by the late 1700s.

Taylor employs a three-part methodology to study the numerous shipboard slave revolts and their historical implications. The settings in which they occurred; their location and timing, the roles played by women and children, and a comparison of shipboard versus plantation slave revolts, all help explain that slave revolts (on land or sea) were not an uncommon occurrence, regardless of their high failure rate. From the time of capture to their temporary incarceration in coastal barracoons (enclosures), African slaves faced mortality rates of up to 15 percent while in captivity awaiting transport to North America, only to be faced with the dangers inherent in a trans-Atlantic crossing where mortality rates of 20 percent were not uncommon in the eighteenth century. While unaware of these statistics, Africans nevertheless believed revolt their only option to oppose a life of forced servitude.

Challenging traditional historiography by presenting an African people resisting their enslavement from the first moment of capture, using every opportunity to escape and change their involuntary confinement, the actors in *If We Must Die* are not the historical stereotypes of African slaves stoically resigned to a fate forever out of their hands, in silent and passive acceptance. The African slaves in Taylor's account possess agency, a quality typically reserved for European immigrants of the same period who crossed the Atlantic under very different circumstances, and not as slaves. In fact, Taylor identifies six

factors under which shipboard revolts were more likely to occur, when African slaves recognized a favourable shift in the balance of power had occurred (or was about to), thereby increasing the chances of regaining their freedom. Whether a reduction in crew size, shipboard crises, crew disunity/negligence, the numerical advantage of slaves, or larger ratio of African-born slaves, when opportunities arose promising the chance of freedom, they were promptly seized.

This does not suggest, however, that the majority of onboard slave revolts were successful, regardless of the agency demonstrated by the Africans. Of the hundreds of onboard slave revolts catalogued by Taylor, only one appears to have succeeded. In 1752, 400 slaves aboard the Bristol slave ship, *Marlborough*, managed to seize control (killing the captain and crew) and escape back to Africa. Although the ultimate fate of the 400 slaves is unknown after their return to Africa, it does suggest that a tragically low percentage of revolts ended successfully.

According to Taylor's estimates, shipboard revolts between 1680 and 1800 decreased the volume of African slaves by 9 percent, saving as many as 600,000 from enslavement, helping to bring the eventual defeat of slavery in the North Atlantic. *If We Must Die* is an excellent resource for historians seeking an alternative interpretation of the traditional "lack" of agency demonstrated by African slaves in the western hemisphere from the sixteenth to nineteenth centuries, and a superb resource for maritime historians searching for specific information on international ships being used during the African slave trade to North America, and their eventual outcome. The only voices absent from this narrative, which would have increased the validity and effectiveness of Taylor's argument, are those of the Africans themselves, and apart from Ottobah

Cugoano, Mahommah Baquaqua, and Olaudah Equiano (who provide brief descriptions of their experiences and journeys as slaves), this remains an almost exclusively European and American interpretation as extant literature from the African perspective has not survived to the present day.

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John Tredrea and Eduard Sozaev. *Russian Warships in the Age of Sail, 1696-1860. Design, Construction, Careers and Fates*. Annapolis, MD: Naval Institute Press, www.usni.org, 2010. viii + 448 pp, illustrations, tables, appendices, bibliography, indices of ship names. US \$85.00, cloth; ISBN 978-1-84832-058-1.

The age of sail has always inspired both laymen and historians, resulting in countless books on the history of sailing warships and navies being published over the years. Most of these books focus on the history of the leading naval powers in eighteenth century Europe, England or later Great Britain and France. Smaller naval nations are rarely dealt with, and when it comes to Russia and the history of the Russian navy, there has been a virtual publication void, probably, as the authors of the present volume suggest, due to the linguistic separation and the political separation for most of the twentieth century.

It is this void which *Russian warships in the Age of Sail, 1696-1860* intends to fill. The first quarter of the book includes a short explanation of the different ship types mentioned in the volume, followed by essays on naval administration, shipyards and naval bases, as well as ordnance. An overview of naval history of the period concludes the introductory section.

