

BOOK REVIEWS

Walter L. Friedrich (translated by Alexander R. McBirney). *Fire in the Sea. The Santorini Volcano: Natural History and the Legend of Atlantis*. Cambridge: Cambridge University Press, 2000. xiv + 256 pp., colour illustrations, photographs, maps, figures, tables, appendices, bibliography, index. US \$34.95, cloth; ISBN 0-521-65290-1.

Fire in the Sea by Walter L. Friedrich is the natural history of the Santorini Volcano in the Mediterranean Sea. It includes discussion of the Atlantis legend, which has been linked by many scholars to Santorini, and the historical and archaeological evidence that has been used to connect the two. But the author's main focus is not only to present the natural history of the volcano but also to show how that history was reconstructed. In general, it will appeal to those interested in maritime environmental reconstructions and their use to predict future changes, as well as to those interested more specifically in the eastern Mediterranean and one of its most publicized mysteries.

As an archaeologist with a long-time (but very casual) interest in the issue of Santorini and the Atlantis legend, I was at first a little disappointed that there was not more discussion of the archaeology of the Bronze Age. Despite this, I was quickly drawn into the natural history of the island and the environmental reconstruction, which I found to be every bit as fascinating as the possible connection to the Atlantis legend.

Friedrich's discussion of topics used to establish the natural history, such as plate tectonics, stratigraphy and plant remains, sometimes becomes quite technical. Inset boxes are included to explain the tools used for the reconstruction. If, for instance, you understand the techniques to establish chronologies, you can continue reading without distraction. I found the technical explanations of the tools with which I am most familiar to be very well done, which gives me confidence that the explanations with which I am less familiar are

equally correct. At times I found the presentation of some of the basic data to be rather dry, but just as such thoughts would occur to me, the author switched to a more engaging synthesis of what it all meant.

I found myself rather envious of the author's ability to discuss and explain detailed data without being boring. Some of this may be due to the excellent translation of the 1994 German edition by Alexander R. McBirney. Often translations are a little stilted. Not being able to read German I cannot compare McBirney's translation to the original, but it does read very well, eliciting interest and excitement.

As the volume was originally published in 1994 the references are not absolutely current. But the text is so well referenced that anyone wishing to delve more deeply into any of the disciplines involved will have no problem in so doing. For anyone wishing to understand the changes in the maritime environment of the eastern Mediterranean, Friedrich's work is an excellent starting point. References to the maritime history of the region is not as extensive as they might have been, but they do form a reasonable start for a non-specialist.

Enhancing the text are 166 colour illustrations. These range from diagrams and computer reconstructions of the changes to the island of Santorini over time to photographs of geological formations, fossils, archaeological materials and landscapes. There are ample time lines based on various data and reproductions of historical drawings. All of these highlight the spectacular maritime setting. Given the usual high cost of colour illustrations I am a little surprised at the moderate price of the book.

There are three appendices included in the volume. The first is a translation of Plato's dialogues: *Timaeus* and *Critias*. The context of the Atlantis legend would be clearer if the excerpts from Plato started slightly sooner. This is particularly true of the *Timaeus* segment. Starting *Timaeus* earlier would make it

more apparent that Plato is describing a "homework" assignment and plans to make a presentation of the resulting story in a contest. For a quick review of this issue see Kenneth Feder's *Frauds, Myths, and Mysteries: Science and Pseudoscience in Archaeology* (Mountain View, CA, 1990). The second and third appendices list animal and plant remains recovered from Santorini. These are of particular interest to those with research interests that involve understanding the changes in the eastern Mediterranean.

Other than a few errors, such as mis-transcribed directions on page 19 and missing colours in figure 13.9, I found little to criticize and much to commend. This is a detailed but readable example of the detective work required to reconstruct maritime environments and to comprehend how changes have impacted humanity in the past and how they likely will in the future.

Richard Callaghan
Calgary, Alberta

Miriam Estensen. *Discovery: The Quest for the Great South Land*. New York: St. Martin's Press, 2000. x + 286 pp., illustrations, notes, bibliography, index. US \$24.95, paperback; ISBN 0-312-21756-0.

Let it be stated at the outset that Miriam Estensen has produced a thoroughly absorbing and entertaining book. The author's intention is to trace the complex series of accidental discoveries and deliberately-funded expeditions that eventually led to a complete charting of the Australia's coastline, the "great south land" of the title. It is a fascinating tale that reads at times like a carefully-crafted detective novel. There are elements of scientific theory and religious debate, mercantilist politics, dynastic rivalries, personal greed, betrayal and intrigue, all of which are interwoven with a patchwork of tragic shipwrecks and tales of extraordinary endurance and bravery. The thread that runs through the narrative of these voyages of discovery is the desire to extend human knowledge, which is an eternal quest.

The book begins with a brief discourse on the break-up of the super-continent, some early philosophy about the nature of the world, and early cartographic plotting of the extent of the known world and *terra incognita*, or the unknown southern land presumed to balance the northern hemisphere. Thereafter, the book is logically divided into roughly chronological sections that detail the attempts of the Portuguese, Spanish, Dutch, French and British to expand their trading empires. It is during the long voyages around Africa to the Indies that accidental discoveries began, partly as a result of incomplete knowledge of the means of measuring longitude. Each chapter explains the differing reasons for the nations' involvement in the Pacific and Indian oceans and is well supported by endnotes that, together with the copious bibliography, attest to the author's scholarly approach.

The struggle between Portugal and Spain during their attempts to extend the boundaries of the known world is well described as the gradual growth of belief in a *terra australis*. Accounts of the gradual and piecemeal charting of the coastline of the land that was to become Australia are well written in simple, easily understood layman's language, with nautical, geographic and archaic terms clearly explained. The author's vision is never partial or personalised, maintaining a careful objectivity, though without ever losing the sense of excitement in the urge to discover new lands. The attractive illustrations of medieval ships add to the enjoyment of the book, though it is a pity that the small maps [7 and 132] were not augmented by others that showed the progress of discovery against the known map of Australia today, which would aid the understanding of the general reader. Apart from a very small misprint of "east" for "west" [223], the only other criticism that can be made is the rather abrupt ending; the book ends without concluding the story of discoveries of the east coast of Australia by James Cook.

Overall, this is a fascinating and thoroughly enjoyable account of the endeavours of brave and driven men who extended knowledge and trade at a high cost in human life and dynastic treasure. This book should be enjoyed

by specialist and general reader alike and is thoroughly recommended.

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Joseph Wheatley (plates) and Stephen Howarth (text). *Historic Sail: The Glory of the Sailing Ship from the 13th to the 19th Century*. London: Greenhill Books, 2000. 206 pp., 91 plates, glossary, bibliography. £40, cloth; ISBN 1-85367-399-4.

The covers of this oversized volume measure a bit over one square foot and encompass illustrations and text on selected historic ship types from the thirteenth to the nineteenth centuries. The size is necessary for such a task. The illustrations are beautifully executed, and the interpretation of ship types offered will challenge the reader.

There is insufficient space here to discuss each of the ninety-one plates drawn by Joseph Wheatley and the accompanying text by Stephen Howarth. Beginning with a representation of a Danish cog of the thirteenth century, *Historic Sail* challenges the eye. A veteran of the British Fire Service turned ship artist, Joseph Wheatley has done a remarkable job of using historic representations and documentation to flesh out a vessel. In many cases there are no material remains to guide him. In their place he blends together manuscript illustrations, wall paintings, models and other sources to create the historic reconstructions. This is dangerous work. It is easy to incorporate elements of a vessel into a reconstruction that will be rejected by scholars who have analyzed the sail plans, rigging, hulls, armament and myriad other elements that went into the sailing ship. Students of nautical history will be challenged to agree or disagree with each representation/reconstruction. Routinely, the scholar will turn back to the sources that inspired the image. These are identified in the succinct text by Stephen Howarth that faces each plate. If a sense of *deja vu* creeps in, it is likely that the reader is recalling Bjorn Landström's *The Ship* published in 1961 and

widely circulated. In that volume, Landström included representations in miniature of the key historical representations that inspired his efforts to represent early sailing ships. Wheatley does not do this, although he does create very precise, colorful images of ships.

Of the ninety-one plates, twenty-six are of specific vessels. The balance are representations of a type, reconstructed from a variety of visual images. Examples include "A Cinque Ports cog of 1300; an Iberian *nao*, 1530-1590; a mercantile brig, 1850; and a Scottish tea clipper, 1869. Representations from archaeological evidence include the Bremen cog, *Mary Rose* and *Wasa*, while those based on models include the Mataró votive carrack of 1450; *São Felipe* of 1586; a Venetian naval galley, 1570; and *Naseby/Royal Charles*, 1655-1667.

Readers will appreciate Howarth's companion text to each illustration by Stephen Howarth which identifies the inspiration for each of Wheatley's images and also provides some pithy comments. Of the *Wasa's* interior (plate 63), he asks of builder Hendrik Hybertsson, "Did he know he was building a death-trap? Worse, did the sailors in that first and last voyage know?" The *Prince Royal* of 1610 is summed up as: "Highly expensive, but rotten within eleven years, she was rebuilt, saw two kings and a conqueror come and go, had three names and was destroyed the first time she went to war (plate 61)."

Howarth's comments suggest that author and artist worked quite independently. For example, Howarth observes of plate 12, a *caravela latina* from 1480, that it "possibly" resembles "Columbus's favorite *Nina*, before she was re-rigged with square sails for his voyage of 1492. Note the forestay, an unusual feature in a lateen-rigged vessel. With such vessels, the usual manner of going about was to swing the entire yard vertical and haul it around the front of the mast. For that reason, they normally had forward-raked masts with no forestay (see plates 3, 4 and 6), and the top was usually a frame or basket positioned only aft of the mast. However, examples of lateen-rigged vessel *with* forestays may be found in models of other Iberian vessels such as the *felucca* (another type of small trading or fish-

ing craft) and the naval caravel (plate 27) displayed in the Science Museum, London." For each ship the reader will find an artist's interpretation and one by a naval historian.

Historical Sail is a beautifully executed and thoughtful volume. Observant readers will raise the cry to clear the decks for action as they debate the veracity of each ship representation presented in this challenging volume.

Timothy J. Runyan
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Joan Druett. *She Captains: Heroines and Hellions of the Sea*. New York: Simon and Schuster, 2000. 304 pp., illustrations, photographs, notes, bibliography, index. US \$26.00; Cdn \$37.50, cloth; ISBN 0-684-85690-5.

History in the wrong hands can be a dreary business. Historical writing can also be a selective rendering of the past. Thankfully neither generalization characterizes Joan Druett or her latest book, *She Captains: Heroines and Hellions of the Sea*.

Druett makes early mention of the selective quality of maritime history, particularly the seemingly universal interpretation which ignores the lives and exploits of women seafarers. "Hero" within much of the genre has been exclusively masculine. This is true at least since Victorian times. "It was not until the Victorians rewrote the old legends that women became pictured as weak and frail," writes Druett, yet women were also "distinguished for bold enterprise." The twenty-two-year-old Grace Dowling was such a hero. It was Grace who with her father rowed a boat into the fury of the storm which had cast the steam packet *Forfarshire* onto the rocks off Northumberland to rescue passengers and crew.

Surgically but entertainingly *She Captains* debunks the traditional version by replacing misplaced characters. We discover the vengeful Queen Tomyris, who sank the head of Cyrus the Great in a bag of blood; Queen Artemisia of Halikarnassos and the engagement of her fleet against the Athenians; the strong and daring Danish pirate. Alwilda: and

Smuggler Jane. From the Caspian Sea in 529 BC to the Arctic belt in the 1930s, we are led on a colourful adventure through the world's maritime centres, from tiny fishing villages to major trading hubs. We are regaled with stories of the richness and sordidness of the world's nautical regions, of seafarers and their ships. Life was harsh for most, with no quarter given and, it seems, none expected. The haughty, dark-featured, gray-eyed Irish woman Grania Ny Maille assumed notoriety as Grace O'Malley. She was also called Granuaile (the bald Grania) because she sported short hair. She built a reputation in the mid-1550s as a resolute and reckless admiral who commanded three galleys and 200 fighting men. Even when her fortunes worsened, she was bold enough to exchange correspondence with Queen Elizabeth I, requesting a pension for the remainder of her life in return for no longer divesting the Queen of spoils. Queen Elizabeth was impressed enough to grant Grace an audience and, on the promise that Grace would, "turn her sword and influence against the enemies of the English Queen," awarded her the pension.

The social context of the subject matter is also enriched by the everyday characters who may not have achieved central casting. We are introduced to all types of women, from mothers to tavern owners to prostitutes. From convict women to the wives of seamen who gave birth onboard men-of-war as the cannons rumbled in battle, life was hardest for women.

Druett elevates the characters who were also women to their rightful places, but not by repeating the sins of many other maritime historians and not at the expense of the characters who were the other sex. The text is full of the exploits of "Blackbeard" and Calico Jack Rackham. This was an era when pirates swaggered through English ports with so much impunity that they took shipowners who were unable to pay on demand to court. Within the pages better known characters such as Napoleon and Nelson nib shoulders with the lesser known like Mary Lacy, the nineteen-year-old nursemaid who in 1759 ran away and joined the British Navy and served for twelve years as William Chandler. We are introduced to Viking female raider Sela, who held a corn-

mand in the fleet of her brother Koll, the King of Norway. When Koll was slain by his adversary Horwendil, Sela wielded her sword in hand-to-hand combat with Horwendil, but in the end she too was struck down.

This well-documented book should be welcomed by professional historians who accept shortcomings in their own knowledge. It will appeal to that audience obsessed with the pursuit for all things nautical. But its easy-to-read and lively style should attract a much wider audience. This is also a timely book given that many modern navies are increasingly becoming dependent on professional seafarers who just happen to be women.

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Hervé Coutou-Bégarie (ed.). *L'Evolution de la Pensée Navale VII*. Paris: Institut de Stratégie Comparée, Ecole pratique des Hautes Etudes, 1999. 256 pp., notes, diagrams. FF 200, paper; ISBN 2-7178-3972-0.

This is the seventh and penultimate volume arising from Professor Coutou-Bégarie's project to provide a venue for the debate and dissemination of ideas concerning the evolution of naval thought in as broadly conceived and all encompassing a manner as may be found anywhere. It would be churlish to demand thematic coherence of this particular volume where none was intended; far better to identify the topics and leave it to readers to explore the contents of these well-written essays. In addition to the editor's introduction, readers will find nine essays that deal with topics ranging from naval thought in the medieval West to the post-1945 period. Like the contents of earlier volumes that have been reviewed in *The Northern Mariner/Le Marin du nord*, the essays are organized about theory, history and doctrine. They also maintain the same high writing standard.

Philippe Richardot's inquiry into the existence of naval thought in the Middle Ages boils down to an examination of a single author Vegetius (Flavius Vegetius Renatus) a

fourth-century Roman writer, who became the supreme military authority on warfare in the West for a millennium. The next four articles deal with aspects of naval tactics that remained all the rage during the nineteenth century, when steam power, iron hulls and new weapons appeared to transform naval warfare. Michel Depeyre's essay on the ram in French naval thought is a case in point. While new technologies forced naval thinkers to consider new tactics, lack of battle experience and a general rejection of history in favour of positivist science allowed theory to flourish. The historical school of naval thought grew only slowly until it culminated in the ideas of A.T. Mahan. Etienne Taillemite and Jean-Jacques Langendorff each make a good case for considering the ideas of admirals who today are largely forgotten. All three under consideration were precursors to Mahan in that they used historical experience to criticize some of the more bizarre tactical ideas that arose in the wake of the great technological changes that took place during the century. Jean-Marie Ruiz explores Mahan's idea of naval mastery as the key to international relations in an interesting way by arguing that concepts of class and race derived from notions of social Darwinist struggle, and that "will to power" shaped his geopolitical ideas about American imperialism.

Ioannis Loucas' excellent article on Greek naval doctrine from independence (1831) to the Second World War provides a nice transition to the later essays on the modern period. His synthesis of national doctrine covering more than a century is the longest article in the collection. Greece is an interesting example of a small naval power where the lack of means constantly clashed with economic needs, cultural aspirations (i.e., Hellenism) and political realities arising from nation's location and attachment to the sea. Ezio Ferrante and Lars Wedin take up the same general theme – the naval problems facing small powers – by discussing respectively the challenges facing the Italian and Swedish navies during the years after 1945. While Italy faced the difficult context of revival after recent defeat and restoring naval power in the wake of dubious conduct the Swedish navy faced entirely

different challenges, as air power became the preferred means to defend the state's neutrality. The debates over naval doctrine were especially vigorous under such stimuli and are well worth reading about. In Italy a general disinterest in military affairs was the most serious problem facing naval planners during the cold war and the state's growing integration into NATO. Today, peacekeeping in the Mediterranean has changed the naval parameters yet again. Sweden's geopolitical position in international affairs abruptly changed after World War II. The navy, previously the guarantor of Sweden's neutrality, was replaced by air power and the army as the cold war and the increased threat of atomic attack affected the Nordic region. Recent submarine incursion into Swedish waters in the 1980s led to a revival of the naval power, but the rapidly changing world continues to be a dangerous place. Finally, David Cumin examines the contribution of Carl Schmitt to maritime geopolitical thought. This essay is based on the author's doctoral thesis on the ideas of the German jurist and political philosopher who died in 1985. Long held in disrepute for his equivocating position with the Nazis, Schmitt's perceptive analyses of the impact of earlier struggles between maritime imperial powers on Germany are given full treatment. Cumin favours the strategical theorist while ignoring the moral compromiser. Whether one ought to separate the two so clearly must be salted to taste. Like the other essays in this collection, this one contains interesting ideas that may encourage some to reconsider their own.

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Gang Deng. *Maritime Sector, Institutions, and Sea Power of Premodern China*. Westport, CT: Greenwood Press, 1999. xix + 289 pp., tables, figures, illustrations, maps, appendices, bibliography, index. US \$69.50, cloth; ISBN 0-313-30712-1.

This monograph is concerned principally with China's maritime activities, both mercantile

and naval, from the first millennium BC to the end of the nineteenth century AD. It concentrates heavily on the economic aspects of building, maintaining and operating a merchant fleet. The steps and activities needed before bringing a fleet into being are reviewed at length, and similar attention is given to the goods involved in the export and import trades over time. The involvement of the Chinese imperial authorities in managing trade is discussed. There is a chapter devoted specifically to naval activities. The book opens with a short section on the design, structure and size of Chinese ships, but for readers interested in this particular field the author's previous work (*Chinese Maritime Activities and Socioeconomic Development c. 2000 B.C.- 199 A.D.* [Westport, CT, 1997]) is more informative.

The first chapter discusses a concept the author calls "backward linkages," a term used in developmental economics which stresses the activities and facilities up to the point that a vessel is manned, provisioned and ready to start trading. Among these linkages are vessel design, means of propulsion, yards and slipways needed for construction and the specialized skills required. Inputs at this stage are the timber, ironwork, cordage and other materials needed to build the ship. This section of the book has some useful information on the number of working days and workmen used to build ships of various sizes. Other work on the backward linkages includes the provision of ports and harbour facilities, connections to the interior of the country by roads and inland waterways for the movement of exports and imports to the shipping points, and the industries and costs required for this permanent infrastructure. Agriculture is also involved in providing food for both the ship and infrastructure builders, and for the sailors manning the vessels. The fishing industry as a training ground for seamen is also considered to be part of the backward linkage.

