BOOK REVIEWS

David T. Zabecki (ed.), Carol O.. Schuster, Paul J. Rose, William H. Van Hausen (asst. eds.). *World War II in Europe: An Encyclopedia. 2* vols.; New York & London: Garland Press, www.garlandpub.com, 1999. lxvii + 1920 pp., maps, photographs, tables, figures, appendices, indices. US $ 195, cloth; ISBN 0-82740-7029-1.

This is a hefty book on a vast subject, but it is friendly to the reader. The division into two volumes produces books that are convenient to handle. The clear type-face, two-column layout, and prominent headings allow for quick absorption of the salient points. Most important is the organization of this bulky and wide-ranging material into six sections: issues and events, individuals, units and organizations, weapons and equipment, strategy and tactics, and campaigns and battles. The first three sections make up Volume I, and the second three constitute the second volume, which gives each of them coherence: one focuses on intellectual, political and personal dimensions, the other on the nuts and bolts of the 'sharp end.' There are good indices, but the organization into the thematic sections is equally helpful - one is sorely tempted to browse, which in many ways is the ultimate test of such a reference work.

The editor took a broad view of this very large subject. Thus, articles on the origins of the war include a substantial piece on the "Treaty of Versailles" of 1919. [165-8] The editor also reminds us that "In a technically legal sense, World War II in Europe ended only on 3 October 1990 when East and West Germany were reunited and Berlin ended its forty-five-year status as a city occupied by the military forces of the former Allies." [xi] This accounts for the presence of an article on the "Berlin Blockade," [24-5] and material in the article on the "Katyn Forest Massacre" [99-100] on the effects of that incident on Soviet-Polish relations to the 1980s. A series of articles on "Wartime Government" of the major combatants [182-96] is particularly suggestive of both the origins and longer-term impact of the war.

Given the collaborative nature of the project (there are one hundred and fifty-five authors from eight countries), and the necessity to make hard choices among the almost limitless range of potential subjects, it is inevitable that the scope and quality of coverage varies. Readers of this journal may be disappointed at the brief treatment of the "Merchant Marine," [699-700] but more favourably impressed by the fuller treatment of operations, major warship types, and the principal navies. The latter includes a first-class piece on the Canadian navy, [714-16] by Robert Fisher. One quibble is the absence of any biographical entries for leading Canadian naval figures; by the standards of those who were included for other nations, there could well have been pieces on Admiral P. W. Nelles, chief of the naval staff 1934-44, and Rear-Admiral L.W. Murray, who commanded the Newfoundland Escort Force in 1941-2, and the Canadian Northwest Atlantic theatre - which embraced fully one-third of the critically important North Atlantic convoy routes - in 1943-5. In this respect, the Canadian Army is better served, with strong entries on Generals H.D.G. Crerar, G.G. Simonds, Charles Foulkes and E.L.M. Burns by Paul Dickson and Serge Durflinger. The Royal Canadian Air Force is the least well treated among the Canadian services. There is a good entry for fighter ace George "Buzz" Beurling, but otherwise only a brief article on "Air Force, Canadian" [580-1] by a non-specialist that, oddly, gives little space to the large Canadian contributions to the bomber offensive and other European combat operations. Similarly, the articles on William Lyon Mackenzie King and General A.G.L. McNaughton, are by non-specialists and are thin.

In a work of this scope, there is inevitably room for such criticisms by specialists. On balance, however, it must be said

that in the Canadian and maritime areas, the strong articles helped compensate for the weak. The coverage of subjects from different perspectives in several or all of the thematic sections also fills in some of the gaps. Each article, moreover, includes a short list of suggested further readings, and these are conveniently compiled into a general bibliography, organized according to the thematic sections of the book, at the end of the second volume. Although some of the readings for particular articles are out-of-date or quirky, reference to the consolidated bibliography readily turns up stronger titles.

As a reference work, this book generally succeeds. The interesting and clear organization - the invitation to browse - is perhaps its greatest strength. If disappointed in one particular article, the reader is gently encouraged to dip and sample another, and there is a better than fair chance she or he will find related material that is fuller and more satisfying.

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Sylvia Marzagalli (ed.). *Bordeaux et la Marine de guerre (XVII'-XX' siècles)*. Bordeaux: Presses universitaires de Bordeaux, www.pub.montaigne.u-bordeaux.fr, 2002. 199 pp., €25, cloth; ISBN 2-86781-298-4.

D'emblée la présentatrice nous explique que, loin dans son estuaire, Bordeaux est une ville qui a tendance à oublier son passé maritime et encore plus ses rapports avec la marine de guerre. D'où le but que s'assignent les collaborateurs : exposer les relations entre Bordeaux (ou la Gironde), l'État et la Marine de guerre française.

Ce livre est le produit d'un colloque tenu en mars 2000 sous les auspices de la section Aquitaine de la Société française d'histoire maritime. Dans la première partie, on aborde quelques aspects sociaux et économiques des activités navales à Bordeaux. Michel Vergé-Franceschi décrit le parcours des membres d'une famille, les Nesmond, qui ont fourni à la marine de guerre des officiers, du début du règne de Louis XIV jusqu'aux années 1750. Malheureusement, l'auteur donne une histoire de famille trop étroitement concentrée sur la généalogie. On y voit cependant passer André de Nesmond qui, en 1697, commande une escadre de dix vaisseaux, deux brûlots et une galiote à destination de Terre-Neuve. Il doit masquer l'île et en même temps ravager les établissements anglais de Nouvelle-Angleterre. Peu étonnant que la mission se termine en queue de poisson.