The main part of the volume is an extensive catalogue of Russian naval

vessels, very much in the tradition of David Lyon's *Sailing Navy List*. The catalogue is organized by date and area of operation, and lists ships by classes. Each entry contains information on the ship name, number and distribution of guns, place of construction and naval architect, dates for the construction, dimensions and service history. Where available, there are illustrations in the form of line drawings, photographs of ship models, or paintings.

At first sight, *Russian warships in the Age of Sail, 1696-1860* appears to be a comprehensive, long overdue overview of the development of the Russian sailing navy. Closer reading, however, reveals a number of problems. While the introductory part is generally well organized and contains a wealth of useful information, the text appears slightly biased and subjective in parts. This becomes quite apparent in the overview of Russian naval history, especially where the authors focus on individual characters. While it is clear that the text is written from a Russian point of view, the subjective style of writing seems outdated and slightly inappropriate in a volume like this.

The catalogue of sailing warships seems to be compiled entirely on the basis of published secondary sources rather than primary archival material. These sources are clearly stated and discussed in a short literary review, but any scholar working with archival material on sailing warships will be aware of the problems that can be associated with data on ship dimensions and armament in published secondary sources, especially those published in the nineteenth century. Considerable variation in measurements, often introduced by conversion between different units of measurement or changes in the convention of ship measurements can be encountered. Although the authors list all varying ship dimensions in a catalogue entry and also state the source in question, it is very hard

for the reader to interpret this data and assess which secondary source might be more trustworthy regarding the vessel in question. In addition, some dimensions are stated in meters, while the majority are listed in British feet and inches. This source-related problem is explained by the authors, but it does not help readability. Furthermore, the section on data format provides an explanation for what the stated length of ships refers to, but does not refer to measurement of beam, thus introducing imprecision into the data.

The illustrations in the catalogue are of varying quality and lack references as to their source. Some illustrations are clearly original lines plans, and of great value for scholars or ship model builders. Without a reference, however, it will be hard to locate an original drawing. A catalogue entry relating to the existence and source of lines drawings for each individual class of warship described would have been a very useful addition.

Altogether, this volume leaves the reviewer with an ambivalent feeling. Despite of its faults, it succeeds in making previously hard to access data on the development of the Russian sailing navy accessible to an English-speaking audience. The systematic structure and the idea to combine the catalogue of sailing warships with extensive background information in the introduction add to the attraction of the volume. Even though clearly inspired by books like David Lyon's *Sailing Navy List* or Rif Winfield's series on sailing warships in the Royal Navy, it does not reach the same standard. The lack of detail and omission of references in the catalogue section limit the usefulness of this book for academic scholars in the fields of naval history or maritime archaeology.

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Peter Wadhams. *The Great Ocean of Truth*. Ely, UK: Melrose Books. [www.melrosebooks.com](http://www.melrosebooks.com), 2009. vi + 378 pp., illustrations, map, appendices, index. UK £15.99, paper; ISBN 978-1-907040-30-6.

Peter Wadhams is Professor of Ocean Physics at the Department of Applied Mathematics and Theoretical Physics at the University of Cambridge in England. He is also a superb storyteller.

In the fall of 1968, a plan formulated by the Bedford Institute of Oceanography (BIO) in Dartmouth, Nova Scotia, was firmly in place. The BIO research ship, *CSS Hudson*, would be despatched on an historic circumnavigation of North and South America conducting research activities along the way. At the time, BIO was a part of the federal Department of Energy, Mines and Resources (now Natural Resources Canada). The federal government approved the plan, and the relatively few additional funds needed for the BIO budget, and formally announced the scientific expedition in February 1969. Departure was scheduled for November 1969 to take advantage of the southern summer for the leg around Cape Horn and a foray into Antarctic waters. In the summer of 1970, *Hudson* would transit the Northwest Passage to complete the circumnavigation — the only ship to have done so — and the last of the great oceanographic voyages.

In 1969, the author was at Cambridge finishing a degree in physics. He had applied to BIO for a summer student placement, but instead, he received an offer to spend an entire year at sea as a scientific assistant in the *Hudson* on its epic voyage — an offer which he eagerly accepted. This book is the story of that voyage and of what Wadhams experienced during the year-long expedition.