The second chapter looks at "forward linkages," the activities needed to establish a maritime trading system. Manufactured goods for export include metal goods, ceramics, and finished silk and cotton materials. Over thirty miscellaneous exports are listed fromagate to

umbrellas and zithers. Some of the export goods come from state enterprises and some from private suppliers. Raw materials and foodstuffs were also exported, notably tea and sugar. Packaging materials for the exports is also a critical part of the forward linkages. Imports included exotic medical materials for traditional Chinese medicines, metals (particularly copper for coinage), and from the eighteenth century relatively low-value semifinished materials, such as cotton yarn from India. There was also a large human component in the form of Chinese merchants and traders living permanently overseas throughout Asia.

In the third chapter Deng reviews both the governmental and informal institutions concerned with maritime affairs. In general, most Chinese imperial dynasties supported and promoted overseas trade, although they frequently attempted to impose strict controls. Regulation of trade was always imperfect, in that smuggling and piracy were often endemic, particularly when governments banned or severely restricted overseas trade.

China's naval power and activities are discussed in a short chapter, which makes the point that China was the dominant sea power in East Asia until the arrival of the Europeans. Even then China remained a significant force, defeating Dutch fleets as late as the 1620s. The major collapse of Chinese naval power did not occur until the Opium Wars of the early nineteenth century. A final chapter considers the current situation, especially the rapid expansion of the Chinese economy.

The monograph is liberally supplied with tables which provide a large amount of supplementary and detailed information on the textual material. There is a good index and an extensive bibliography with over 400 entries. While the latter contains a large number of publications in Chinese, the author has thoughtfully provided English translations of both the article and journal titles.

Overall this is a most useful addition to the literature on Chinese maritime affairs from proto-historic times up to the effective collapse of the Manchu dynasty at the end of the nineteenth century. With his access to, and knowledge of the Chinese sources, the author has

analysed a mass of information not normally available to western scholars. The emphasis in the book is on the economic aspects of maritime affairs, but where appropriate sufficient detail is provided on ship technology, navigation and the supporting infrastructure required for maritime trade. There is the occasional point or observation which might be disputed, but this is normal in any serious work based upon incomplete or partial data from antiquity. With the detail it contains, the book would be of most interest to scholars and graduate students working in this field. The lucid and orderly presentation of the data could also be of interest to the serious avocational student of Chinese maritime affairs. I would unhesitatingly recommend the book to those interested in the subject, and it should certainly be acquired by university and college libraries, and the larger public libraries.

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Robert de la Croix. *Histoire de la Piraterie*. Saint-Mâlo: Editions L'Ancre de Marine, 1995. 388 pp., illustrations, bibliography. FF 165, paper; ISBN 2-905970-99-5.

Robert de la Croix's *Histoire de la Piraterie*, first published in 1974, has been translated into English and Spanish. Ancre de Marine, a French specialist publisher in maritime affairs and history, reissued it in 1995.

Histoire de la Piraterie, a work that spans many centuries, is written in a style highly typical of popular French histories. It is neither a scholarly analysis nor a scientific document. The book contains twenty-two chapters that divide piracy chronologically, geographically and topically into short snippets. It also includes twelve black-and-white illustrations of engravings and a table of contents, but there is no index. Each chapter is written as a short story and makes for interesting, and sometimes amusing, reading. But one should not treat this work as a definite treatise or as a groundbreaking study. Indeed, the bibliography includes few primary sources and no archival materials

Instead, de la Croix has put together a concise synthesis of tales and stories based on a large number of similar books going back as far as the early 1700s.

The value of this book lies in its lengthy time span. The birth of piracy in the Mediterranean is dealt with in the first chapter, but the bulk of the book concentrates on the legendary pirates of the Atlantic and Caribbean: Teach, Morgan, De Graff, Rackam, Avery, Kidd and Lafitte. Each chapter is essentially a biographical sketch. The book also relates the history of women pirates, such as Ann Bonney, Mary Read, Julienne David, Louise Antonini, Ching and Lai Cho San. Asian and Pacific pirates are also acknowledged in separate chapters. The last chapter discusses the politicization and demise of piracy in the twentieth century, and the author claims that this way of life disappeared because of the rise of modern communications and technology.

Despite the sometimes Romanesque nature of the prose, Robert de la Croix's book is an easy introduction to the subject of piracy and some aspects of maritime history; it is also an exciting and entertaining read. But beyond the descriptive, little attempt is made to explain the nature or the motivation behind piracy other than the obvious: greed, shifting allegiances and a desire for adventure.

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Philip de Souza. *Piracy in the Graeco-Roman World*. Cambridge: Cambridge University Press, 1999. x + 276 pp., maps, plates, bibliography, index of sources, general index. US \$59.95, cloth; ISBN 0-521-48137-6.

This book is a fine example of a scholarly work, and it should be, since it is based on the author's PhD dissertation. Among other things, it is a thorough review of both the contemporary and scholarly literature. This review is supported by a detailed index.

The author's purpose is to present an interpretation of the use of the labels "pirate" and "piracy" in Graeco-Roman texts with

emphasis on understanding their historical and cultural context. The work is definitely not a narrative of piratical events but a review of the development of the above terms in the Graeco-Roman world from about 800 BC to 700 AD.

The terms piracy and pirate are normally used negatively. Pirates are usually defined as "armed robbers whose activities involve the use of ships." Consequently, the term is not used to connote criminal activities on land, except for coastal raids. Acts of murder, pillage and kidnap were frequent and well known to the inhabitants of the Mediterranean and Aegean shores, as is demonstrated by the surviving historical and literary records. The word *peirotēs* first appeared in the third century BC and by the end of that century was in common usage. In the beginning there seems to have been no difference between piracy and warfare. In the Homeric Age the aims and methods of both were indistinguishable. During the Classical period the term pirate was widely used to refer to almost anyone who attacked other people by or at sea. As time went on, the concept was refined to apply solely to those whose main objective was to obtain booty. At times the difference between legitimate warfare and piracy was a matter of opinion. This is why the author places such emphasis on understanding the shifting meanings, as well as how the various states and rulers dealt with the suppression of piracy.

The book is divided into eight chapters. The first and last are the introduction and conclusion, while the others are structured broadly chronologically. These start with the origin of piracy in the Archaic period of Greek history, while the second examines the Hellenic era. These two chapters are followed by an examination of piracy and its suppression during the Roman Republic. Then the author assesses the extent of Pompey's campaigns and success and the nature of piracy in the Roman Principate. The final main chapters deals with piracy during Late Antiquity, ending with the arrival of the Muslims in the seventh century.

It is interesting that notwithstanding the prominence of pirates and piracy in classical literature, no one until now has undertaken a careful analysis of the portrayal of piracy by

contemporary writers. While the book is not relaxing reading, it is essential for anyone dealing with these periods of history.

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Donald A. Petrie. *The Prize Game: Lawful Looting on the High Seas in the Days of Fighting Sail*. Annapolis: Naval Institute Press, 1999. xiii + 217 pp., illustrations, maps, appendix, notes, bibliography, index. US\$25.95, cloth; ISBN 1-55750-669-8. Canadian distributor, Vanwell Publishing, St Catherines, ON.

The Prize Game gets off to an inauspicious start: writ large on the dust jacket is the phrase "lawful looting," one of those tiresome terms that imply a yarn about maritime mayhem, misbehaviour and mishap. Then, on the contents page we learn that two of the five chapters are devoted to *Eliza Swan* and Luke Ryan, the subjects of recent articles by Donald A. Petrie. A perusal of the "bibliography of accessible sources" adds to a growing sense of foreboding, for it is stated that the records of the English High Court of Admiralty are to be found in the Chancery Lane branch of the Public Record Office, whereas they have, in fact, reposed at Kew for more than a decade. Worse still, cited in a very short list of secondary works [207], is Francis R. Stark's *Abolition of Privateering* (1897), an outdated book that has misinformed and misled many an American scholar examining the nature and significance of European, especially British, privateering, as Janice Thomson's *Mercenaries, Sovereigns and Pirates* (Princeton, 1996) demonstrates.

Having gained this unfavourable impression, a collection of vaguely familiar, poorly substantiated tales of derring-do and perfidious Albion seemingly beckons. To Petrie's great credit, however, such a prospect does not materialise. Instead, we are treated to five well chosen, thoroughly researched and admirably presented case studies, each of which illuminates a dimly-lit facet of the legal and administrative provisions that regulated prize-taking

activity from the 1770s to the 1860s. Much is revealed, for example, about the practice of ransoming vessels through an examination of the case of *Eliza Swan*, a Scottish whaler captured by US S *President* in 1813. Prohibited by the British in 1782, due to the opportunities for extortion, collusion and deception that it presented, ransoming was still permitted by the United States and other powers down to 1815, even though it did not always yield prize money, as all the *President's* men were soon to discover. Also disappointed were the officers and crew of the American commerce-raider *Argus*, whose cruise in 1813 resulted in the sinking of twenty-three British vessels. Alas, this was followed by a decision in the American Admiralty Court to the effect that the state was not obliged to reward the crew for inflicting such damage on the enemy.

While the *Argus* case sheds light on the nature of prizes, issues relating to the access of foreigners to national prize courts, and the practice of blockade, are explored via two further micro-studies. Luke Ryan's predatory career is likewise used by Petrie to assess broader questions, such as the issue of nationality in the conduct of commerce-raiding and the sometimes fine line that distinguished privateering from piracy. Here, both analysis and narrative are sharp and interesting, though the assertion that the predatory efforts of privateers were "directed solely against the enemies of the sovereign whose commissions they held" [69] requires qualification. In the American Revolutionary War, for instance, the British government did not issue letters of marque against the colonists because this would have altered the status of the Americans from rebels to citizens of an independent sovereign state; in other words, it would have been tantamount to recognising the independence of the colonies. Hence, in April 1777, after nearly two years of deliberations, the British issued commissions (*not* letters of marque) to those subjects of His Majesty wanting to make prizes of the vessels and cargoes belonging to the colonists "now in rebellion" who were contravening the 1775 Prohibition of Trade Act. While this was a singular arrangement, it was echoed in the

issue of letters of marque and reprisal prior to the declarations of war against Spain in 1739 and the United Provinces in 1780.

The Prize Game concludes with a useful appendix in which the rules of the game are outlined. There is also an epilogue, where the questions of why the prize business worked for so long prior to the 1850s, and why it came to an end thereafter, are addressed. Simple answers are posited: it worked because it was in the interests of both states and individuals to make it work; and it ceased when these public and private interests began to conflict. Underlying these basic propositions, of course, is a complex of political, economic, technological, maritime and legal issues. In focussing on the latter theme, Mr. Petrie provides an important and highly readable insight into the murky, difficult waters of maritime law. In so doing, he adds accuracy and detail to the analyses of Janice Thomson and others who view the long demise of the prize game as a function of the state's growing ability and desire to monopolize violence. Perhaps also, the appearance of *The Prize Game*, hard on the heels of Richard Hill's *The Prizes of War* (Stroud, 1998), will persuade future researchers to treat Francis R. Stark's 1897 treatise as a piece of dubious primary evidence rather than an authoritative secondary source.

David J. Starkey
Hull, UK

Anthony Farrington. *Catalogue of East India Company Ships' Journals and Logs, 1600-1834*. London: British Library, 1999. 789 pp., introduction, catalogue, appendices. £85.00, cloth; ISBN 0-7123-4646-5.

Anthony Farrington. *A Biographical Index of the East India Maritime Service Officers, 1600-1834*. London: British Library, 1999. 886 pp., introduction. £85.00, cloth; ISBN 0-7123-4647-3.

Anthony Farrington has been contributing to the history of the first centuries of the East India Company (EIC) for nearly three decades.

These two impressive volumes will help scholars navigate the immense shipping records of the East India Company, now part of the British Library.

The *Catalogue* treats some 1577 ships alphabetically, sketching what is known of their dimensions, builders, and principal owners. Between 1614 and 1656 the EIC built its own ships at its Blackwall dockyard; thereafter ships were hired from principal owners who had built and officered ships according to agreed specifications. Ships were hired for a maximum of four voyages before being relegated to other trades; after the introduction of copper sheathing and teak construction, eight voyages per ship became common. Under each ship's listing, Farrington compiles the India Office Record numbers for the surviving logs, journals, ledgers, and pay books for each voyage, 4563 in all, its oriental destination and the arrival and departure dates at key ports along the way. An extremely helpful appendix lists the voyages chronologically, showing that at least one EIC ship, and as many as fifty, left England each autumn/winter throughout the entire 233 years that the EIC was a trading company, except in 1656/1657. Appendices on vessels built by particular builders and on those managed by specific owners will help specialists.

The companion *Biographical Index* of some 12,000 captains, mates, surgeons, and pursers in the EIC is equally impressive. Farrington has gathered what is known of the lives of these men, including their service in the Royal Navy and merchant ships. For instance, Edward Maxwell Daniell rose from midshipman, through the ranks from sixth to first mate on the amply-officered EIC ships, to become Captain of *Duchess of Athol*; more surprisingly, he married and fathered six children born over an eight-year period during which he also captained four of that ship's voyages to China.

Those devoted to the history of northern navigation can let envy turn them as green as the handsome covers of these volumes, or let their curiosity take them beyond. There are men described here whose maritime careers included service in the Royal Navy, the Eng-

lish coasting trade (Gregory Jackson), the West Indies trade (Edward Barlow), the Hudson Bay trade (Thomas Bradley Leigh), and the Baltic trade (Edward Harriman). Naturally, those described here tended to climax their careers with the EIC, though there were surgeons who became professors of medicine (Sir Bussick Harwood) or MPs and translators of Dante's *Inferno* (Joseph Hume).

There is so much information crammed into these volumes that one wishes it was on a CD-ROM in a statistical database, searchable and ready for the analysis that Farrington himself could do best; unfortunately these volumes have only the briefest of introductions. Those of us who enjoy maritime history, enjoy the history of the East India Company, or enjoy lists, will find pleasure in time spent with a library copy of these valuable, and expensive, reference tools for scholars.

Ian K. Steele
London, Ontario

Jacob Le Maire (intro. Edward Duyker). *Mirror of the Australian Navigation*. Sydney, NSW: Horden House, 2000. 196 pp., illustrations (b&w, colour), bibliographic note. AUS \$248, hand-bound in quarter alum-tawed goat skin with marble paper sides; ISBN 1-875567-25-9.

In their quest for riches, the Dutch ventured all over the world. In 1688 Thomas Lynch, governor of Jamaica, noted about the Dutch: "Jesus Christ was good but trade was better." And this is certainly true for the amazing voyage around the world of Jacob le Maire and Willem Cornelisz. Schouten in 1615-1616.

In 1602 the Dutch East India Company (VOC) was founded. In return for their high-risk investments (the Dutch Republic was still at war with the King of Spain and Portugal, whose subjects had a virtual monopoly on the trade between Asia and Europe) the Company gained a monopoly of all Dutch trade with the East Indies. At the time one of its biggest shareholders was Isaac le Maire. In the years preceding the foundation of the VOC I e Maire

was heavily involved in trade with Asia. From the beginning, he opposed the VOC's monopoly. This resulted, in 1614, in the founding of the Australische of Zuid Compagnie and in 1615 in his privately-financed expedition with the ships *Eendracht* and *Hoorn*. By going via Cape Horn he tried not to infringe on the monopoly of the VOC, which used the route around the Cape of Good Hope. He proved to be wrong.

After an adventurous voyage, during which Willem Cornelisz. Schouten (c. 1567-1625) and Jacob Le Maire (d. 1616), a son of Isaac, had pioneered a new sea route to the Dutch East Indies by discovering a strait at the tip of South America which still bears his family name. *Eendracht* (*Hoorn* was lost earlier in a fire) reached the Moluccan island of Ternate on 17 September 1616. Jan Pietersz. Coen (1597-1629), President of the Council of the Dutch Indies, refused to believe that Le Maire and Schouten had found a new passage to the Pacific and promptly seized *Eendracht* and its cargo and papers. The crew was given the choice of either joining the service of the VOC or being repatriated to Holland. Le Maire and Schouten had to go home, but Le Maire would return. In a petition to the government, Isaac Le Maire would later declare that his son's death was "caused by the affront and harshness put upon him." After several years of litigation, Isaac would vindicate his son and gain full compensation, with interest, for his lost properties.

This volume starts with a short introduction by Edward Duyker, which is mainly based on J.A.J. Villas (ed. and trans.), *The East and the West Indian Mirror, Being an Account of Joris van Spilbergen's Voyage Round the World (1614-1617) and the Australian Navigations of Jacob Le Maire* (London, 1906) and W.A. Engelbracht and P.J. Herwerden (eds.), *De ontdekkingsreis van Jacob Le Maire en William Cornelisz. Schouten in de jaren 1615-1617, Jourmalen, Documenten en Andere Bescheiden* (2 vols., The Hague, 1945).

The main body of the book consists of facsimiles of two rare original printings. The first text is of the edition of the *Spieghel der Australische Navioatie* which was published

by Michiel Colijn in Amsterdam in 1622. It was the first true publication of the journal of the Le Maire-Schouten expedition. Latin and French editions appeared in the same year using similar engravings. The second text is taken from Alexander Dalrymple's *An Historical Collection of the Several Voyages and Discoveries in the South Pacific Ocean* (London, 1770-1771). Dalrymple was the leading English hydrographer of his time. One of the documents, central to his argument about the possible existence of a southern continent, was the journal of the Le Maire and Schouten expedition. An asset to this publication are the wonderful colour maps and plates.

This limited edition of 950 copies has been lovingly compiled down to the last detail. The printing is excellent, the paper expensive and the book lavishly hand-bound. But I wonder who will pay US \$145 for a book which contains ninety-six pages printed in old Dutch in a barely readable gothic font?

Victor Enthoven
Leiden, The Netherlands

Robert J. Winklareth. *Naval Shipbuilders of the World: From the Age of Sail to the Present Day*. London: Chatham Publishing, 2000. 384 pp., photographs, diagrams, maps, tables, glossary, bibliography, index. £30, cloth; ISBN 1-861760121-X.

The title of this book may suggest that it presents all the world's shipyards which ever built warships. This impression is partly correct, but the volume is restricted mainly to their corporate histories. The author has collected an immense body of information and has expended considerable effort to include similar information on naval bases and many private shipyards. As a result, every establishment's history from its opening to closure (or the present) is provided, including occasional data on its facilities and workforce.

The book is silent, however, about the organisation of shipyards, their workings, layouts (and attendant space problems), commercial importance, role as employers, diffi-

culties and individual solutions for making the transition from wood to iron, or anything else the reader might hope to learn about naval shipbuilders. Instead, the book contains listings of hundreds of ships built by these yards. These lists are of necessity incomplete, and the ships have been better covered elsewhere.

A very welcome feature of the book is the large number of area maps, showing the location of the individual yards relative to their neighbourhoods, from a map of Africa down to Merseyside with a single shipyard shown. The plot plans of individual yards are valuable only when they are dated, since every shipyard is subject to constant changes in detail.

The dust jacket does not mention that the author restricted himself to major shipyards, and he nowhere mentions his criteria for achieving this distinction. The reader cannot discover this on his own, especially once he discovers that four small, and four very small, warships were built in Redbridge between 1694 and 1798 at a yard which can hardly be termed "major." While I am not really familiar with many of the shipyards treated in the book, I do know that a number of important present-day German naval builders, such as Fr. Lürssen, are not even mentioned, Bremer Vulkan was closed a few years ago [264], and AG "Weser" was also completely dismantled after 1945 and rebuilt later [262].

The book makes uneasy reading. The long ship lists are repeatedly disappointing because they are incomplete. The general outlines of the technical development of various warship types, and the commercial development of local areas, are interesting add-ons, but the author is wrong to state that the last large sailing ship was *Cutty Sark* (built 1869, one fifth the size of *Preussen*, built in 1902 [23]), that RMS *Titanic* was built for Cunard and not White Star [122], or that the largest Danish shipyard, Burmeister and Wain of Copenhagen, was located in Sweden and not in Denmark [332].

The book is sometimes burdened by an often cavalier approach to foreign names. The general disclaimer for tongues with non-Latin alphabets is fully appreciated, but the Dutch Koninkliche should be Koninklijke [312], and

in Swedish it is Mekaniska, not Mekanska nor Mekansiska [330]. The book would have benefited from a good proofreader, since there are more than 150 typographical or grammatical errors. It is also frustrating to read twice on the same page [148] that the Norfolk Navy Yard employed about 32,000 people in 1945, and it is not easy to accept a floating drydock or a steam turbine engine.

Tighter editing would have strengthened the book and provided the reader with a meaningful interpretation of the fruits of the author's efforts. The countless repetition of the fact that between 1800 and 1900 warship construction changed from wood to steel is superfluous, and it is a pity that the index lists only some ships. The fifteen swastikas on the dust jacket, celebrating the launching of *Bismarck*, place a dubious emphasis on the historical importance of Nazi capital ships.

Wolfgang Walter
Bremen, Germany

Jaap R. Bruijn. *Varend Verleden. De Nederlandse oorlogsvloot in de zeventiende en achttiende eeuw*. Meppel: Uitgeverij Balans, 1998. 304 pp., maps, photographs, bibliography, index. ISBN 90-5018-407-3.

The golden age of the Netherlands has always been a fascinating subject for research. With the help of a strong navy to protect Dutch interests all over the world, the United Provinces became a leading maritime nation in the seventeenth century. In spite of this undisputed importance, there are hardly any general historical surveys of the Dutch navy of that era, and those that exist are outdated, since they were all written before the middle of the twentieth century and focus mainly on sea battles and admirals. A modern, more analytical survey was not available until 1993, when *The Dutch Navy of the Seventeenth and Eighteenth Centuries* by the Dutch historian Jaap R. Bruijn was published in the United States. Five years later a revised edition appeared in Dutch with the same structure but substantially enlarged. The latest data, taken from recent

other publications, is incorporated.

In spite of the extensive bibliography, the revised book is largely a synthesis of Bruijn's own publications and research over the last thirty years. As a student he wrote about Michiel Adriaanszoon de Ruyter (1609-1676), the most outstanding admiral in Dutch history. As a researcher, lecturer and professor of maritime history, Bruijn has written about many different maritime subjects. But the Dutch navy has always been one of his favourites. Several of his naval books and articles were seminal. Many of his PhD students adopted Bruijn's special interest in the human side of maritime history, including investigations into the backgrounds of common seamen and officers.

In *Varend Verleden* Bruijn describes a period of about 200 years, starting in the 1590s when the Dutch Republic became a European power of some importance. In 1597, the Seven Provinces that formed the Republic decided to create five separate admiralties. This decentralized naval administration remained unchanged until the end of the Republic in 1795, when the French revolutionary armies conquered the Netherlands. Bruijn has divided the two centuries into three parts, with the years 1652 and 1713 as watersheds. Before 1652 naval policy was based on *ad hoc* solutions. Sea battles were fought with hired merchantmen of all shapes and sizes. Halfway through the seventeenth century a new era began for the Dutch Republic. Its main enemy was no longer Spain but England, an opponent with a strong professional navy. The First Anglo-Dutch War (1652-1654) convinced leading Dutch civil military authorities, like the grand pensionary of Holland, John de Witt (1625-1672), that a navy comprised mainly of hired merchantmen was no longer sufficient but had to be superceded by a strong standing naval force of newly-built men-of-war. Two expensive building programmes in 1653, and the stipulation of the States General in 1654 that the five admiralties not sell these new ships after the war, lead to the creation of a permanent fighting force of sixty men-of-war. With the birth of this "new" navy, the Dutch took a decisive step to deal with the English threat and become a

military power. In the second half of the seventeenth century, the Dutch navy reached its heyday. Yet this period of dominance did not last long. After the War of the Spanish Succession (1702-1713), the Netherlands was financially exhausted and could no longer be considered a major European power. In the eighteenth century, the "new" navy became a second-rate, and sometimes a third-rate, force.

Bruijn's partition of the history of the navy of the Dutch Republic into three episodes is clear and logical. For each period he describes the naval activities, administration and personnel. Interesting long-term developments, like the "aristocratisation" of the officers corps and the increasingly foreign content of the crew, are clearly explained and illustrated with appropriate examples, which are supported by tables with quantitative data. Bruijn correctly emphasizes the importance of men like De Ruyter and De Witt who were the driving forces behind the most successful navy the Dutch ever had. Unfortunately, the development of rival navies, like the English and the French, is outside the scope of Bruijn's study.

Bruijn has given us a well-written, stimulating book that provides a good view of the way the Dutch navy functioned and was structured. *Varend Verleden* is already the standard work on the subject. Thanks to Bruijn's thorough study, the history of the Dutch navy in the seventeenth and eighteenth centuries need no longer be dominated by heroic deeds and smoking cannons. Perhaps some will find this regrettable. I do not.

Marc A. Van Alphen
The Hague, The Netherlands

Charles R. Schultz. *Forty-Niners 'Round the Horn*. Columbia: University of South Carolina Press, 1999. xiv + 352 pp., illustrations, tables, notes, bibliography, index. US \$45, cloth; ISBN 1-57003-329-3.

This award-winning contribution to American maritime history is a noteworthy distillation of the author's researches (and a consequent array of conference papers, monographs, and period-

ical articles) for nearly forty years. From his initial assignment as keeper of manuscripts at Mystic Seaport's G.W. Blunt White Library to his current duties as the Irene B. Hoadley Professor of Academic Librarianship at Texas A&M University, Dr. Schultz has diligently pursued the subject of gold-rush voyages with admirably thorough archival research. In remarkable detail, he now has synthesized and presented in full book form the experience of those intrepid gold seekers who, unlike many who went overland to California or travelled by steamships with the tortuous passage across the Panama isthmus, chose the all-water route from the east coast to the California gold fields. The decision to take an 18,000-20,000 mile trip that took anywhere from four and one-half to eight and one-half months involved the frequently tempestuous and always unpredictable journey around Cape Horn in a sailing vessel. However large or small this might have been for oceanic travel, it produced an experience that was so novel and daunting that very few of the adventurers were adequately prepared, physically or psychologically.

From an impressive assortment of published and unpublished sources, including some 100 manuscript diaries, the author has fashioned a composite account that takes the gold seeker from initial voyage preparations through the months at sea to the final arrival at San Francisco. At times hilarious, at times dreary, at times frightening, this journey tested the mettle of even the most bold, ambitious, and hardy voyager. While most passengers were men, a few dauntless women struggled through this seagoing experience.

The bulk of Schultz's account properly belongs to the voyage. Studded with abundant and often evocative quotations from the sources, separate chapters consider food and drink; amusement and entertainment; Sundays, holidays, and special days; duties and responsibilities; weather problems; and the whole host of aggravations subsumed under "people problems" and "miscellaneous problems."

On balance, it appears that these California-bound passengers were misled, if not exploited, from the initial time of preparation to the very end of the voyage. Soon

enough they complained, protested, and even threatened captains and organizational representatives as petty inconveniences grew into serious deprivation. Of course, among these travellers there was more than enough gullibility to go around, yet the experience (however bitter) could be rationalized by concentrating on the anticipated rewards awaiting those who made it to the gold fields. In any event, getting there was decidedly *not* half the fun.

Well-illustrated, with useful captions, this volume presents two useful statistical tables assembled from a number of sources. One analyzes passengers by age and clearly demonstrates their predominant youth, with over sixty-three percent in their twenties; the other table itemizes the cost of food and building materials in relation to wage rates in San Francisco, where a common labourer could make four to six dollars a day and pay as much as seven dollars for a dozen eggs or up to one hundred dollars for a pair of boots. Those who weathered this fiscal storm seldom struck it rich, although even then the lures of California apparently resulted in many deciding to stay rather than return to their eastern homes.

The text is well supported by thirty pages of notes (mostly citations to primary sources) and a forty-eight page, fully-annotated bibliography of the unpublished and published materials he has so effectively mined. This exemplary foray into maritime social history is a testimony to a lifetime of scholarship.

Edward W. Sloan
Madison, Connecticut

David Joel. *Charles Brooking 1723-1759 and 18th Century British Marine Painters*. Woodbridge, UK: Antique Collectors' Club, 2000. 208 pp., prints, appendices, bibliography, index. £35.00, cloth; ISBN 1-85149-277-1.

This is a book clearly inspired by the author's love of his subject. David Joel has written a comprehensive and detailed study of Charles Brooking as a man and artist, as well as his legacy to British maritime painting. Joel's passion for his subject began in the late 1940s.

when as a junior naval officer studying at the Royal Naval College he availed himself of the impressive collection of maritime art housed over the road at the National Maritime Museum. This began a lifelong interest in maritime painting, which grew and deepened during a forty-three year career in the Royal Navy.

Joel points out in his introduction that Brooking has often been neglected in the history of British maritime painters, something this book goes a long way to rectifying. Born in 1723, Brooking spent his early years in East Greenwich adjacent to the Thames and bordering the busy dockyards of Deptford and Woolwich. He was apprenticed to his father, a painter and decorator, and his earliest known work, *A Two-decker on Fire at Night off a Fort*, was done at seventeen. Over the next nineteen years, until his premature death at the age of thirty-six, Brooking produced 228 recorded paintings, all but eight on canvas.

British marine painting developed at the end of the seventeenth century in response to Britain's mercantile and imperial expansion. As residents of an island nation, the British have an emotional attachment to the sea, and marine painting, based on Dutch models, developed earlier in Britain than, for instance, landscape painting. By the 1740s it reflected Britain's rapidly-growing naval and mercantile power.

One of the most characteristic features of eighteenth-century British art was the intensive development of specialist schools, including marine, animal and topographical painting. Among these, marine painting reached a very high level, largely because it modelled itself on sophisticated Dutch sea painting. Brooking himself undoubtedly learned much in his early years from copying these Dutch masters. British sea painters, however, tended towards greater realism and it is no surprise to learn that Brooking had been much at sea. The details of his ships and rigging are always correct and his rendering of sea and clouds never fanciful. Where most marine painters used brown under paint, Brooking painted on a light ground, which makes his pictures particularly luminous and atmospheric.

Unlike many of his contemporaries, he preferred generalised depictions of different

ship types rather than documentary representations of places or events. Many of his compositions may thus be imagined rather than actual. Still, his work reflects his obvious knowledge of sailing in different weather conditions, and of the details of ships, sails and rigging.

His style shows that he belonged to the new generation of painters to whom the varying moods of nature, translucent atmosphere and changing play of light were as important as the ships themselves. As David Joel points out, "Brooking was the first British marine artist of note to treat ships and the sea as works of art. His predominant interest was in conveying the varied moods and beautiful atmospheric effects of marine subjects...He was ahead of his time and should be rightly credited for elevating British marine painting to new heights." [54]

This is a marvellously produced book that will appeal to both the art historian and the maritime enthusiast. It is profusely illustrated, in colour and black and white, and for these images alone it is worth its price. It contains a full catalogue of Brooking's known paintings, chapters on his artistic style, listings of contemporaries and a wealth of appendices that would add to anyone's understanding of the period, covering everything from flags, rigging and ship types to London in the eighteenth century. Though on occasion the text can be somewhat dry, the publishers have managed to capture the richness of Brooking's work in the quality of the reproduced images.

Jon Robb-Webb
Shrivenham, UK

Dianne Newell and Rosemary E. Ommer (eds.). *Fishing Places, Fishing People: Traditions and Issues in Canadian Small-Scale Fisheries*. Toronto and Buffalo: University of Toronto Press, 1999. ix + 374 pp., figures, maps, photographs, tables, illustrations. CDN \$60, £45, cloth; ISBN 0-8020-4116-7; CDN \$24.95, £16.50, paper; ISBN 0-8020-7959-8.

The compelling nature of fisheries research – indeed, the often-controversial shroud it assumes in public debate – is attributable to its

broad and diverse cohort of participants. Under these circumstances, it is striking (at times ironic) that fish-related issues often enlist the energies of so many stakeholders, a seemingly unbounded group that counts among its membership academics, bureaucrats, fishers, and citizens at-large. If, as these facts reveal, fish are such a bellwether of the human condition, perhaps these stakeholders need jointly to consider the history and culture that is their common cause. *Fishing Places, Fishing People* is an interdisciplinary collection that admirably charts this much-needed course. Presented against the backdrop of Canada's contemporary fishing problems, the book's unifying theme unambiguously challenges future management schemes by asking the question: how do historical, cultural, geographic, and ecological factors inextricably vest local people in local places in their local fisheries?

The common thread of the essays in *Fishing Places, Fishing People* is not merely their "small-scale" scope but also their cumulative logic. These essays address the frustrated spirit of fisheries researchers who have long been uneasy with perfunctory "tragedy of the commons" interpretations of fishing crisis or the far-removed redemptive presumption and guise (economic, cultural, and biological) of certain government imposed-policy plans. As counterpoint, but hardly minimizing the overall structural effect of capitalism's consumptive march or the dynamics of intercultural contact, these revisionist essays evaluate fishing legacies and fishing futures through local participants in their most immediate contexts.

Deciphering the specific cultural and ecological meanings of a local/regional fishery is a detailed and subtle affair. Mindful of such an investigatory matrix, the editors bridge disciplines by a thematic arrangement that takes readers from history and cultural research to the co-existence of institutional and customary knowledge and ethnographic and community-based policy decisions. Fortunately, each essay's issues resonate beyond these confines to show how fisheries history, fisheries anthropology, and fisheries science analytically synchronize.

A consistently pervasive theme in *Fishing*

Places, Fishing People is the profound role of historical perspective in a wide range of fisheries deliberations. This is true of past-use patterns that pushed policy makers frantically into conference rooms or ethnohistorical versions that were, and continue to be, the essence of everyday life on the water. The assertion of cultural identity and treaty rights fishing by Native Americans (referred to as "First Nations" in Canada) has significantly influenced historical studies of their fishing pasts. Arthur Ray chronicles the legitimacy of Northern Ontario Cree and Ojibwa treaty fishing claims by documenting on-going commercial fishing by these groups throughout the eighteenth and nineteenth centuries. Other essays show that Cree and Ojibwa sturgeon fishers of Manitoba faced a more problematic fate when overcapitalization marginalized their participation, while Indians in British Columbia have maintained their historically-charged spawnon-kelp fishery within the context of modern technological change and conservation concerns. The fishery's function as historical and cultural benchmark is highlighted in all these essays, particularly when ever-present international economic forces threaten the depletion of the resource.

It is arguable that few collections of essays so soundly clarify, or provide the range of, women's roles in fishing communities. Barbara Neis skilfully deconstructs Newfoundland fishing policy and culture to reveal the necessary, yet highly vulnerable, position of women fish workers in a shifting system from "familial to social patriarchy." Other essays, by simply providing the often overlooked details of women's participation in fisheries – Indian women producing isinglass from sturgeon bladders or wiping and drying herring eggs – will give future researchers greater insight through which to account for shared, different or fluctuating gender roles. In this regard, the articles on Native and Euro-Canadian women offer important comparative scope. While pre-industrial custom often makes Native women more visible as fishers, Manore and Van West's essay shows women in Euro-Canadian pound-net fisheries processing fish, managing

and children while husbands were away.

Since historically the fishery has involved multiple, diverse claimants – in contemporary parlance, "stakeholders" – it is no wonder that its activities have been consistently veiled in contested relations. Although not the express theme of *Fishing Places, Fishing People*, the complex patrimonies that fuel fishing debates are presented and interpreted throughout this work. J. Michael Thorns' essay reveals that Ojibwa fishers, sport fishers, and the Ontario government were disputing the use of the Nipigon River's fish resources in the late nineteenth century, but Patricia Gallagher and Kelly Vodden's essay shows that such debates are even more intense today. Gallagher and Vodden examine co-management strategies and diverse stakeholder claims along the British Columbia coast in a scene that is playing itself out in numerous locales throughout the globe. Bonnie McCay's essay on the Newfoundland crab fishery shows how the economic logic of individual transferable quotas flies in the face of social accountability and territoriality (a process she refers to as "embeddedness") in a fishing community: the idea that fishing claims are based on occupational and ecological endurance, not unaffiliated monetary investment from non-residents.

Sean Cadigan's appraisal of failed management plans in nineteenth-century Newfoundland situate the historian's enduring craft and its check on faulty present-minded thinking, while interdisciplinary scientific studies by Villagarcia, *et al.* and Hutchings show that fish stocks need to be evaluated within the more complex context of the ecosystem. From other perspectives, the bold path of this volume is embodied in Usher and Tough's attempt to reconstruct sturgeon harvests and Neis, *et al.*'s methodological challenge to take fishers' experiences (TEK, or "traditional ecological knowledge") seriously in future planning initiatives. When Daniel Pauly, in one of the concluding essays, states that fisheries management "must take into account the places of people in its logic" [360], time is seemingly collapsed. We are reminded of the late nineteenth century US Fish Commission reports and their ethnographic attention to fishing

communities. But more importantly, we are reminded of naturalist John Hay's meditations that suffuse this collection: people fishing in countless places is a collective legacy whose survival requires collective solutions.

Michael J. Chiarappa
Kalamazoo, Michigan

Morten Hahn-Perderson (ed.). *Sjcek'len 1999: Årbog for Fiskeri -og Sofartsmuseet Saltvandsakavariet i Esbjerg*. Esbjerg: Fiskeri -og Sjøfartsmuseet, 2000. 187 pp., photographs, maps, plates, tables, figures. DKR 198, cloth; ISBN 87-87453-99-1.

Sjcek'len is the yearbook from the Fisheries and Maritime Museum and Aquarium in Esbjerg, Denmark. The book covers current academic work by the network group of the Centre for Maritime and Regional History (CMRH), a collaboration between the Museum and the University of Southern Denmark.