*Hudson* sailed on 19 November

1969 and just over three weeks later, arrived in Rio de Janeiro. En route, the crew conducted oceanographic, biological and hydrographic observations to establish a pattern which would continue for most of the rest of the voyage. The reader is treated to fascinating descriptions of intricate processes, while at the same time, being educated subtly in what the science was intended to achieve. The journey continued around Cape Horn and the islands at the tip of South America and, after a side trip into the Antarctic, up the Chilean coast into little-known fjords. Leaving South America, the journey ventured far out into the South Pacific to run a line of observations up the meridian of longitude at 150 degrees West from latitude 65 degrees South to a planned 65 degrees North in the Gulf of Alaska. Along the way the ship made a stop in Tahiti.

*Hudson* left the Gulf of Alaska to proceed to Vancouver where it arrived on 12 June 1970. Docking and essential running repairs were undertaken in Esquimalt, British Columbia. The final leg of the voyage, through the North West Passage to Halifax, commenced on 13 August after a three-week period of geophysical experiments and observations off the Queen Charlotte Islands (now officially known as the Haida Gwaii).

The journey through the Passage, in company with the near sister ship *Baffin*, was not the easiest; particularly towards the eastern end as the navigable season neared its conclusion. With the aid of the icebreaker, *Sir John A. MacDonal*d, both ships transited without major incident or damage. Finally, on 16 October 1970, *Hudson* steamed triumphantly up Halifax Harbour preceded by a Navy tug with its fire hoses spraying a victorious arch.

Peter Wadhams is an extremely astute observer with an eye for relevant detail that is truly remarkable. His

descriptions of shipboard life on a scientific expedition are frank and perceptive. He has the ability to bring a scene to life, especially when he describes what he saw on and around the ship on the ocean. His assessments of some of his shipmates and colleagues are quite interesting!

The author participated in many expeditions ashore while the ship was in the various ports along the way. It is quite astonishing to realize just how enterprising this (then) young man was as he quite often takes off into the hinterland of South America by himself. His descriptions of his travels and adventures are fascinating. He also manages to provide detailed, albeit encapsulated, historical references for everywhere he visited. In particular, his description of the visit to Machu Picchu in Peru is engrossing. He is also very open about most of what went on during these expeditions, revealing a very human side to the scientists.

What is remarkable about this book is that it is concerned with events that took place 40 years ago but has only just been published. In some ways, because this is such a personal expression and perspective of what was, for the author, a life-changing odyssey, it needed a sufficient passage of time. Also, some details in the book were better left unsaid while certain persons were still living.

Wadhams' style allows the reader to forget those intervening years and relive the moments as if they were yesterday. He must have kept a remarkably detailed diary or journal to jog his memory, even if this was a major milestone in his life. It is a very entertaining and informative view of a major scientific event. There is a good selection of photographs included but unfortunately, the maps provided do not show enough detail for the reader to comprehend the routes taken in the fiords of Chile and around Cape Horn. Nevertheless,

the book is highly recommended.

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Jim Wellman. *Trouble at Sea. Sea Stories from Atlantic Canada*. St. John's, NL: Flanker Press, [www.flankerpress.com](http://www.flankerpress.com), 2010. 174 pp., illustrations, index. CDN \$17.95, paper; ISBN 978-1-897317-88-4.

Jim Wellman's *Trouble at Sea* is a compilation of stories depicting the dangerous, and often deadly, experiences of those who work in Canada's North Atlantic waters. The majority of the stories centre on fishing, although many concern men involved in other seafaring professions. While none of the sea stories was written by friends or families of the subjects, the tales clearly involve their perspective, leading the reader to assume that Wellman researched the lives and relationships of those involved. This does not imply that all of the men died, in fact, a number of them lived and provided Wellman with their own perspectives, so much so that he paints a very clear picture of their emotions during their terrifying experiences at sea.

In combining personal accounts with a larger context, Wellman brings to light the heroism and bravery that these people face every day. *Trouble at Sea* depicts events that are nothing short of tragic. Those who survived were the lucky ones, and in all fairness, their survival is nothing short of a miracle. Wellman does a fine job of trying to remember those who sacrificed their lives. Most of these stories concern men who wanted little more than pay for a hard days' work and Wellman emphasizes the selfless nature of each of these men who paid a hefty price for simply doing their jobs.