Sjcek'len offers a broad approach to Danish maritime history, as it deals with a great variety of topics covering the period from the eighteenth to the twentieth century. The overall focus is local, regional and business history. The yearbook includes papers on fishing and seal hunting, shipping, the petroleum industry and ethnological and social aspects of economic activities along the coastline.

The yearbook is ambitious in its approach. Moreover, it is largely successful. As for the thematic aspect, this seems to be maritime history interpreted in the broadest sense. The analytic framework is rich, utilizing economic, historical, sociological and ethnological methods. This cross-institutional approach is perhaps the strongest point of the CMRH.

The article by Rene Taudal Poulsen on the shipping company *Dania* deserves particular acclaim as an outstanding piece of work that promises much for future research. Poulsen presents a delicate combination of qualitative and quantitative research and thereby broadens the scope of the book. The same can be said of Morten Hahn-Pedersen's study of the business history of Henning Kruse and Esbjerg Oilfield

Services AS.

All the papers, however, are characterized by thorough research, and in particular by the conscious use of sources. Mette Guldberg's article on "Nordby i 1700-tallets slutning" (Nordby at the Turn of the Eighteenth Century) and Poul Holm's "Hvordan det danske havfiskeri ble til 1770-1914" (The Rise of the Danish Sea Fisheries 1770-1914) investigate earlier periods where access to sources has been relatively more scarce and the process has been more challenging. The way they deal with this potential problem is impressive.

The book also offers papers on contemporary issues. Soren Byskov's article focuses on how a small, local coastal community, Blåvand, has adapted to economic change in the long run. This represents a highly interesting analysis of the structural changes of Blåvand and the transition from primary production to the service industries of today. Likewise, the paper by Thyge Jensen "Jagt på saeler" (Seal hunting) combines history with current controversies in a brilliant way.

The yearbook stands out as a strong, valuable contribution to Danish maritime history. Unfortunately, the amount of detail demands insights into Danish history that can not be expected from an international readership. Though each of the papers contain English summaries, the synopses are very brief and leave out the best parts of the analyses. Still, *Sjcek'len* contains outstanding research and deserves to be read by scholars not familiar with the Danish language.

Camilla Brautaset
Bergen, Norway

Gilles Proulx. *Fighting at Restigouche: The Men and Vessels of 1760 in Chaleur Bay*. Ottawa: Parks Canada, 1999. viii + 139 pp., maps, photographs, appendices, glossary, index of vessels, suggested reading. CDN \$11.95, paper, ISBN-660-17723-4.

For most Canadians, and even for students of the Seven Years' War, the Battle of the Restigouche is a little known event. A six-ship French relief force meant for Quebec in 1760

took shelter in Chaleur Bay, New Brunswick, upon discovery that the Royal Navy had already entered the St. Lawrence River. The relief force led by Francois Chénard de la Giraudais of the twenty-six-gun privateer frigate *Machault*, and the merchantmen *Soliel*, *Aurore*, *Fidélité*, *Bienfaisant*, and *Marquis-de-Malause* left Bordeaux on 10 April 1760.

The Royal Navy quickly challenged the woefully small relief force, forcing the squadron to break up. The blockading force captured *Soliel* and *Aurore*. *Fidélité* bore south and sank off the Azores. The remaining vessels, the frigates *Machault*, *Bienfaisant*, and *Marquis-de-Malause* made a five-week crossing, reaching the Gulf of St. Lawrence in mid-May. Since the Royal Navy already had a small squadron in the St. Lawrence, Giraudais chose to enter Caller Bay on 20 May to rest, take on water, make biscuits, and wait for word from Quebec as to whether he should attempt the river or continue to Louisiana, the alternate plan in the eventuality Giraudais now faced.

The relief force discovered and began to feed 1500 Acadians who had managed to evade the British expulsions from Ile St. Jean (PEI), New Brunswick, and Nova Scotia. But the force made the mistake of capturing British vessels while heading for Chaleur Bay and continued to harass British vessels in June. These activities quickly brought the seventy-four-gun *Fame*, seventy-gun *Dorsetshire*, sixty-gun *Achilles*, thirty-two-gun *Repulse*, and thirty-gun *Scarborough*.

The French, in their smaller and lighter-draft vessels, withdrew further up the Restigouche, sinking ten small schooners and *bateaux* and forcing the British to leave their large ships-of-the-line in the river's mouth. On 28 June *Fame* and the smaller British frigates began to engage shore batteries built from dismantled guns from *Marchault* and the other relief vessels. After five days the British silenced the battery and advanced cautiously up the uncharted river, burning Acadian houses as they went.

On 8 July, the British frigates came within gunfire range of *Marchault*, which fought valiantly with its remaining fourteen twelve-pounder cannons, but the overwhelming fire

from the twelve-pounders of *Repulse* and *Scarborough* caused Giraudais to decide to blow up his ship rather than face needless casualties or risk capture. The French also blew up *Bienfaisant*, but *Marquis-de-Malause* was fired by the British after they released some captured British mariners. The British also burned all other Acadian schooners and *bateaux*, a total of twenty-two or twenty-three vessels. The British withdrew with all their vessels to Louisbourg, save the shattered *Repulse*, which was sent to Halifax for repairs. The French and Acadians managed to survive and even captured a few more British vessels before capitulating on 29 October and departing for France on 5 November.

Marchault lay in the mud of the Restigouche River until a Parks Canada archaeological team discovered and excavated the remains between 1967 and 1972. As a result of this excavation and its subsequent designation as an historic site, Parks Canada commissioned several works. This book is based upon the formal archaeological treatise completed in 1996. It is very readable despite originating as a technical treatise. The author weaves the history of the relief force with the story of the vessels and their cargoes; the men who led the force; living conditions aboard; shipbuilders; and French hull construction, layout and rigging. In fact, several important documents not found in earlier works explain the vessel construction as well as provide details about supplies bound for New France.

The author not only focussed on *Marchault* but also brought in details of French warship construction. He provides a lavish amount of contemporary artwork, ship plans, and photos from the excavation. He also includes tables of similar French and British vessels.

This is an excellent technical study, but I wish that the author had room to include more detail from the original treatise. Moreover, this study fails to explain some of the strategic/political details that made the relief force necessary. It also fails to explain what happened to the soldiers and sailors of the relief force or to the Acadians. For these details, one must consult an earlier Parks Canada publica-

tion, Judith Beattie and Bernard Pothier, *The Battle of the Restigouche: 1760* (1978; reprint, Ottawa, 1996). Other minor details, such as a lack of a detailed index and bibliography, also lessen its value. Lastly, there are sometimes shoddy translations from the original French. For example, when referring to the French cannons, the translated work refers to the cannons interchangeably as twelve pounders and twelve calibres, although the two terms are quite distinct in meaning. These minor qualifications aside, a complete technical study on the ships involved in Battle of the Restigouche is welcome. We can finally celebrate its arrival.

Bradley Shoebottom
Fredericton, New Brunswick

John Riddell. *The Clyde: The Making of a River*. Edinburgh: John Donald Publishers, [Distributed by Dufour Editions Inc. Chester Springs, PA], 2000. xiv + 385 pp., photographs, charts, illustrations, tables, figures, diagrams, appendices, bibliography, index. US \$21.95, paperback.

John Riddell's thorough and readable account first appeared in hardback in 1979 as *Clyde Navigation: A History of the Development and Deepening of the River Clyde*. The more succinct modern title epitomises the phrase "Glasgow made the Clyde, and the Clyde made Glasgow." Over three centuries, the river was changed from a fordable watercourse drifting between meadows to a forty-foot-deep commercial waterway that allowed the biggest ships to reach Scotland's largest city.

In the eighteenth century, the merchants of Glasgow had to tranship their cargo through Port Glasgow, twenty miles to the west, where the river broadens into the Firth of Clyde. With less than five feet of water at high tide over the shoals, the city authorities sought advice in the mid-eighteenth century on deepening the river. Various river training schemes were adopted to increase the natural scour. But it was not until the first steam dredger was built in 1824 that the waterway began to match the demands being put upon it. The early steamboats trading

from Glasgow to the west of Scotland provided a stimulus for further development, including construction of embankments and quays.

The story is essentially about applying engineering to create economic growth, written by a civil engineer. Such accounts are rare. The reader new to port history will find a wealth of well-researched material, much of it drawn from the papers of the Clyde Navigation Trust.

Following the Clyde Navigation Act of 1840, development was facilitated, albeit in the "lumpy" manner of port expansion. Twenty feet of water was achieved in the 1860s, while tidal basins began to be excavated off the main channel. The last was the King George V Dock, opened in 1931, which proved its worth in World War II by handling a vast array of military material from the USA.

The background of local politics and personalities is well covered, supported by a two-page bibliography and index, but no footnotes. Sufficient statistics, tonnages and costs are provided to illustrate developments without being overwhelming. Two well-illustrated chapters and two appendices are devoted to the fleet of dredgers and hoppers – a much neglected subject. The special efforts to provide a passage for the large Cunarders built on the river get a mention, as do the large cranes for heavy cargo lifting and installing ships' machinery.

But cargo handled at Glasgow peaked at about ten million tons in 1913-1914; thereafter, wars and economic depressions reduced the amounts handled, accentuated by the trend after World War II to ever-larger tankers and bulk carriers. After the Clyde Port Authority was set up in 1966 to merge all up- and down-river interests, any further trade changes could best be handled in the deeper waters of the Firth. Such shifts were also mirrored in the provision of drydocks, which were essential to a major port and a major shipbuilding river.

The text is identical to the 1979 version, albeit with better reproduction of the illustrations. In a short preface, the author resisted "the temptation to explain further the changes" by adding new material. This is regrettable, given the shifts in the intervening two decades, such as that commercial traffic has all but

ceased on the upper Clyde. An epilogue would not only have rounded off the story but also enhanced the book's future reference value.

To those who do not already have the 1979 work, *The Clyde* offers many rewards and insights, whether read straight through or dipped into for reference about the many aspects of related river and city growth.

Ian Buxton
Tynemouth, UK

William E. Ellis. *The Kentucky River*. Lexington: University Press of Kentucky, 2000. xviii + 226 pp., maps, photographs, illustrations, notes, bibliographical references and index. (The Ohio River Series.) US \$29.95; ISBN 0-8131-2152-3.

This study by William Ellis is the fourth monograph to be published on the Kentucky River. The earlier publications examined geological, economic, and political aspects of the river, and Professor Ellis has incorporated and expanded material from them, especially that of Thomas E. Clark's volume, which was published in 1942 as part of series on Rivers of America. Professor Ellis' work is divided into eight chapters, which range from a description of the formation and geological characteristics of the river to its future prospects. Rather than providing a detailed economic study of the river, the author has chosen to focus on the concept of a river that captured the minds of those who lived on it. In sketching what he regards as a unique subculture, Professor Ellis draws heavily on oral history interviews carried out between 1987 and 1998. He interweaves the interviews into his descriptions of the lives of those who lived and worked on the river, such as shanty boatmen, raftsmen, and locks men.

The Kentucky River forms a small part of the extensive eastern watershed of the United States. The headwaters of the river rise in the eastern Kentucky mountains and, after joining together at the Three Forks, flow in a generally northeastern course some 225 miles to the junction with the Ohio River. The river crosses

four distinct geological regions and is marked by several major faults that add to the hazards of navigation. In all, it provides drainage for about one-sixth of the area of the Commonwealth of Kentucky, including the Inner Blue Grass area and the capital, Frankfort.

Professor Ellis suggests that the early Euro-American settlers along the river had always maintained a bare subsistence. Up to the period of the Civil War there was limited exploitation of the resources adjacent to the river. By the 1870s, however, many people in Kentucky were becoming envious of the economic development occurring elsewhere in the United States. Once they made the decision to join the mainstream of American society, they undertook a series of measures to exploit both the river and its neighbouring resources. While these dreams of prosperity were never realized, they had a tremendous impact on the river and those who lived nearby.

The search for prosperity led to the cutting of the huge stands of hardwood adjacent to the headwaters of the Kentucky River. The logs were floated downstream on the spring floods, and the boom in timber drove the economy of Kentucky from 1870 to 1920. One unintended result of the tree clearing was the worsening of the already serious flooding problem. Meanwhile, other promoters wanted to develop the river for navigation. The river was unsuited for such a purpose, but five dams, with locks, were built to enable small craft to travel from Frankfort to the junction with the Ohio and to such markets as Cincinnati. Then other promoters insisted that they could develop a towboating service for bringing coal and various minerals from upstream mines if more dams and locks were constructed. By 1917 another nine dams had been constructed by the Corps of Engineers, but there was an inherent conflict between steamboat traffic and logging and rafting. Moreover, the size of the tugs and the number of barges were limited by the size of locks and the narrowness of the often turbulent and dangerous river. The scale of operations thus proved to be too small to be economically profitable, and the dream of controlling the river ended with fourteen obsolete dams that required constant and expensive maintenance

and completely altered the river's nature. Furthermore, run-off from the abandoned mines have continued to pollute the river.

While the days of rafting timber and steamboats on the river have long since faded, the author points out that they have left a legacy which requires careful attention. The river is badly stressed by the flooding, pollution, sewage, and solid wastes. Further, the dams require extensive maintenance. While tearing down the dams is possible, it would reduce the flow of water to the Lexington area, which uses the river for its water supply.

The development of the Kentucky River has thus created critical problems of public policy. The author concludes with the observation that returning the river to some previous pristine state is impossible, but that any policy that is adopted must recognize the geological nature of the river. Whether this can be done without antagonizing the political and regional forces in the Commonwealth of Kentucky remains to be seen. While the book is in many ways intended to be a commemoration of an often hazardous way of life, it can also serve as a case study of problems which far too often afflict many waterways in North America.

Ken Pryke
Leamington, Ontario

Clare Anderson. *Convicts in the Indian Ocean: Transportation from South Asia to Mauritius, 1815-53*. London: MacMillan, 2000. xii + 192 pp., appendices, notes, bibliography, index. £42.50, cloth; ISBN 0-333-76112-X.

In the early nineteenth century the Indian Ocean island of Mauritius, which was taken by the British from the French in 1810, had a very large slave population. Later, some 453,000 indentured Indian workers came in. Both these groups have been much studied; Dr. Anderson's aim is to pay attention to a third unfree group: the 1500 Indian convicts transported there between 1814 and 1837.

Dr. Anderson has written a scintillating, intelligent and readable book about these unfortunate Indians. Her account is strongly

comparative. In particular, she has read widely in the new historical writing on the convict experience in Australia, and also in recent work on British rule in India, especially that coming out of the important subaltern school of historians. Just occasionally this influence seems to make her over-privilege her convict subjects: "Other maroons [escaped convicts] acquired money and petty luxuries beyond their immediate consumption needs. Such conspicuous consumption expressed the truly liberational dimension of convict marronage." [75] But mostly she writes well, showing a sometimes mordant wit. Leprous convicts were sent to separate colonies, where "[t]hey were expected to be self-supporting until their death, a timely reminder of which was the wooden coffin each was made to build and keep propped up in their hut." [42]

The point here is that the British government was not prepared to pay for coffins for these lepers, and indeed a dominant theme in the book is economic imperatives and influences. The British had abolished the slave trade in 1807, though not yet slavery on Mauritius. But labourers were still needed, in part to do public works, and more generally to conciliate the powerful French plantocracy on the island, for the British were concerned to win their support and help them expand the sugar industry. They needed a new source of labour, preferably unfree, and it was hoped that convicts would meet the bill. Fortunately, the side effects of the British conquest of India had produced plenty of convicts, and the nexus seemed irresistible. Other economic matters also affected what happened. Once the Bengal government discovered that Mauritius actually wanted the convicts, it very skilfully made them pay all the costs involved in transportation, which was ended in 1837. When those remaining in Mauritius got less useful for hard labour as they got older, the government wanted to avoid having to sustain unproductive convicts and so suggested they be repatriated to Bengal. But the Bengal government refused to pay.

Perceptions and ideology were also important influences on British policy. Here are three examples. They had been told that Hindus

feared to cross the Black Water. By transporting them nevertheless, they hoped this would make transportation even more to be feared, becoming both a punishment and a deterrent. The British also evolved notions of some Indians being "criminal castes," and "born robbers." By transporting them their vile networks would be broken up. Once large numbers of indentured labourers had come in, the British were worried that the convicts would corrupt them. Partly for this reason, they ended transportation.

An important theme in recent studies of servile labour, whether slave or convict, has been forms of resistance, both violent and "everyday," such as simply going slow, or petty theft. Dr. Anderson has two very strong chapters on these matters, and on the related one of the degree to which the convicts could maintain their "cultural identity." She shows that the convicts had agency too, yet to the extent that the convicts were able to do this, they were made more recognizable, which of course suited the British.

This important book closes with a brief discussion of the end of the system. No more convicts were brought in after 1837, and in 1853 the last of those remaining in Mauritius, only sixty-five by now, were liberated. This makes a positive ending to this admirable book.

M.N. Pearson
Lennox Head, Australia

Andrea Inglis. *Beside the Seaside: Victorian Resorts in the Nineteenth Century*. Melbourne: Miegunyah Press/Melbourne University Press, 1999 (orders at www.mup.com.au). x + 116 pp., illustrations, photographs, selected bibliography, index. AUS \$34.95, cloth; ISBN 0-522-84865-6.

English readers, especially, will need to know that the reference to "Victorian" in the title of this beautifully-produced book is geographical rather than chronological in its import: the Australian state, not the reign. As such, Andrea Inglis' labour of love is particularly welcome

as it constitutes the first regional survey of the nineteenth-century development of the seaside holiday in Australia, where academics have been even more reluctant than elsewhere to acknowledge that beaches and beach resorts have a history worth pursuing. As the author suggests, this may be based on a perception that the enjoyment of the seaside has no history: it is part of Australian culture and is assumed to have always been enjoyed in the same way.

One of the services her book performs is to emphasize how utterly different the prevailing practices and values of Victoria's nineteenth-century seaside tourists were from those of the late twentieth century. She shows convincingly that they borrowed slavishly from English models, with emphasis on health, rational recreations and the formal, decorous display of the capacity to consume and to present the self in consensually appropriate ways. Many of the resort names were English (including Brighton and Torquay) and their early markets were drawn from colonial "gentry" and administrators, although the visiting public was opening out much more widely towards the end of the nineteenth century, with the resulting social tensions and unease as well. All this is very interesting, and it is based on newspaper, guide-book and manuscript diary sources, as well as being beautifully illustrated with paintings and post-cards. As a whole, the book adds usefully to the scope for producing a full-scale intercontinental comparative history of seaside tourism and the seaside resort as global phenomena.

There are, however, frustrating aspects. No maps are provided, suggesting that the intended market is mainly local, and no sense at all is conveyed about the relative sizes of the resorts under review, their social structures (including the roles of fishing communities, port activities, and other maritime phenomena), the actual alignments and workings of their transport systems, the numbers of their visitors, or how these things changed over time. The occasional allusion to the incongruity of trying to re-create English resort environments (parks and gardens

which could have been developed in an "orientalist" or "post-colonial" direction. No attempt is made to assess the visual material other than as a record of what was there at a particular point, with interpretation confined to explanations such as the meaning of the red flag flying above a bathing establishment. The range of themes, focussing especially on the seaside as a health resort, is narrow and the exposition becomes somewhat repetitive. The bibliography is quite full and enterprising, but the omission of John Fiske's chapter "Reading the Beach" (from his *Reading Popular Culture* [London, 1989]), is telling: this piece of contemporary cultural anthropology develops interesting potentially-transferable ideas about Australian beaches in the late twentieth century in ways that might have opened out discussion. Sadly, here, as elsewhere, the opportunity to engage with other disciplines is not taken up.

Overall, then, this is a particularly well-written and handsomely-produced piece of regional history on an important theme. The author conveys her enjoyment of her subject in a refreshing style. Its academic quality is sufficient to make it useful to researchers in other disciplines and geographic areas, but it makes no interdisciplinary leaps of its own, and its limitations need to be acknowledged as well as its real virtues. Despite the constraints of scale and scope, however, it will be a worthwhile purchase for university libraries with collections in tourism and maritime history.

John K. Walton
Preston, UK

Curtis Dahl (ed.). *Around the World in 500 Days: The Circumnavigation of the Merchant bark Charles Stewart 1883-1884, Recounted with Zest and Detail by the Captain's Daughter Hattie Atwood Freeman*. Mystic, CT: Mystic Seaport, 1999. 223 pp., illustrations, maps, glossary, appendices. US \$24.95; ISBN 0-913372-90-0.

Hattie, daughter of Captain Horace Atwood of Hampden, Maine, was not at all unusual for her setting and time. Her two older sisters were

born at sea, and Hattie herself sailed to Valparaiso as a toddler, crossing the equator four times and celebrating her third birthday on the briny wave. Like most children of Maine ship masters, Hattie was kept at home once she reached school age to learn social skills along with her figures and letters. Then, at the age of seventeen, she left all this to accompany her father on the barque *Charles Stewart*. She was the only female on board, but this was not uncommon, either. What makes Hattie stand out is the gaiety, staunchness, and good humour so fluently expressed in the account that she wrote of her adventure.

Captain Atwood had plenty of choice when he decided to take a companion on a voyage. As he enjoyed informing people in foreign ports, "he had four daughters and the fellows swung on the front gate so much it broke the hinges." [78] Hattie volunteered to go because she was without the "tender affections" of a fellow at the time, a decision that must have delighted her father as much as it is guaranteed to please the modern reader.

Entering the ship, whether in Brisbane, Gibraltar, or Trapani, was the signal for the commencement of a social whirl, something for which Hattie was remarkably well braced, though she "nearly collapsed" when a Sicilian kissed her hand. Port characters leap to life on the pages – and none more so than the Hobart harbourmaster who stormed on board when Hattie was at the helm dropping the vessel astern while the sailors worked the windlass. "What kind of bloody vessel is this," he hollered, "to come up into a strange port without a pilot and with a woman at the wheel?" [48]

Equally vivid are descriptions of men and women encountered at sea, particularly the 300-pound Mrs. Fulton, who "pulled lines with the sailors" and almost swamped a boat when she jumped into it. While the tone is unfailingly positive and happy, the grim aspects of seafaring are not glossed over; some offer a glimpse of Hattie's courage, and none more so than the gale-wracked day when a man was thrown from the helm and suffered a compound fracture of a leg, which Hattie, the mate, and her father worked for two hours to set.

Originally published privately (in 1907) as

A Trip Around the World on Board the Merchantman Bark "Charles Stewart," Hattie Atwood Freeman's account is now very rare, only three copies being recorded in public institutions. It is doubly pleasing to see this new edition. Curtis Dahl has a light and sensitive touch as an editor, the design is carefree and apt, and the re-titling is fun. Not only is it well overdue, but this re-publication is delightfully true to the spirit of the writer.

Joan Druett
Wellington, New Zealand

John Washington Price (transcribed and edited with an introduction by Pamela Jeanne Fulton). *The Minerva Journal: A Voyage from Cork, Ireland, to Sydney, New South Wales, 1798-1800* Carlton South, VIC: Melbourne University Press/Miegunya Press, 2000. xviii + 290 pp. plates, notes, appendix, bibliography, index. AUS \$104.50, cloth. ISBN 0-522-84850-8

John Washington Price was a young ship's surgeon working on *Minerva*, a ship that is famous in the annals of Australia's early European history because some of its 200 convict passengers were the first of the Irish political prisoners transported to Sydney. He commenced his journal in Cork with the boarding of passengers, convicts and supplies, and it recounts the voyage from Ireland to Sydney, via Rio, and back again through the islands of the East Indies to Calcutta.

Price said he was writing it for his friends in Ireland, but like all such journals he was also writing for the market. The meticulous entries concerning the weather, strange flora and fauna and customs of people he encountered are the work of someone fascinated by the details of his own everyday life and knows that there are publishers back home hungry for this kind of manuscript. He had with him on board the journal of Captain Watkin Tench, whose account of the journey and first days in Sydney had been published in 1793 in London (and most recently in 1996 in Australia).

But Price's journal entertained neither his

friends nor the general reading public. On the return voyage he left the ship, and apparently his diary as well, in Calcutta. It ended up with the Marquess Wellesley, the Viceroy of India, and finally found its way into the British Museum in 1843. Did Price sell it for profit or exchange it for some vice-regal favour? Or did he simply mislay it and forever lament that it would not see the light of day? The fortunes of the journal may have seemed as uncertain to Price as the six-stanza poem he attached around the neck of a small bird somewhere in the vicinity of Latitude 4°46" South and Longitude 162°51" East, instructing the "sweet bird to Ireland go" and tell his love that he will soon return. Price dallied in India for some years; history does not record whether the bird ever made it.

But eventually the journal did. Pamela Fulton has transcribed its prosaic detail, sharp observation and poetic whimsy, and now it appears, two centuries after its creation, complete with Price's illustrations. There are detailed footnotes that introduce the reader to the people he talked about and that link his observations to the history that came after. Fulton's interest in the convicts on board ship and in Price's Sydney sojourn is evident in the much fuller notes provided for these topics, but this is probably inevitable given her own language and cultural linkages to the world of Price, and given Price's own recording of events. His observations of islander and East Indian peoples are those of a European observing "primitive" peoples, and his visit to Rio de Janeiro is that of an outsider observing an exotic Portuguese location. And while Sydney and its surrounding territory provide much that is fascinating and new – his drawing of a water mole (platypus) is interestingly eccentric – it is familiar enough for him to receive immediate entree to the society of its leading citizens. Price could observe of a certain court case that took place in Sydney that "the trial was tedious & the charges were too indelicate to be inserted" [151-152] but the unmentionable details are easily recovered by Fulton from the court records and duly inserted in the endnotes.

Should the endnotes have been footnotes? Probably not. A close reading of all Fulton's

associated research requires endless page turning, but it also permits the journal to stand as it was written. It has been divided into chapters but with only minor interventions to Price's spelling and grammar. There must be compromise in deciding how this kind of document should be presented, but *The Minerva Journal* has the balance right.

It is a good read. Price knew that the people he was meeting were the notables of the settlement of Sydney, but he could not have imagined that so many of them would continue to be of historic interest today. His observations will add significantly to current debates about the kind of society that was being created in "Sidney" [sic]. There is little in his account that resonates with the brutal place described by writers such as Robert Hughes in his *The Fatal Shore*. But then it would be difficult to imagine what would disturb the equanimity of Price. Some of the United Irishmen he transported were involved in attempts to overthrow the government of the fledgling new nation in 1800 and in 1804, and his accounts of these men will add to those stories. But what can we make of his journal entry for 10 February 1800 where he describes a pleasant day spent in the company of the Governor and Dr. Jamieson and then records that he had "almost forgotten to mention" that the night before Major Foveaux had been busy dealing with an attempted insurrection involving plans of "seizing the magazine & of putting every person to death that should oppose them." [153] He goes on to note that those involved will be punished, and that he hopes they will soon settle down and "renounce all their political designs."

I recently saw a splendid yacht moored on the shores of Sydney Harbour that rejoiced in the name of *Convict's Revenge*. The sense of pleasure at having "made it" against the odds is one that applies also to the belated publication of this splendid transcription of the journal of John Washington Price.

Shirley Fitzgerald

George Hamilton. *A Voyage Round the World in His Majesty's Frigate Pandora*. Sydney, NSW: Horden House, 2000. Australian National Maritime Series, No. 4. 161 pp., illustrations, tables, bibliography. US \$145, hardbound in quarter cherry Scottish calf with marbled paper sides; ISBN 1-875567-22-4.

Finding an out-of-print book returned to circulation is rather like running into an old friend. There is certainly pleasure in the meeting, but silently one is thinking, "I wonder how my friend has held up?" In the case of Dr. Hamilton's work, judging by the externals it has held up very well indeed. The latest version is attractively, not to say elegantly, bound and printed on high quality paper that is likely to last a good, long time. Unfortunately, when the book is judged by more than its cover, there are some disappointments in this new edition.

The short introduction of less than twenty pages is the main problem. It has two parts, the archeological and the historical. When the editor is dealing with marine archeology and the exploration of the wreck of *Pandora*, his comments, while brief, are informative and show his expertise in the area. When the subject is the author or his voyage, the briefness creates problems.

Two topics best illustrate this point. Despite a statement to the contrary, the ships on which Dr. Hamilton served between 1778 and 1786 did not only get larger. Before his service on *Pandora*, his ships ranged from a cutter to a third-rate and back to a cutter. The editor recognizes that patronage is the key to understanding Hamilton's assignments, but his sources are only a general study of the navy and a colleague's notes. There are no references to Lord Sandwich's papers in the National Maritime Museum in Greenwich, where patronage and assignment records from before 1778 to 1782 are kept and where the mystery might be solved.

The editor did check the record with respect to Captain Edwards' instructions regarding the exploration of what was then called the Straits of Endeavour and discovered a discrepancy. According to the text of Hamilton's book, as well as modern authors who

have written on the subject, exploration of the straits was part of *Pandora's* assignment from the Admiralty. The editor says the instructions preserved in the Public Record Office at Kew "make no mention of Edwards being directed to carry out this survey." the editor needed to determine if additional instructions existed, and if not, what Edwards thought he was doing by trying to take a frigate through one of the world's most dangerous water passages in the middle of a stormy night. Once again, no explanation is offered.

While one could defend a brief introduction to a short book, the fact remains that it is limiting. Yet there are other ways to assist a modern reader. A simple crew list would have helped make more sense of the people Hamilton mentions. Brief biographies of the officers he mentions, especially of Captain Edwards, would have been even better. Along those same lines, a glossary would have made Hamilton's text easier to follow. It is doubtful that many readers will understand what he meant by "thrumbing a topsail to haul under her bottom, to endeavour to fodder her."

Leaving the editing to one side, there is still Hamilton's original work, which does have its pleasures to this day. With tales of adventure both exotic and erotic he obviously hoped to cash in on the memory of *Pandora* before it faded from the public's mind. Yet he does fill in a variety of blank spaces left by previous writers. Hamilton clearly read the literature about Pacific exploration produced by both the British and the French and took care to reintroduce readers to various Tahitian figures mentioned by Cook and Bligh. Surprisingly, he spends a good deal of time describing how the British were as interested in introducing plants and animals, ranging from cotton to cattle, to Tahiti as they were in transplanting breadfruit to the West Indies.

In the end is this book worth having? It depends on how much one values old friends who are not reintroduced with the verve and thoroughness that they deserve.

Roy Schreiber
South Bend, Indiana

W.H. Bunting. *A Day's Work: A Sampler of Historic Maine Photographs, 1860-1920, Part II*. Gardiner, ME: Tilbury House Publishers, 2000. 384 pp., 270 b&w photographs, notes, index. US \$35.00, paper; ISBN 0-88448-207-3.

Mention W.H. Bunting and immediately his masterful presentation of late nineteenth-century Boston maritime life, *Portrait of a Port*, comes to mind. Now, from the heart of the Pine Tree State, Bunting reappears with an extensive, visual, two-volume look at the varied aspects of everyday life in Maine between 1860 and 1920. Like Part I, this volume of *A Day's Work* contains classic photographs, each complimented by a related narrative on the opposite page. Part Two contains photographs that could not be included in Part One. Both volumes are samplers, offering a broad selection of photos documenting the production and distribution of goods and services in Maine during the later half of the nineteenth and early twentieth centuries. This collection may be considered a visual presentation of Maine's economic life in that era.

As in the first volume, Bunting casts his net statewide, capturing all sorts of gainful activity both on land – in lumber camps, railroads, quarries, farms, and factories – and at sea. Yet this is not primarily a maritime work. Only a third of its 270 photographs relate directly or indirectly to maritime subjects. Nevertheless, the maritime influence cannot be ignored. Consciously or unconsciously, purposely or accidentally, Bunting's choice of photographs draws land and sea together in a single economic context. This is hardly surprising, for both salt and freshwater not only served as the favoured means of moving goods and people but also supported the state's fishing and shipbuilding industries. Thus, in varying degrees, the sea touched the lives of most of those who lived and worked in Maine.

The vessels that appear are almost exclusively sail. There are a few photos of the Boston steamers and smaller connecting boats, a few ocean steamers at Portland, and some of the forgotten small ferries and steam craft on remote interior lakes. These maritime subjects

are not clustered but are scattered throughout both volumes. As random as this might seem, none is glaringly out of place. Ice harvesting, logs being cut, towed or driven, lime kilns, fish processing and shipyard views always remind the reader of the sailing vessels, steamboats and even canoes upon which people depended, while the lumberjacks, quarrymen and farmers draw attention to the interdependence of land and sea upon in Maine's economic life.

The photographs are of the highest quality and are extremely well reproduced, whether panoramas or solitary images. Each is large enough to savour, powerful and effective in conveying meaning and emotion. None is sterile. All contain a wealth of rewarding detail. An eclectic collection, random browsing is effortless and worthwhile. Even though the photos could stand alone, they blend naturally as components of a greater, interconnected essay depicting the work of the young and old. Two points cannot be emphasized enough. First, the details in each photo, especially in those of vessels, are invaluable. Second, the commentaries, culled from a variety of contemporary sources, truly enhance each photograph. Those acquainted with Maine will be pleased and impressed. Those with a marine interest will value the opportunity to view the construction details of the vessels, the shore-side industries, and the coast itself. The greater one's acquaintance with the Pine Tree State, the greater the appreciation will be.

Martin J. Butler
New Bedford, Massachusetts

Alan Lemmers. *Hans Dorlas, Hans Kragt. In een Notendop. Schepen in Miniatuur: Catalogus bij de tentoonstelling over minwaterlijnmodellen ter gelegenheid van 25 Jaar Dutch Ship Collectors Club in het Mariniersmuseum Rotterdam*. Amsterdam: De Bataafsche leeuw, 1999. 87 pp., photographs (colour, b+w, figures). Fl 29,50, cloth; ISBN 90-6707-509-4.

A fine example of ship models used as tools are miniature waterline models. The phenome-

non is far from new. According to Lemmers' introduction, they were direct descendants of tin soldiers, which were a planning phenomenon at the end of the sixteenth century, when they were used as tactical practising material by several Dutch generals, like Wilem Lodewijk van Nassau and Prince Maruits. As toys, they were used even before that date by the Emperor Maximiliaan (1459-1519) and later by Louis XIII and XIV and the Russian tsars. Peter III built himself a brand new castle so that he might have enough space to replay great battles with thousands of tin soldiers.

As a means of visualising tactical manoeuvres and naval strategy, miniature ship models go back as far as the early nineteenth century. Specifically, in the second half of that century they were the main tools for so-called "naval war games" with which officers were trained to make tactical decisions under the pressure of time, space and coincidence. Fred T. Jane's war game was used to a great extent in both the British Royal Navy and by amateurs alike, all reliving the battle of the Nile or Trafalgar. Research done for the preparations of the exhibition led to the finding of a rare and undamaged copy of Jane's game in the Royal Naval Institute in Den Helder, Holland.

Ship models were produced by companies in Great Britain (Basse-Lowke in Northampton) on a scale of 1/1200 and in Germany (Wiking, Kiel) on a scale of 1/1250. Both companies worked for their governments as well as for the private industry and the marketplace, except in wartime. Then the private selling of the models was prohibited for national security. Many of the models were so correctly detailed that they were also used in recognition training during and after the Second World War.

Early this year the Dutch Ship Collectors Club celebrated its twenty-fifth anniversary with an exhibition of miniature waterline models in the Mariniersmuseum in Rotterdam, collected, adapted and built by the members of the Club. This book is a catalogue for this exhibition and for the first time credit is paid to the phenomenon of miniature models in a historical context. The points concerning the exhibit that are written in Dutch are compli-

mented by good summaries in English and German at the end. The numerous pictures of the models (in colour) hardly need any explanation. This work is recommended for ship-lovers with an interest in the use of miniatures from a number of historical points of view.

Ab Hoving
Amsterdam, The Netherlands

Andrew Gibson and Arthur Donovan. *The Abandoned Ocean: A History of United States Maritime Policy*. Columbia: University of South Carolina Press, 2000. xiv + 362 pp., illustrations, tables, abbreviations, appendix, bibliography, index. US \$39.95, cloth; ISBN 1-57003-319-6.

Gibson and Donovan narrate the US merchant marine's nineteenth-century rise (thanks to technological innovation) and fall (due to Confederate attacks, protectionism, and technological stagnation). "The combination of restrictive registry requirements and federal subsidies...kept the most modern part of the American foreign-going merchant marine hostage to political will rather than economic performance." [84] American's rise to super-power status and involvement in world and cold war then fuelled an artificial twentieth-century recovery, while seamen, dockworkers, owners, and builders seeking optimal earnings at one another's expense threatened the merchant marine's viability (and US power projection). Technological and managerial revolutions sparked a commercial decline long obscured by the national security argument that a US-built, US-owned, US-flag fleet capable of supporting unilateral engagement in large-scale land wars deserved generous subsidies. The recent geopolitical revolution occasioned by the USSR's collapse offers an opportunity for re-evaluation.

Discarding what they perceive as outdated assumptions, the authors critically examine "the struggle between market responsiveness and federal planning" [118] in "an industry that seemed to have an insatiable appetite for public underwriting" [122]. They discard industry

shibboleths like builders' demand for aid even at the expense of US owners' ability to compete commercially, rejecting "that hoary corn-munitarian claim, still so often heard in defence of outdated industrial policies, that the government has an obligation to protect and preserve traditional ways of life." [75-76] In the Cold War's aftermath, they find the national security argument no longer relevant, given the rise of containerships and open registries that have aggravated the often overlooked divergence between military and commercial utility. They believe the US can rely on ships enrolled in open registries (to avoid US regulation and taxes) to supply its wars, since "the evolving practices of global capitalism have brought about as complete a separation between registry and political power as that which has long existed between registry and ownership." [234] A renewed focus on commercial utility might revitalize the US fleet, though "economically unrealistic political demands" [226] in regard to inspections, taxes, and crewing need to be addressed. Rooted in Gibson's experiences of seafaring and administration, their advocacy makes a de-regulatory case well worth considering. Their effort to contextualize this argument in the history of US maritime policy is generally, though not universally, successful.