Although Wellman fulfilled his objective of writing heartwarming and tragic stories, the book itself is oddly

simplicistic, considering the subject matter. The stories are not challenging or difficult to read, and at times they seem as though they were written for a younger audience. The language is informal, and the narrative flows. Each story is set up with an individual's background, and then little by little the author develops the coming tragedy. Phrases such as "that would be the last thing they would ever say to each other," or "that was the last meal he would eat" appear throughout the book.

A number of books about tragedy at sea have become instant classics. For example, *The Whaleship Essex* and *The Perfect Storm* both depict events about men who were just doing their jobs when tragedy struck. The reason these accounts became so popular is because the author did more than simply recall the events; they were better stories because the author gave them heart. They tell us about the larger implications of these tragedies, and the lives of those who survived, and why we should care.

Despite the mixture of heart-wrenching stories and loss of life, the book does little to distinguish one account from another. In doing so, some of the impact is lost and the book becomes a series of tragic, yet disconnected, stories. Unless the reader is looking for an easy arm-chair read involving shipwreck and tragedy, the book has little academic usefulness.

Despite its faults, the point of the book is to shed light on the small acts of heroism enacted by everyday people, and it does this well. Wellman truly does respect those who suffered, and those who died. The admissions by family and friends of the deceased are always kind and goodhearted, and Wellman portrays these men as truly good people, the kind you would be proud to know. While his point may be vague, Wellman honour the dead by creating a beautiful memorial for them, one that is

eternal and accessible to all. This book is a tribute to those who survived, and a monument to those who did not. Wellman has done these men a great service, and his book should be celebrated for it.

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Melanie Wiggins. *U-Boat Adventures: Firsthand Accounts from World War II*. Annapolis, MD: Naval Institute Press, www.nip.org, 2010. xv + 250 pp., illustrations, notes, bibliography, index. US \$19.95, paper; ISBN 978-1-59114-958-3.

The German navy was supposed to be at its planned strength in 1947, thus, for the Kriegsmarine, the Second World War started too soon. When France and Britain declared war on Germany in September 1939, the submarine arm of the German navy had a mere 56 U-boats, less than half of which were fit for service in the Atlantic. On the largest battlefield of the Second World War, the Allies lost over 2,600 merchant vessel amounting to 13.5 millions tons, and 175 naval vessels. German shipyards built 1,156 submarines of different types, but after five-and-a-half years of war, close to 800 U-boats were lost. Nearly three in four German submariners lost their lives, 28,000 in all, while another 5,000 were taken prisoner of war.

For *U-Boat Adventures*, Melanie Wiggins interviewed 21 former German submariners. She compiled personal stories of life on board a U-boat, describing ports, enemy attacks, bombardments, attacks on Allied convoys, German connections with India and Japan, time off in France, battles at sea, depth charges, death and destruction, and the sinking of U-boats. Many submariners were captured, ending up in prisoner-of-war camps somewhere in the United States or Canada, and then, after the war Wiggins follows them on their long

way back home to Germany and their subsequent careers.

The book is a collection of 21 individual stories presented in chronological order without any interconnection or an overall chapter. Although the text offers some ties linking one mariner with another, the author chose to ignore them. The book reflects the author's interviews rather than offering a critical analysis of the information provided. Furthermore, she does not place the described details within the grand history of the war; it is all kept close and personal. The interviews were conducted more than fifty years after the war giving the reader cause to wonder about the effects of selective memory as well as those memories lost or created. Additional study might have shed a brighter light on history. For example, in his interview, U-boat commander Kretschmer, who was a prisoner of war for seven years, claimed that he had no idea why he was kept prisoner of war for so long. The author does not mention the fact that the Allies considered Kretschmer a hard line Nazi, and only allowed him to return to Germany in 1947 after he was "de-Nazified."