The historical scholarship of maritime issues' diplomatic and geopolitical context is not always present. The authors occasionally cite outdated scholarship (the Beards' view of the Constitution [22]). Extensive recent research on the origins of the War of 1812 that places maritime issues in cultural context is absent [35-36]. First World War maritime issues require reference to Jeffrey Safford's research. Recent scholarship on Second World War maritime policy merits additional review (Lewis Douglas' role was entirely ignored). A contradiction between differing accounts of the origin of the Liberty ship's design is not resolved. [144 and 166]

But while this is therefore not quite a complete history of US maritime policy, particularly of its diplomatic implications, several key strengths deserve recognition. The impact

change is brilliantly summarized and contextualized in comprehensible terms. Chapter introductions superbly maintain the narrative flow. Though further annotation could have clarified some lists of reform proposals, thorough examinations of repeated congressional investigations into maritime woes complement excellent explanations of the generally negative impact of the legislation that occasional emerged. The authors deftly define the basic contradictions encountered in devising public subsidy of a private business [81]: could subsidies provide effective oversight and aid builders without encouraging inefficiency? The judicious use of quotations and humorous observations about builders and bureaucrats enlivens the text. The authors skewer "Justice Department lawyers... [who are] unburdened by any knowledge of the shipping industry" [238], shipbuilders who "demonstrated that if their interests were not taken care of, maritime legislation was going nowhere" [273], and reformers who found it "convenient and gratifying to emphasize the moral failings of the shipping executives and their bureaucratic counterparts rather than the practical difficulties of yoking public and private resources to a common task." [131]

Discussion of US maritime policy will long be indebted to this formidable work of advocacy. The authors' contention that the era of dependence upon US-flag sealift as an adjunct of geopolitical influence has passed may be tested in the years ahead; it certainly should facilitate further debate.

Kevin Smith
Muncie, Indiana

Steven E. Maffeo. *Most Secret and Confidential: Intelligence in the Age of Nelson*. Annapolis: Naval Institute Press, 2000. xxvii + 355 pp., photographs, maps, appendices, notes, bibliography, index. US \$32.95, cloth; ISBN 1-55750-545-4. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Though the author has been professionally associated with intelligence since 1979, his

period here, 1790-1815, is a complete contrast to the modern world of electronic espionage. His first seven chapters are organized around themes, such as the Admiralty, deception and the role of the commander. The remaining three chapters use particular occasions to illustrate how the difficulties of collecting and interpreting intelligence affected an incident; Pulo Aur, 1804; the Battle of Copenhagen, 1801; and the campaign which culminated in the battle of the Nile, 1798.

Maffeo omits the Trafalgar campaign, while admitting that it was "bursting with intelligence issues and incidents" [283], and the period 1805-1815 is treated cursorily, though it "saw tremendous naval activity – and naval intelligence activity." [286] He need not have done so if he had reduced the lengthy quotations from secondary works and eliminated quotations from (and references to) the fiction of Forester, Kent and O'Brian. The mix of fact and fiction is strong in the chapter on signals and information transmission, where Maffeo makes interesting points on codes (not listed in the index), ciphers and cryptography. With the excellent and exciting facts he uses, why bother with fiction, the best of which is itself based on such material?

Maffeo's description of the period's primitive communications technology, the lack of a structure to service the use and collection of intelligence, and its dispersal among government departments and agencies is lively and engaging, and he correctly emphasises the role of the commander in the interpretation and use of intelligence. He also reminds us, in the chapter on deception, of the difficulties of ship identification when there was a similarity of ship types, no standardized paint schemes, and the widespread use of prizes, and he pays tribute to the abilities of that expert practitioner in deception, Cochrane, many of whose exploits Patrick O'Brian transferred to Jack Aubrey.

The appendices are helpful to those unfamiliar with the period, though personnel and some titles of state offices changed between 1775 and the 1790s. The printing on maps of the Mediterranean and the Baltic is rather small and a more detailed map of the approaches to

Copenhagen and Aboukir Bay would have highlighted Nelson's difficulties, while a map locating the less famous Battle of Pulo Aur would have been helpful. Relevant illustrations are often too dark to see details clearly.

The term "British" rather than "English" would be more accurate, since numbers of Scots and Irish held high offices in government and the navy in this period. The decision to send Nelson, a junior commander, into the Mediterranean in 1798 [37], occurred to both Spencer and St. Vincent independently and was merely confirmed by George III, as the author later implies. [5] The quotation attributed to Barham [47-48] is an Admiralty minute of 1808, in the Barham papers, when Barham had ceased to hold any government office. Even Nepean was not secretary to Lord Melville's admiralty [50] but a member of that board from September 1804. The secretary was William Marsden, and though Maffeo rightly pays tribute to the importance of the office [281], the first secretary to the Admiralty was *not* a government minister. In appendix 5, the *guerre de course*, the French war on trade, was not the same as the "fleet in being" theory, proclaimed by Admiral Torrington in the late seventeenth century.

Maffeo has used the Navy Records Society volumes, but could have consulted the relevant Historical Manuscripts Commission publications, while the *Memoirs and Correspondence of Admiral Lord de Saumarez* (Sir John Ross, ed: London, 1838), would have been informative, since Saumarez was not only c-in-c in the Baltic (1808-1813) but Nelson's second in command at the Nile. Maffeo rightly stresses the importance of newspapers in intelligence gathering. As well as the government-sponsored *The Times*, he might have used opposition papers and the *London Gazette*, an important dissemination of news, mentioned in the text but not listed in the sources or index. There are some gaps in secondary sources, chiefly A.B. Rodger, *The War of the Second Coalition 1798-1801* (Oxford, 1964) and the seminal works of Piers Mackesy, while Michael Duffy's article on British naval intelligence in the expedition of 1798 in *Mariner's Mirror* (LXXXIV [1998]

278-290), perhaps too late for inclusion, sheds fresh light on the subject. These additions would improve a bibliography which is already a helpful source of further information for interested readers.

P.K. Crimmin
Egham, UK

Paul C. Krajewski. *In the Shadow of Nelson: The Naval Leadership of Admiral Sir Charles Cotton, 1753-1812*. Westport, CT: Greenwood Publishing, 2000. xiii + 219 pp., illustrations, bibliography, index. US \$68.95, cloth; ISBN 0-313-31039-4.

David Shannon (intro.). *Nelsoniana, 1805-1905: An Anthology of Notes and Queries from TP's Weekly Magazine in 1905, the Year of the Trafalgar Centenary*. Hertford, UK, The Nelson Society, 1999. 51 pp. [for copies e-mail: nelson.society@rjt.co.uk. ISBN 0-955107029-0.

By virtue of his rank and his succession of high-level, Admiral Charles Cotton was anything but an "undistinguished" naval officer. At his death in 1812 he commanded the Channel Fleet, and immediately prior to that he was in charge in the Mediterranean, succeeding no less a personage than Cuthbert Collingwood. Before that Cotton exercised independent command at Lisbon during the crucial year of 1808, and earlier still he spent nearly a decade as a subordinate flag officer, again in the Channel. Yet despite thirteen years' active service at flag rank, and the professional competence such employment suggests, Cotton remains frustratingly elusive. In this volume Paul Krajewski has had to confront the divergence between Cotton's service record and his historical anonymity. His efforts shed valuable light on myriad subjects, among them the interplay between Admiralty and station chief in a vexed and volatile situation such as Cotton encountered in the Tagus and, refreshingly, the equally perplexed matter of overseas fleet logistics in the age of sail. What is missing is a comprehensive portrait of Cotton the man

This volume, to do Krajewski justice, does not attempt a full-scale biography – a difficult, if not impossible task given the paucity of evidence on Cotton's personal and family life. Rather, it aims at "[a] broader understanding of British naval leadership...through a balanced assessment of Cotton's career." [xvi] In the purely professional arena this is relatively straight-forward. Krajewski draws extensively upon official correspondence, in particular with the Admiralty and other senior officers, such as Wellington, with whom he cooperated. Krajewski's account of what Cotton was expected to do, and did, is solid and informative.

Yet ambiguities or outright controversies surround several key episodes in Cotton's career. At the Battle of Martinique (17 April 1780) his vessel failed to support Admiral George Rodney's flagship, a failure Krajewski admits "cannot be adequately explained." [7] Nor does he have an answer to why Cotton was reluctant to pitch into the fray at the Glorious First of June (1794). Indeed, if based solely on his battle performance, it is difficult to fathom, the iron law of seniority aside, why Cotton ever rose to flag rank, much less to command of some of the Navy's most important stations. The explanation for this paradox is Cotton's "consistent reliability and sound judgment," coupled with his grasp of diplomatic niceties, which proved valuable assets in Portugal and were appropriate in the Mediterranean, where the likelihood of fleet action was remote. [196] All the same, this seems only a partial explanation for Cotton's rapid rise (from entry to post-Captain in less than seven years) and subsequent flag appointments.

The less evident factor appears to have been political patronage, something that Krajewski notes but downplays, claiming that "the mechanism of naval [rather than political] patronage driven by professional concerns determined advancement in the Royal Navy." [3] Yet he admits that Cotton's early promotion owed much to his father's friendship with Lord Sandwich. It is perplexing, therefore, that he fails to address this possibility when considering Cotton's subsequent career. All his flag appointments came from Tory boards, one of them headed by a First Lord – Lord Mulgrave

– who served with Cotton in the Caribbean in 1781-1782. By way of contrast, Thomas Grenville, First Lord in the Whig-dominated "all the Talents" ministry, described Cotton as "entirely unfit for command of the Channel Fleet," while Rear-Admiral Thomas Fremantle wrote to his Whig patron Lord Buckingham that any minister who observed Cotton for a week "would pronounce his incapacity" to command in the Mediterranean. [44 and 159] This is not to imply that he was unworthy of the responsibility vested in him; rather, it is to suggest that in an era of almost continual warfare, in which dozens of officers demonstrated capacities for leadership and high command, Cotton's appointments from 1805 to 1812, like that of Hyde Parker in 1801, seem curious if judged solely professionally.

Krajewski has produced a valuable study of the means by which British naval and military policy was carried out, especially in the post-Trafalgar era but, due to its operational focus, one which seems to downplay other factors contributing to Cotton's lengthy and respectable, if hardly outstanding, career. Equally crucially, although through no fault of the author, the reader never gets a strong sense of Cotton's personality.

The Nelson Society's *Nelsoniana*, on the other hand, exudes personality. This charming collection originally was serialized in T.P. O'Connor's *T.P.'s Weekly* as a Trafalgar centenary celebration. Many anecdotes will be familiar to readers of Nelson's numerous biographies: the turbot destined for Hyde Parker's dinner table, Nelson's arctic encounter with a walrus (often depicted as a bear), and raising the telescope to his blind eye. In addition, though, readers were invited to submit their own reminiscences, and many of these, passed along as oral traditions within families before being committed to print in O'Connor's journal, are likely to be unfamiliar even to the most ardent Nelson buff. The Nelson Society has reprinted these tales verbatim, without apology, as David Shannon puts it. None is needed.

John Beeler
Tuscaloosa, Alabama

David Howarth and Stephen Howarth. *Nelson: The Immortal Memory*. New ed., London: Conway Maritime Press, 1997. 400 pp., illustrations. £12.99, cloth; ISBN 0-85177-720-1.

Another book on Nelson, once could well say, and, moreover, one which has risen to the heights of being reprinted. After reading the first few chapters, however, your reviewer began to realise how the story of Nelson's early life palls to the convinced naval historian by the repetition to which he is subjected on this topic. But matters improved as Nelson moved into higher command, and the intriguing story of Horatio Nelson's career is certainly well described in a generally accurate, attractive text that is well provided with apposite quotations. It is adequately supported by a selection of illustrations, though all appear to come from Greenwich. It is not, however, a specialist's book. It has no references or bibliography, although there is a reasonable index. The book therefore offers the general reader a flowing narrative most appropriate for those relatively unfamiliar with Nelson's career.

Nelson is a difficult subject in many ways. As probably the most successful Admiral of all time (how many others have won three major victories?), he commands the special interest of naval historians for his strategic thought, his tactical skill and his leadership ability. At the same time his private life arouses the attentions of quite a different type of reader, and to balance one against the other can be quite a problem. In this case, it has been achieved reasonably successfully. One of the attractions of Nelson to the biographer is, of course, his prolific letter writing and the great numbers which have since been printed by editors from Nicolas onwards, avoiding the necessity for tedious visits to archives. The Howarths have certainly made good use of these sources, and produce interesting anecdotes. The traditional "polar bear" tale, for example, is severely put in its place. It is in discovering the origin of many of these corrections that one feels the lack of references. But the Howarths wisely do not attempt to tackle all the numerous "Nelson legends" (the number of houses in which he is

alleged to have lived rivals those of Queen Elizabeth), and the number of facsimile letters printed in some of the early biographies which have been carefully preserved as "genuine" is vast. Indeed, Nelson, Napoleon and Churchill are the three leading subjects for autograph collectors, and the common initial "N" for the first two must have been a forger's delight. That, however, is fortunately outside our immediate purview.

Throughout the book the authors attempt, with fair success, to indicate how Nelson's experiences shaped his character, but while offering background to elucidate the affairs of the wider world they go no deeper than is strictly necessary. Nor do they discuss the affairs of the Nelson family and his friends and associates. This last point perhaps gives a negative impression: the book as a whole skilfully draws a favourable view of its subject, but one should not look for too much detail.

A.W.H. Pearsall
London, UK

Gene A. Smith. *Thomas Ap Catesby Jones: Commodore of Manifest Destiny*. Annapolis: Naval Institute Press, 2000. xiii + 223 pp., photographs, notes, bibliography, index. US \$34.95, cloth; ISBN 1-55750-848-8.

Little attention is paid these days to the United States Navy between the early period of spectacular battles in the Barbary wars and the War of 1812. A few of us may know of the support to so-called Manifest Destiny in the west and against Mexico, or in the Pacific for the exploration of the South Seas and the opening of Japan. Yet it is a story generally bereft of combat on the high seas or glamorous deeds and slogans. The support the navy accorded the army in the war against Mexico was largely logistical rather than operational. It is true that this period saw the founding of the Naval Academy in 1845 and technological developments in weaponry and propulsion. It was also a period of rather pompous, domineering careerists pacing the quarter deck and going off on their own as

of force projection and representatives of a Yankee Doodle nation.

One character of this stripe was Commodore Thomas ap Catesby Jones, a native Virginian possibly best known for his impetuous seizure of Monterey in 1842 on the misperception that a state of war existed between the United States and Mexico. Gene Smith, professor of early American history at Texas Christian University, has delivered an admirable portrait of Jones. Even before Monterey, Jones was known in naval circles for independent initiative, political wrangling with authorities in Washington, strict shipboard discipline, intrepid squadron leadership and adroit diplomacy. As a member of the landed gentry (when not on active assignment), Jones developed a bent for agricultural experimentation on a farm near the nation's capital. But controversy and rancour attended his naval career, almost from the time he lost a gunboat in Lake Borgne at the battle of New Orleans in late 1814 through his jockeying for command of the important South Pacific Exploring Expedition and two separate tours as head of the Pacific Squadron. Finally, as a result of the Monterey affair and his heavy-handed quarantining of crews during the California gold rush, enemies within and without the service secured his court-martial, conviction and forcible retirement from the service.

There can be no doubt that Jones, in Smith's words, was a "self-righteous, self-reliant type of officer that the navy nurtured." [165] But he also made major contributions not only in terms of projecting American interests in the Sandwich Islands (Hawaii) and California (during both Mexican and early-American acquisition periods) but also as an outspoken Anglophobe. Smith has done well in spelling out this aspect of Jones' life and career. He has been somewhat more superficial concerning his important contributions as the American navy's leading ordnance expert and inspector of the era. He might well have devoted more space to this subject, given today's fascination with changing military technology and conditions of a defence industrial base. The book is more naval-diplomatic rather than technological or institutional history.

Of similar fascination, and here Smith probes more soundly, Jones exercised questionable judgment when it came to investing officer and crew money in speculative ventures of dubious legality. All that would surely have seen him cashiered today. Still, his was a different time and place, a period of bumptious spread-eaglesm befitting an adolescent nation and its navy. Thomas ap Catesby Jones (with that striking Welsh application of "son of or" ap") continues as a largely unknown, even transitional figure, in a navy not yet ready to advance to first rank among world sea powers. But, as reflected in Commodore Jones himself, that navy fully attended to affronts to its honour, knew the code of duty to country and brooked no nonsense from officials of the Crown, Mexican satrapies, or aboriginal monarchs in the South Seas. Jones' life spanned the years 1790-1858; his career between 1805 and 1858. This "Library of Naval Biography" contribution is a lively, informative treatment of a personality and institution as they concluded the age of sail en route to that of iron and steam.

B.F. Cooling
Washington, DC

R. Thomas Campbell. *Sea Hawk of the Confederacy: Lt. Charles W. Read and the Confederate Navy*. Shippensburg, PA: Burd Street Press, 2000 [PO Box 152, Shippensburg, PA 17257]. xiv + 236 pp., illustrations, photographs, appendices, notes, bibliography, index. US \$29.95; ISBN 1-57249-178-7.

The brief career of Lieutenant Charles W. Read (1840-1890) as a naval officer during the American Civil War was spectacular. Shortly after graduating last in his class of twenty-five from the US Naval Academy, the Mississippi-born midshipman resigned and followed his native state into the Confederacy. Read served with distinction on commerce raiders, torpedo boats and ironclads. The drama of his reckless heroism comes to life in R. Thomas Campbell's *Sea Hawk of the Confederacy*. Campbell

Confederate States Navy, feeding the general public's strong interest in the conflict.

Read began his service to the South on CSS *McRae* while defending the port of New Orleans. In the spring of 1862, the Union flotilla that captured the Crescent City also sank the *McRae*. Undaunted, Read joined the ironclad CSS *Arkansas* on the Yazoo River. Outgunned and outnumbered, the Confederate ironclad managed to steam through a gauntlet of federal warships before *Arkansas*' own crew was compelled to set her ablaze. Read was one of the last to depart from the burning ship.

Moving to the open sea, he joined the commerce cruiser CSS *Florida* under the command of Lieutenant John N. Maffitt. For six months, the young Read captured Union merchantmen and eluded powerful US warships in the Atlantic. Itching for command, Read took charge of *Clarence* in the spring of 1863. When this sailing raider proved inadequate, Read transferred his command to the recently-captured *Tacony*. Despite the shortcomings of the vessels Read commandeered, he managed to capture enemy trading ships and thus generated waves of fear along the eastern seaboard of the United States.

Read constantly sought to exploit the complacency of Union forces. In so doing he captured the US Revenue Service cutter *Caleb Cushing* at Portland, Maine. His recklessness, however, resulted in his capture and subsequent imprisonment at Fort Warren in Boston harbor; he attempted to escape but only obtained his freedom when exchanged. After his release, Read assumed control of the torpedo boats of the James River Squadron near the Confederate capital of Richmond. In the midst of a bitter winter, he led an unsuccessful overland raid against federal shipping. His last assignment was to take the ram CSS *Webb* down the Red River to the Gulf of Mexico in the desperate hope that it could be converted into a commerce raider. Read made it past New Orleans but was compelled to raze *Webb* when it was cornered by the Union navy.

While enjoyable to read, *Sea Hawk of the Confederacy* suffers from poor editing. The appendices and some of the illustrations are superfluous. The endnotes and bibliography do

not always follow recognized conventions. There are numerous strung-on quotes [134-137, 146-152 and 163-165] and a needless listing of the name of every participant in a given scenario. Finally, the author often had to speculate on Read's feelings due to a lack of written documentation. Campbell and the editors have unnecessarily extended the book's length, which too often is a distraction. While Read's naval exploits make a fascinating adventure, Campbell's effort would have been better rewarded in a more concise biography.

Benjamin Trask
Newport News, Virginia

Jack D. Coombe. *Gunfire Around the Gulf: The Last Major Naval Campaigns of the Civil War*. New York: Bantam Books, 2000. xii + 239 pp., maps, photographs, notes, bibliography, index. US \$13.95, paper; ISBN 0-553-38106-7.

American Civil War naval historiography includes a number of bad books, but few are as awful as *Gunfire Around the Gulf*. The first problem that leaps out is the book's conceptualization. Although the title indicates that it covers "the last major naval campaigns of the Civil War," the book is actually about the battles of New Orleans and Mobile Bay, with a chapter on CSS *Florida*, one on "the happenings at Galveston," and a few opening contextual chapters thrown in for good measure. The title notwithstanding, New Orleans and Forts Jackson and St. Philip, the city's chief defences to the south, lay on the Mississippi River, not on the Gulf of Mexico, and the Battle of New Orleans occurred in April 1862, near the beginning of the war, not the end. The last major naval campaign of the Civil War was the Union's amphibious attack on Fort Fisher in January 1865, not the Battle of Mobile Bay in August 1864.

Jack Coombe is an amateur historian and author of one other book on the naval Civil War. He wrote *Gunfire Around the Gulf* mostly from the perspective of Union operational commanders and based it largely

sources and the published official records, with a sprinkling of unpublished manuscript materials for colour. The book provides no new information on naval operations in the Gulf of Mexico, lower Mississippi, or Mobile Bay, nor does it offer new insights or interpretations.

While there is nothing inherently wrong with a reread aimed at a popular audience, at least it should be accurate. In *Gunfire Around the Gulf* however, errors, exaggerations, misstatements, and contradictions abound. There is not enough room in this review to list them all, so a sampling will have to suffice. As Coombe would have it, the dictum that wooden ships could not stand up against forts was disproven at Fort Fisher and Fort Royal [x]; the US Navy was in pitiful shape when the Civil War broke out [1]; the Confederate ironclad *Tennessee* was "potentially indestructible" [3]; Confederate naval officer Franklin Buchanan was Union naval officer David Farragut's "former academy friend" [3]; Andrew Foote was a "deeply religious man with a passion for intemperance" [9]; and Port Hudson was located twenty-five miles north of Vicksburg. [11] In reality, the dictum that wooden ships could not stand up against forts was disproven at Forts Hatteras and Clark and Port Royal; the US Navy possessed arguably the world's best naval ordnance, well-developed steam plant technology, and a healthy officer corps on the eve of the Civil War; there is no such thing as a "potentially indestructible" warship; both Farragut and Buchanan entered the navy decades before the Naval Academy was founded; Foot was a strong *temperance* advocate; and Port Hudson lay more than 110 miles *south* of Vicksburg. These errors amount to much more than a list of typos; they represent a lack of understanding of the subject matter or, equally bad, sloppy writing and editing. Coombe's conclusion that had the Confederates possessed "the resources of the Union, the naval war might have had a different outcome" [198] only solidifies this impression. Readers who manage to finish the book will have worn a groove into their scalp from all the scratching.

In one important case, exaggeration leads to obfuscation. Coombe says that New Orleans, Mobile, and Galveston were

as ports used by blockade runners "only after fierce naval battles that took a devastating toll in men and ships on both sides." [ix] Actually, fewer than 200 Union naval officers and enlisted men died in the battles of New Orleans and Mobile Bay, nearly half of whom went down with *Tecumseh* after it hit a mine in Mobile Bay. This was hardly a "devastating toll" when compared to the nearly 1700 Union soldiers who lost their lives during the Battle of Chickamauga. Such hyperbole masks an important point about a navy that has command of the sea: significant gains can be made at relatively low cost.

The tragedy of this book is that it had the potential to be better. Coombe writes passably, sometimes gets down to bedrock in using the published primary sources, and often peppers the narrative with pithy quotations from participants. Unfortunately, the bad so overwhelms the good that anyone interested in the battles of New Orleans or Mobile Bay would be better off reading any of the other books on these subjects.

Robert J. Schneller, Jr.
Washington, DC

David M. Sullivan. *The United States Marine Corps in the Civil War – The Final Year*. Shippensburg, PA: White Mane Publishing Company, 2000. xi + 325 pp., maps, photographs, tables, notes, bibliography, index. US \$40.00, cloth; ISBN 1-57249-214-7.

Historians of contemporary regiments or corps have a difficult task. To succeed in their endeavours they must satisfy at least two, and sometimes three, distinct audiences. The first are the current and former members of the organisation under investigation, or those who have become interested in it from the point of view of family history. The second are individuals interested in military or, in this case, naval history but who have no direct connection or particular fascination with the body under discussion. The former demand detail, often in the form of long lists of names and can be critical if they feel that short shrift has been

given to their particular sub-unit. The latter can be overwhelmed by the descent to the tactical weeds and often want to see the activities of the particular unit placed into a broader historical and strategic context. A third audience is the academic historian, who demands rigorous handling of evidence, appropriate footnoting and a degree of scholarly detachment. How, then, does this latest volume of the history of the United States Marine Corps in the American Civil War measure up to these different and competing criteria?

Marines past and present will have few problems with this book. The performance of the USMC in the Civil War has usually been seen as one of its less glorious episodes, but David M. Sullivan takes a sternly revisionist approach, dispatching in the process a number of myths. He rebuts the critical comments of other historians about the allegedly poor performance of a Marine battalion at First Bull Run. Admiral David D. Porter's unfavourable report on the behaviour of the Marines at the assault on Fort Fisher in January 1865, the basis of the idea that this incident was one of the dark secrets of the USMC, also comes in for searching criticism and lengthy and persuasive rebuttal. The idea that the performance of the Corps was adversely affected by the defection of the brightest and best to Confederate service is also scrutinised at length by Mr. Sullivan *via* the means of pen portraits of each renegade. At the very least, his analysis throws considerable doubt on this notion.

Those concerned with the upkeep of the traditions and reputation of the USMC will, then, undoubtedly be pleased with this book. So will those who wish to research into the *minutiae* of USMC history, since they are treated to long lists of names, numerous photographs of individuals, and an exhaustive level of historical detail. Yet the casual reader can find this approach off-putting. Mr. Sullivan strives to strike a balance between detail and wider issues but does not always succeed. There is no attempt at scene setting as the book opens; presumably, it is taken as given that the reader is familiar with the earlier volumes in the series. Thereafter, USMC activities are placed within a wider context. To a large

degree, Marine history in this period was a subset of the history of the US Navy. The account of the Battle of Mobile Bay (1864), for instance, deals with the whole action, the role of the Marines being highlighted, with skilful use made of a first-hand account by Private Enoch Jones.

The third audience, the academic community, is well served by *The United States Marine Corps in the Civil War – The Final Year*. The depth of Mr. Sullivan's research is impressive, as the detailed footnotes make clear, and he has made excellent use of a wide range of sources, both published and unpublished. He adds greatly to our knowledge not only of the Marine Corps's battles against the Confederacy but also of the struggle for survival against its enemies in the US military bureaucracy. Overall, Mr. Sullivan's argument that the USMC's performance has been unfairly criticised is persuasive.

To answer the question I posed earlier: partisans of the Marines and academic historians will welcome this book. Those with a more general interest in military and naval history may find the sheer level of detail hard going, but that should not be allowed to detract from the fact that *The United States Marine Corps in the Civil War – The Final Year* is a significant achievement.

G.D. Sheffield
London, UK

Brian Vale. *A War Betwixt Englishmen: Brazil Against Argentina on the River Plate 1825-1830*. London: I.B. Tauris, 2000. xii + 275 pp., maps, plates, appendices, notes, bibliography, index. £39.50, US \$59.50, cloth; ISBN 1-86-64-456-2. Distributed in North America by St. Martin's Press, New York, NY.

Brian Vale has worked for many years in Latin America, during which time he acquired a lifelong interest in the emergence of the two great South American countries of Brazil and Argentina. From this expertise has come a very useful book in which the author sets out to explore a hitherto hidden corner of naval

history. It is, he suggests, of particular interest to British and American readers because of the large numbers from both countries who were caught up in the struggle between Brazil and Argentina for control of the River Plate. The naval war about which he writes had significant effects on the political and economic history of South America, yet the scale of the navies and the engagements was tiny in comparison with the great set piece engagements of the Napoleonic wars. Brazil was a maritime power with an established navy and an extensive seaborne commerce. By contrast, Argentina had few naval forces and little tradition in maritime matters. Its economy, nevertheless, depended on a huge international trade carried mostly in British and American ships.

The focus of the struggle was the control of the River Plate. The channels in the river are tricky and safe passage is made difficult by the many shallows, the speed of the stream and the frequent fogs and mists. These local conditions dictated the nature of much of the fighting. Small craft with shallow draught, schooner-rather than square-rigged, were the order of the day. Clever tactics and attempts to entrap rather than confront the enemy were methods adopted by both sides. Privateering and commerce raiding gave more success than any of the set-piece battles that did take place. Both sides relied on the stimulus and expertise of British and American officers and crews, particularly on James Norton, who fought for Brazil, and William Brown, who acquired heroic status in his leadership of the Argentinian navy.

The scholarly apparatus is clearly presented and indicates the use of a wide range of sources from Brazilian and Argentinian government archives, British government papers in the Public Record Office, newspapers and commercial records and personal correspondence and memoirs. This extensive documentary base enables Vale to give an immediacy to the accounts of some of the actions and to the relationships between the politicians and the military on both sides.

The maps and diagrams do not do the volume justice. They are not well presented, and there are gaps where a diagram would help

the text. The very first map, for example, almost hinders rather than helps an understanding of the story that is to come. Various, in the opening part of the book, Vale uses Argentina and the United Provinces interchangeably, but the diagram gives only United Provinces. The rivers are unidentified, yet the whole struggle revolved around the control of the Plate. Later in the book a useful addition would have been a diagram of the action on the Uruguay, with a clear illustration of the defensive nature of the anchorage.

The end of the war saw the creation of Uruguay as a buffer between the two warring countries. The buffer did not bring stability, and the continuing tensions led to political turmoil in both Brazil and Argentina. Many of the British officers stayed in South America at the end of the war, marrying and establishing themselves in the local society.

This is a readable book about a little-known naval war between Brazil and Argentina for control of the Plate. The volume relates the story of a local conflict which reached out into the wider world of commerce in the way it was fought and recruited men of many nationalities. Having broken new ground, it could well stimulate further volumes of a more analytic nature in regard to the international impact of this little naval war.

Kenneth Breen
Twickenham, UK

Alan Villiers (ed. and intro. by Basil Greenhill). *The Last of the Wind Ships*. New York and London: W.W. Norton & Co., 2000. 212 pp., charts, photographs, diagrams. US \$55.00, cloth; ISBN 0-393-05033-5.

This magnificent volume reproduces, in stunning quality, 110 of what must be among the finest and most original seafaring photographs ever taken. Alan Villiers' plates, many of which are reproduced as double-page spreads, are provided with extended captions drawn from his almost equally evocative descriptions of the voyages he undertook aboard square-rigged sailing ships between 1928 and 1933.

By then such vessels were almost wholly obsolete, and it was only by happy accident that Villiers' inspired camera and pen were there to record this now vanished world.

As a Melbourne teenager Villiers learned his trade as a seafarer aboard the barques which still plied the Tasman Sea between Australia and New Zealand in the years before 1920. Next came a round trip to Europe; outward as an ordinary seaman aboard the barque *James Craig* - a badly-run and unhappy ship - and homeward on another barque, the Finnish grain-carrier *Lawhill*. Villiers found among *Lawhill's* Ålander crew the cohesive and democratic culture of deep-water sailors, and clearly relished it, but towards the end of the voyage he suffered an accident which left him temporarily handicapped. Unable to return to sea, he took to journalism.

In 1923 he accompanied a Norwegian whaling expedition to Antarctica as a correspondent and photographer, and this set the pattern for his classic sailing-ship voyages. The first was in 1928 aboard *Herzogin Cecilie*, bound from Port Lincoln to Falmouth around the Horn with a cargo of grain. As well as his reporter's notebook, Villiers took a simple folding camera, though he had no training as a photographer. His technique, he said, was to choose a good light, point the camera, and press the shutter.

However he achieved it, Villiers dealt with the technical side of photography almost without thought, leaving himself free to concentrate on the essentials of positioning and timing. Herein lay his genius. Plate 3 from *Herzogin Cecilie's* voyage, "Going Aloft the Fore Mast." is photographed from the chains, looking upwards against the fully set sails. This perspective exaggerates the changing geometry of the shrouds, imparting a feeling of height, movement, and the taut integrity of rope and canvas. Against this backdrop are the foreshortened figures of three climbing crewmen, their vulnerable humanity in stark contrast to the setting. The lower figure lifts his foot upwards in slightly blurred movement, a detail which gives a powerful visual lead-in to this remarkable composition. Plate 9, "Furling the Main Inner Topsail" is at one level a graphic

record of topmen at work and at another an image in which the positioning and actions of the figures impart an almost ballet-like quality to the photograph.

The next voyage was in 1929, aboard another Falmouth-bound grain ship, *Grace Harwar*. This venture was more ambitious, with Villiers and another seafaring journalist, Ronald Walker, planning to make a documentary film. But the ship was under-manned, badly provisioned, and crank, this being its final voyage before being sold to breakers. Scurvy broke out, and tragically Walker was killed by a falling yard. His photograph (Plate 10 in the section), taken by Villiers shortly before the accident, is almost unbearably poignant. It shows a young smiling sailor leaning on a capstan head, a timeless evocation of the bond between shipmates and the desolation of sudden bereavement.

For all *Grace Harwar's* tribulations, the voyage was photographically productive, yielding some of Villiers' best rough-weather pictures. The final voyages in the trilogy presented by this book were undertaken in the 3091-ton steel four-masted barque *Parma*, of which Villiers was part-owner, carrying wheat from South Australia to Falmouth in 1932 and 1933. These voyages were more extensively photographed than the others, but to this reviewer the images, though technically excellent, are often more contrived and lack some of the spontaneity and atmosphere of Villiers' earlier work. But there are still some masterpieces. My favourite is plate 8, a study of *Parma's* skipper and co-owner Captain Ruben de Cloux (master of *Herzogin Cecile* on Villiers' first voyage). This redoubtable Cape Horner is shown on deck with a filled sail billowing out behind him. De Cloux is a far cry from the sailing ship captain of fiction. He wears no immaculate uniform but stands in shirtsleeves and braces, cloth cap on his head and feet stuffed into old slippers, a cigarette dangling from his lips as he examines the reading on his sextant. Villiers' low viewpoint must have been obtained by lying flat on deck, and this gives the image its exceptional power. The accompanying text verges on hero worship: "In bad weather he stands by the forepart

of the chart-house...Hail lashes him, spray and rain wet him through and through, the wind roars round him, and the crashing of the seas breaking on board thunders in his ears: he stands on, swaying from foot to foot with her roll, watching her, considering how she sails, how she might be better sailed...storing away this priceless sea lore in his grey head."

As a record of the last days of commercial sail Villiers' work is unique, and of enormous historical value, while as a photographic essay it is of the highest artistic merit. It is fitting that this book has been edited and provided with an introductory text by Basil Greenhill, Villiers' friend and collaborator in setting up the Alan Villiers Collection in the photographic archive of the National Maritime Museum at Greenwich. These superb and historic images are safely preserved for future generations, and this splendid book makes the best of them widely accessible now.

Colin Martin
St. Andrews, Scotland

Raymond J. Baxter and Arthur G. Adams. *Railroad Ferries of the Hudson, and Stories of a Deckhand*. New York: Fordham University Press, 1999. xi + 276 pp., photographs, illustrations, maps, figures, appendix (including bibliography), indices. US \$35.00, hardcover; ISBN 0-8232-1953-4; US \$19.95, paper; ISBN 0-8232-1954-2.

This is really an affair of the heart by authors in their intellectual prime and a measured look at a passenger transportation system that easily rivals any elsewhere in the world. Over 180 pages are devoted to the *Railroad Ferries of the Hudson* while *Stories of a Deckhand* take another sixty-six pages. There is a unity to the parts which is a relief. Books of this sort are normally a dull read, unduly concentrated on arcane facts to the exclusion of the human component. Here they have got it right. Part One has five introductory chapters that lead the reader into the more difficult material. The first is devoted to the North River, that section of the Hudson that runs from the Battery to the

George Washington Bridge, followed by chapters on the early ferries of the pre-steam era and the technological development of the steamboat. There are many drawings and photographs. These chapters will be useful to anyone looking to understand the general progress of steam technology.

The succeeding chapters treat each firm in turn, but these chapters will be problematic for the general reader. It is difficult to avoid "facts." The saving grace is the breadth of the writing which often includes contextual material on corporate development and political events that influenced the ferryboat owners. Remember: this is mass transit that is gargantuan in its scope.

The second section, *Stories of a Deckhand*, is by Raymond Baxter, who is "looking back upon" his "entire working life and find[ing] that the years on the boats were the most enjoyable." Nothing maudlin here. It is a fond yet realistic look at the many facets of a job that includes friendships, unions, working differences between boats, overloading, wheelman's duties, captains and the boat that has a mind of its own. It is very good oral history.

Part three looks at the present and the future of the ferry service. There is a bibliography with citations that range in date from 1852 to 1996, including three works by one of the authors. There is also a general index and thirteen other indices dedicated to persons, firms and vessels, and a key to assist the reader through a multitude of acronyms. No footnotes, but the obvious authority the authors bring to the task seems good enough.

This is a book that "buffs" will enjoy, but it is not a "buffs" book. It is more than that. There are numerous photographs of ferries, but there are other pictures of the informal sort, the kind a well-disposed uncle might show to reveal the secrets of his job. In the *Ferries of the Hudson* section there are many outstanding images. One that took my attention shows the interior of *Chataugua* in 1910, a sweeping staircase to the left, passengers in the distance, and wood panelling everywhere. It is the American version of Edwardian splendour for the masses. In the "deckhand" section one

shows the Chief of Police examining damage with Runyanesque overcoated figures hovering nearby. The photographs are well chosen and evocative. This is a book for the specialist that can be dipped into by the general reader.