The book also contains stories of enlisted men, voices seldom heard. The U-boat men were allowed to tell their story but that was it. Apparently no critical questions were asked. The author gives an insight in her behaviour towards the former submariners, calling them by their first name, with hugs and kisses at departure. What is that all about? Professional distance and objectivity left the building when she came in.

The book, however, is a contribution to historical research in the field of oral history. The author presents the short stories in an easy, flowing style. *U-Boat Adventures* is about thoughts, hope and fears, luck, disorder, violence, pain, sorrow, stamina and endurance. For most people,

daily life aboard a submarine in the Second World War is difficult to imagine, let alone what happens when hostilities break out. This book helps to provide some idea of what U-boat life was about.

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Simon Winchester. *Atlantic. Great Sea Battles, Heroic Discoveries, Titanic Storms, and a Vast Ocean of a Million Stories*. New York, NY: Harper Collins Publishers, www.harpercollins.com, 2010. 495 pp., maps, illustrations, glossary, bibliography, index. CDN \$31.99, cloth: ISBN 978-0-06-170-258-7.

How does one write the biography of an ocean? With verve, imagination and insight if one is Simon Winchester, the author of several bestselling books including *Karakatoa* and the *Crack in the Edge of the World*. It may come as a surprise to landsmen that an ocean could have a history. As the book's sub-title suggests, the Atlantic Ocean is the most important of the world's five oceans in terms of its impact on human affairs. It has awed mankind for thousands of years until quite recently. Telling its story in relation to man is a huge challenge that is well met.

According to the current scientific theory, the Atlantic Ocean is about 190 million years old. In order to write its biography, Winchester employs seven chapters inspired by the structure taken from Shakespeare's ages of man. The infant is a metaphor for man's first interest in the ocean. The whining schoolboy deals with early exploration. The lover treats the literature and art of the ocean, and so on. The chapter about those who wrote about and painted the sea in its many moods reveals the depth of Winchester's knowledge, geniality, and his engaging writing style. Winchester is a superb

storyteller. He handles big ideas, important events and people, and the commonplace with the same skill and lyricism. He deals with plate tectonics, the first Phoenician thrusts into the unknown ocean in search of Murex snails used to make purple imperial dye, container shipping, Columbus and Nelson, the Vikings and Jutland, and little-known incidents and unheard-of individuals with the same grace and wit.

His first story is about his own initial crossing of the Atlantic in 1963 aboard the third *Empress of Britain* from Liverpool to Montreal. Later on, he recounts the story of how and why, during the nineteenth century, some ships called packet boats came to be called liners. Short stories are the author's means of moving the book forward. The metaphor of the soldier, the fourth stage of man, is the weakest chapter. It contains several potted histories of naval battles that are well known and oft told. The choice is idiosyncratic and the stories contain nothing new or insightful. A reader might be prepared to put the book aside, but the next three chapters will quickly re-capture one's interest. They deal with the varieties of ocean exploitation, fishing and whaling of course, the passage of goods and people, but also communications and air travel across the ocean. Today, more than 1,300 flights transit the ocean daily. Shut up in a metal cocoon seven miles above the waves, man has apparently become removed from the ocean that no longer awes. In the final two chapters, when the metaphors are of man's old age and second childhood, Winchester sounds a cautionary note.

Very careful not to be captured by, or repeat the rhetoric of, the radical environmentalists, he points out that the ocean is in trouble. The Atlantic Ocean will eventually be destroyed in another 190 million years or so, not because of anything man is doing but because of the continuing separation of the Americas from Europe and

Africa. Nevertheless, pollution is destructive, and fish species are being driven to extinction. Temperature is increasing; continental ice is melting; and the sea is rising. Weather is changing. But perhaps all is not lost.

We still know very little about the oceans. In 1986, two researchers discovered a tiny creature in the Sargasso Sea, a cyanobacterium—blue-green algae really—which they named *Prochlorococcus*. There are millions and millions of these creatures, only six microns in diameter, and they absorb carbon dioxide and employ their chlorophyll-b to extract oxygen from seawater. According to these scientists, they produce about one-fifth of the world's atmospheric oxygen. Simon Winchester is a superb storyteller, whose engaging writing will attract those who love the ocean and have business on its waters. This book is highly recommended.

James Pritchard  
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