Maurice D. Smith
Kingston, Ontario

Rene De La Pedraja. *Latin American Merchant Shipping in the Age of Global Competition*. Westport, CT: Greenwood Publishing, 1999. Xii + 188 pp., bibliography, index. US \$59.95, cloth. ISBN 0-313-30840-3.

A professor of history at Canisius College, Buffalo, New York, Rene de la Pedraja has furthered the story he began with his 1998 work, *Oil and Coffee: Latin American Merchant Shipping from the Imperial Era to the 1950s*. This new work picks up the story in the 1950s and continues it through the "container revolution" of the 1980s. This is an interesting account that addresses shipping policies in a number of Latin American states. In particular he discusses policies adopted from one time or another by Argentina, Chile, Cuba, Columbia, Brazil, Ecuador, Mexico, Nicaragua, Peru and Venezuela. All these nations in their own way attempted policies of cargo preference or similar protection to preserve, foster or grow their flag-registered merchant fleets. Some undertook efforts to link those measures to shipbuilding. All responded to trade restriction and related protectionist measures employed by primarily the United States and European shipping conferences and/or legislation.

In making that point he tells an interesting story about the economic trends or forces we now term "globalization." With no small irony he illustrates how it came to pass that despite efforts by most Latin American states to become masters of their shipping destinies, most had abandoned those efforts by the early 1990s. Abandonment thus returned Latin America to the shipping patterns of the late nineteenth century when a few large foreign owned firms dominated their carriage trade.

The strength of this work is its scope and

the author's ability to explore in some depth the policies of particular governments. The particular informs the general view that he argues. His central conclusion is that "technology [expensive modern containers] undermined and finally shattered the nationalist efforts to create a significant merchant shipping industry in Latin America." [ix]

The strongest features of this book are the extensive research and the cross national focus. While writing of Latin America as a whole, he repeatedly breaks the discussion down to specific countries and issues, such as Brazilian shipbuilding policy in the 1960s or Nicaragua's shipping problems during the quasi-war with the CIA and the "Contras" during the 1980s. That form of discussion should appeal to anyone attempting to write about any particular nation's shipping policies during the period 1955-1990 because there is much food for thought and comparison.

While generally not detracting from my endorsement of this book there are several distracting points that require mention. The author's passion occasionally flashes through the text, particularly when adjectives like "arrogant" or "childish" are used to generalize national or corporate policies. There are also a number of footnotes which make reference to documents apparently only available in the author's obviously extensive, but private, archive. Finally, there is a small undercutting of the technological determinism of his thesis when he writes that "the Venezuelan Line, the only Latin American company financially able to make a swift and complete transition to full containership, refused to install" them "throughout the 1970s." [91] So much for the invisible hand of globalization. That failure was the result of corporate actors putting their heads in the sand—something he clearly demonstrates.

Those critical observations aside, as someone who has looked extensively at Canadian merchant shipping and shipping policy since 1945 I found this book full of interesting parallels and redolent with issues and comparisons with Canada's case. I shall certainly

find the parallels, and differences, interesting and worthy of pursuit. Recommended.

M.A. Hennessy
Kingston, Ontario

Uwe Schnall and Ursula Feldkamp (eds.). *Deutsches Schifffahrtsarchiv 21 (1998)*. Hamburg: Die Hanse für Deutsches Schifffahrtsmuseum, 1999. 469 pp., photographs, illustrations, maps, English and French summaries. DM 46, cloth; ISBN 3-551-88507-9.

Like its predecessors, this volume of *Deutsches Schifffahrtsarchiv* contains an amazing variety of themes related to shipping. It covers not only sea and inland-shipping but also social history (the first German stewardess on the passenger ships of Bremen in the nineteenth century; the first German woman who obtained the mate's certificate for distant trade in 1943); fishing and whaling; institutional history (Fishery Institute of the German Reich; German Oceanography Board), and other articles, as well as the contributions of a symposium which treated different aspects of the history of sea and land measuring. Some of the articles offer new research material from different archives in Europe and elsewhere.

A brilliant example for using new sources is Stefan Kroll's article, which deals with the navigation and maritime trade of Wismar, Rostock, Stralsund, Greifswald, and Stettin—the five largest cities in Mecklenburg and Pomerania—in the year 1706 and shows how important peasant ship navigation was in trade and traffic for these cities, a role which has mostly been overlooked. Most of the merchants depended on native ships for their trading. In contrast to the German North Sea coast, the majority of shipowners belonged to the local population, although vessels from Lübeck or Copenhagen were also used. But England and the Netherlands, which dominated Baltic trade, played no role in the trade of these cities during the early eighteenth century.

Using the example of the Schaale Canal (operated between 1564 and 1800) in northern Germany, Götz Goldhammer illustrates how

historical inland canals influenced the landscape and the trade in the sixteenth and seventeenth century. Around 1550 large-scale log driving (drift transport) started. During the existence of the Schaale Canal, over 1.8 million cubic metres of wood were transported. This volume had long-lasting consequences for the landscapes of northern Germany. As well, the creation of new waterways in the sixteenth century led to the clearing of large areas of forest. Since reforestation was unknown at the time, some regions were transformed to bush or heather and others to agriculture. Furthermore, the regional network of land routes changed because of crossings being made impassable by the canal. To correct this problem new bridges were built, and settlement in the region of the Schaale Canal underwent a long-term transformation.

This volume provides some contributions that touch on the Nazi period, with one particular article being a much more detailed discussion of that era. When Hitler came to power in 1933 he introduced the political system of the NSDAP party and wanted to move into shipping companies in the same manner. But as Peter Kuckuk shows in his article on "Navigation under the *Hungerhaken*: The Political Organisation of the German Seaman by the National Socialists," after some success in the early years of the Third Reich, most of the influence of party cells on board declined until the outbreak of World War II. An anti-Nazi newspaper described the Nazi organisations onboard in 1937 as "much scoffed-at idiots clubs." [120] Nevertheless, there were occasional conflicts between captains and cell leaders over hierarchy, which usually ended positively for the former. Kuckuk is writing on a phenomenon which deserves much more attention, and not only in the field of shipping, for there were other areas of German society where prior to 1939 the Nazis were less successful than we have been led to believe. It must be remembered that Nazi Germany was a "niche society" where many institutions, like HAPAG or some publishing houses, resisted the Nazis. Further research is required to see how typical this was.

This volume gives not only a good over-

view of current themes being discussed in scholarly circles but also offers interesting contributions for both specialists and non-specialists.

Olaf Matthes
Hamburg, Germany

Wolfgang Walter. *Deutsche Fischdampfer: Technik, Entwicklung, Einsatz, Schiffsregister [The German Steam-Trawler. Engineering, Development, Employment, Register]*. Hamburg: Die Hanse für Deutsches Schifffahrtsmuseum, 1999. 334 pp., photographs, illustrations, figures, tables, sources, indices. DM 98, cloth; ISBN 3-551-88517-6.

Deep-sea fishing is not a significant component of present-day German maritime literature, especially compared to merchant shipping and the navy. In recent years, however, more works on fishing have appeared. The book by Wolfgang Walter is the first comprehensive treatment of a prototype of German deep-sea fishery. The steam side-trawler (*Seitenfänger*) was a significant technological development. Starting with *Sagitta*, built in 1885, up to the launch of *Heckbrowler*, the history of German deep-sea fishing was largely the history of the side-trawler.

After lengthy research Walter has located information about 1238 ships. The most crucial aspect of the book is the 190-page index. After a detailed biography on each ship, he provides technical data as well as information on markings, horsepower, boilers, speed, crew, storage capacity, owners, builder, and its fate.

The main text is placed before the index. It mentions the ships' technical data and catching equipment. The development of that type of ship from the beginning to the latest construction is also included, as well as documentation on "special steamers," starting with *Vigilant*, built in 1887, up to *Düsseldorf*, built in 1961. There are also descriptions of the work of deep-sea fishermen. There is also an article on the deep-sea steam-trawlers of the former German Democratic Republic. But shipyards and fishing companies are given less

attention.

Deutsche Fischdampfer is a very important publication on the history of the German deep-sea fishery.

Wilfried Brandes
Bremen, Germany

Denis Griffiths, Andrew Lambert and Fred Walker. *Brunel's Ships*. London: Chatham Publishing, 1999. 160 pp., photographs, diagrams, charts, maps, bibliography, notes, index. £30.00, cloth; ISBN 1-86176-102-3.

This book is the result of popular demand, resulting from a one-day Open Museum course at the National Maritime Museum on Brunel and his ships in November 1997. Such was the response that before the day was over, the idea for a book had already taken shape. The most cursory glance will suggest that the project has been handsomely realised. The volume is divided into two parts and ten chapters, the first six of which deal with Brunel and shipbuilding, principally with the fortunes of the Great Western Steam Ship Company. The other four are devoted to the ships themselves: *Great Western*, *HMS Rattler*, *Great Britain* and *Great Eastern*. Brunel attracts interest from many quarters and it is likely that this work will satisfy its varied constituency. Technical questions are thoroughly examined, and Andrew Lambert takes the opportunity to challenge received views of Admiralty conservatism in matters of maritime technology. Numerous illustrations support the text. Yet for all its illustrative content, this is far from being a mere picture book. The bibliography and notes bear witness to the solid scholarship from which *Brunel's Ships* has been distilled.

Isambard Kingdom Brunel was a man of such innovative brilliance across a whole range of engineering projects that it is of some passing amusement that it takes the combined skills of three acknowledged experts to do justice to one area of his endeavours. The clarity of his engineering vision was seldom clouded by commercial considerations. Brunel's ideas

and vindication sometimes occurred years later and often in unforeseen ways. The stranding of *Great Britain* in Dundrum Bay, for example, while an undoubted embarrassment, ultimately proved a point about the durability of iron construction. *Great Eastern*, despite the difficulties that attended its launch, was an engineering feat that pointed the way towards an exponential increase in ship size. Triumph, disaster and disappointment are chronicled here with an authority that will please even those for whom this is familiar territory.

The focus moves slightly away from Brunel in the chapters where his work is set in the context of early iron construction and where the career of HMS *Rattler* is considered. Otherwise, the authors have blended harmoniously to produce a book that is a worthy tribute to the man described by Daniel Gooch as "the greatest of England's engineers." [11]

Alex Ritchie
London, UK

Richard A. Gould. *Archaeology and the Social History of Ships*. Cambridge: Cambridge University Press, 2000. xiv + 360 pp., photographs, plates, diagrams, tables, bibliography, index. £40.00, cloth; ISBN 0-521-56103-5.

This latest offering from Richard Gould continues his longtime interest in things anthropological and, more particularly, the relation between material culture and human behaviour. This book clearly follows in the footsteps of his earlier landmark publication, *Shipwreck Anthropology*. In this new book Gould argues for the marriage of underwater archaeology and maritime history to produce a more scientifically rigorous field. He urges that shipwrecks not be viewed as single isolated events but rather as products of the cultures that produced them and the socioeconomic milieu in which vessels operated. To do this, the author marshals a vast array of data in the form of detailed case studies from underwater sites that elucidate his point of view.

The book is divided into twelve chapters, the first three of which are introductory. These

deal with the interpretation of the underwater archaeological record; the current state of underwater archaeology; and the basic mechanics of ships and shipwrecks. The book opens with a discussion of the development of the current theoretical underpinnings of archaeology and the interpretive inadequacy and pitfalls of much of this. Gould also argues against a linear view of technological development and the application of simple diffusion models, since cultural and technological history is much more dynamic. As he expands upon in the case studies, the technological trail of ship development, rather than being directly evolutionary, is littered with incidents of devolution, re-emergence and co-invention.

The following chapter comprises a competent description of how modern underwater archaeology is conducted. He presents and illustrates with examples the tools, methods, survey and excavation strategies, and recording and conservation techniques employed. Following this is a chapter on the mechanical aspects of ships and shipwrecks. He explains the factors vital to understanding and analysing shipwreck sites, such as ship design and construction, sailing characteristics, hull stresses, buoyancy, the reasons for wrecks, and site-formation processes.

Armed with the basics, the reader is moved into the case studies in the next eight chapters, which follow a roughly evolutionary and chronological order, starting with small water craft and then on to the first ships, ancient trade, ships of the Middle Ages, ships from the great age of sail, the transition from sail to steam, more recent naval warfare and finally a study of marine infrastructure. As might be expected, the scope is vast; geographically spanning the globe and chronologically extending from prehistory to the modern era. The final case study on marine infrastructure shows that there is more to underwater archaeology than shipwrecks. The study of harbour installations, both ancient and modern, highlights the legitimacy of this area of research.

The crux of the book lies in the case studies and their relation to wider historical themes, such as changes in shipbuilding, overseas trade, life on board ship, navigation

colonization and warfare. The point is clearly made that shipwrecks and other underwater information can provide fresh data and new perspectives bearing on these themes. It is in these sections that Gould amply demonstrates the benefits of moving from historical particularism to broader studies.

In the final chapter, the author makes the point that this great underwater reservoir of information is finite and constantly under threat. Documented with examples of looted and destroyed sites, the author calls poignantly for preservation.

Overall, this is a well researched and written book that makes a significant contribution to both underwater archaeology and maritime history. The focus is clearly archaeological, although there is wealth of thought-provoking ideas and directions for new research linking archaeology and history. Underwater archaeologists will likely find little new in the site descriptions but, as the book touches upon most of the world's major submerged archaeological discoveries, it is useful for a great deal of diverse archaeological site material to be brought together under one cover. The success of the book is its ability to move beyond individual sites into the wider realm of thematic studies. The book is adequately illustrated with black-and-white figures, although there are a few instances, particularly in technical descriptions of ship construction, where additional illustrations would have helped. Formatted in a textbook style, it would be ideal for an undergraduate course. Archaeologists, historians and anyone with an interest in the maritime world will find this book appealing, worthwhile and a valuable addition to their personal libraries.

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David W. Zimmerly. *Qayaq: Kayaks of Alaska and Siberia*. Fairbanks: University of Alaska Press, 2000. x + 103 pp., photographs, diagrams, maps, tables, index. US \$16.95, paper; ISBN 1-889963-10-0.

Oavaa: Kavaks of Alaska and Siberia was

originally published in 1986 in conjunction with the Alaska State Museum's exhibit of the same name. David Zimmerly's work is in print again, providing a thoughtfully-organized and well-designed guide to water craft that for so long were an integral element in indigenous cultures from Siberia eastward to Greenland.

As the peoples of the north have adopted modern technology and lifestyles, traditional hunting and related social and cultural rituals have declined or disappeared. The kayak is no longer central to procuring food, and the skills for building the craft in traditional ways are almost lost. *Qayaq* is important because it compiles information about a dying way of life. It includes information from a variety of published sources not readily accessible; photographs, both old and recent, that record kayak use and cultural context; detailed scale drawings (including cross-sections) of kayaks that have been preserved; and a clear glossary.

The kayak, with a history extending at least two millennia, appeared in a wide variety of styles and sizes, depending upon location and use, and especially on whether it was to be used in the open ocean or on rivers and lakes. The craft Zimmerly examined ranged from 9.2 to 24.7 feet in length, with beams from 19.2 to 29.3 inches, depths from 7.6 to nineteen inches, and weight from twenty-four to 96.1 pounds. Although he cites the Aleut one-hole *baidarka* as "the ultimate in sea kayak design", he pays careful attention to each type.

While two- and three-man kayaks were described, the one-man kayak was most common. It was an extension of its owner, usually constructed according to anthropometric measurements. Though construction materials varied from place to place, the kayak, per Zimmerly's definition, had a discrete wooden framework covered with skins (thicker hides on the bottom, thinner for decks), with individual cockpits where the paddler usually sat with outstretched legs. The paddle was most often double-bladed, and the paddler generally wore a waterproof garment that could be attached to the coaming. While the three-hole kayak appears to have been a product of contact with Europeans, designed more for heavier loads than for hunting even small one-man kayaks

were used for transport and towing.

Zimmerly describes a range of capsize-recovery techniques (from none to high levels of skill in righting overturned craft) that seem to correlate directly with inherent craft stability. It seems that swimming ability was not a prerequisite for kayaking. Training to handle a kayak began early in a boy's life (kayaks were for men only) and continued into his teens, when he was deemed ready to accompany his father on the hunt. Kayak ownership proved one's readiness for adulthood and assured the ability to provide for a family. In some groups a man's kayak covered him in his grave.

Zimmerly has included *verbatim* descriptions of kayaks and kayakers, subsistence hunting, and associated rituals by observers whose accounts span two centuries. These include many familiar names, both historical and contemporary, including Veniaminov, Sauer, Davydov, Bogoras, Jochelson, Langsdorff, Nordenskiöld, Lisiansky, Elliott, Nelson, Lantis, Curtis, Birkett-Smith, Ray, Robert-Lamblin, and Black.

For students of the indigenous cultures of the north and those who love the sea, *Qayaq: Kayaks of Alaska and Siberia* will be intriguing and informative.

Judith Ball Bruce
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Kevin Dwyer. *Ireland – The Inner Island: A Journey Through Ireland's Inland Waterways*. Cork, Ireland: Collins Press (distributed in North America by Dufour Editions, Inc.; Chester Springs, PA), 2000. 160 pp., photographs, maps, index. US \$39.95, cloth; ISBN 1-898256-91-8.

Ireland – The Inner Island is a coffee table book which takes the reader on an aerial journey sequentially through the inland waterways of Ireland. It is intended to expose you to the beauty and tranquillity of Ireland, as well as give some insight about life on the inland water system.

The book is a pictorial collection of aerial photographs with a chapter dedicated to each

major inland water system. The start of each chapter shows a map of Ireland with a short synopsis of the water system presented. The chapter then goes on to follow pictorially the course of the water system through a series of stunning photographs.

Kevin Dwyer is truly a gifted photographer who easily brings to life the history, beauty, peacefulness and ruggedness of inner Ireland. His great love of his homeland is evident in both his photographs and his description of the waterways. In its simplest form this is an appealing book to have and would entertain anyone who looks through it. It naturally attracts you to visit Ireland and its waterways.

In the more complex form it breaks down for those who are not familiar with the country that is Ireland. The chapter introductions are confusing when you try and follow them on the simple map provided. The narration of the individual pictures is written by a hand that is well familiar with the geography of each photograph. The less familiar are left searching for the specific points of which he speaks.

The beauty and tranquillity of the photographs belie the true nature of Ireland. Every picture is taken on a lovely day with bright sunshine or pleasant overcast. I know that it rains a lot in Ireland but you would never know it from this book. If the author is trying to show the reality of Ireland and its waterways, then a few photos in a good downpour, which has a peacefulness and tranquillity unto itself, might be appropriate. If he is trying to attract visitors to the country then he may be misleading them.

Kevin Dwyer's wizardry with his camera is evident from the front of this book to the back. It is a splendid collection of pictures that travel through the history, splendour and contrast of Ireland's inland water system. As a simple coffee table book depicting the beauty and serenity of Ireland, it is a must. As a guide to would-be travellers of the inland water system, it is both provocative and enlightening. On both counts the book is a success.

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