La ville n'a jamais hébergé d'arsenal (comme Brest ou Toulon), mais elle a longtemps été un lieu actif de construction de navires de guerre. La deuxième contribution expose les avantages du CD-ROM pour la diffusion des connaissances sur un grand artefact historique. Le CD-ROM présenté, produit avec un logiciel de fabrication québécoise, offre une vision synthétique de la construction navale militaire à Bordeaux et à Lormont (en face de Bordeaux, sur l'autre rive de la Gironde) du XVIII^{e} au XX^{e} siècle. S'y trouvent des rappels chronologiques, ce qui a sans doute son utilité, mais plus intéressantes sont les illustrations qui accompagnent le produit (du moins celles qui sontpubliées dans le livre le sont). C'est le genre de produit auquel les musées s'intéresseront sans doute beaucoup dans les années qui viennent. Quelques pages plus loin, Robert Pierron profite de la parution du CD-ROM pour s'interroger sur la méconnaissance de l'histoire navale bordelaise. Sans doute que l'interruption des constructions navales - le dernier navire de guerre y a été lancé en 1955, le dernier navire marchand en 1980 et la fin des activités marchandes du port urbain remonte à 1987 - expliquent en partie le désintérêt qu'a connu cet aspect de l'histoire économique bordelaise. Pierron veut tirer de l'oubli certains éléments de ce passé, mais on peine à identifier le but de son propos : résultats préliminaires d'une recherche sur les causes du déclin ou pistes de recherche pour les étudiants de demain ? Au lecteur de décider.

La première partie serait plutôt décevante si ce n'était de l'article de Jean-François Claverie. Monsieur Claverie donne une bonne histoire administrative et socioéconomique des chantiers du Roi au XVIII[e] siècle (surtout la seconde moitié). Comme les archives du port de Bordeaux ont disparu en 1919, l'auteur a dû reconstituer l'historique à partir de sources locales variées.

Les textes de la seconde partie, mieux fignolés, intéresseront plus le lecteur nord-américain. Patrick Villiers analyse les politiques d'escorte des convois coloniaux en Atlantique du règne de Louis XIV à celui de Louis XVI. C'est une période vitale dans le conflit anglo-français pour la suprématie en Amérique et il serait un peu long de rapporter toutes les vicissitudes des politiques d'escorte que les Français ont adoptées au fil du temps. On connaît bien le dilemme auquel était confronté le ministère de la Marine: avec une flotte plus petite et d'une qualité moins grande que celle de son principal adversaire, dans une position géographique défavorable, comment préserver son commerce maritime? Par la destruction des forces adverses, comme le suggérera plus tard Mahan ? Avec des navires de guerre escortant des convois? Ou encore par la guerre de course, en attaquant le commerce adverse pour forcer l'adversaire à se tenir sur la défensive? Aucune de ces solutions, seules ou combinées, n'était satisfaisante. L'escorte semble avoir donné les meilleurs résultats, mais elle demandait tant de ressources (sans compter les escadres pour contenir le gros adverse ou les fonctions de garde-côte) qu'il a fallu se résoudre à n'escorter en force que sur une partie du trajet, ou alors ne fournir des escortes que trop faibles pour décourager les prédateurs. C'est ce qui explique qu'après des expériences encourageantes dans les années 1740, le ministre Maurepas propose à Louis XV un ambitieux plan de construction navale (80 vaisseaux). Maurepas suggérait rien de moins que de faire de la France une puissance essentiellement maritime afin de vaincre l'Angleterre. Une proposition aussi radicale de changement de milieu stratégique - du continent à l'océan - ne pouvait que se tenriiner par le départ du ministre.

Dans cette perspective, la guerre de course est moins un choix délibéré que la ressource du plus faible. Dans une brève et bien mince note, Daniel Binaud calcule à partir des lettres de marque, l'autorisation royale qu'un corsaire devait obtenir pour chaque voyage de course, le nombre de corsaires bordelais de 1697 à 1815. Il en trouve 1 292 pour toute la période. Plutôt que de généraliser sur une longue période, l'auteur suivant (Michel Casse) discute de la course à Bordeaux en 1793, corsaire par corsaire, douze cas au total.

Il y a ensuite hiatus dans les contributions, puisque l'article suivant nous amène à 1914-1918. Le port de Bordeaux joue alors un rôle important dans la chaîne logistique qui relie le théâtre français aux ressources américaines. Les Allemands en sont conscients et, à compter de septembre 1915, leurs sous-marins attaquent le trafic maritime au débouché de la Gironde. Des navires sont canonnés ou torpillés. Plus embêtants, des mines sont mouillées (une carte fournie une illustration des dégâts causés dans un rayon de 60 nautiques). Des contre-mesures doivent être prises, car les défenses d'avant-guerre, forts et batteries côtières, sont inefficaces contre les nouvelles menaces. Une flottille de patrouilleurs contrôlera et guidera les navires marchands. Puis, on armera les marchands pour résister aux arraisonnements en pleine mer. Un temps on établit des routes patrouillées, mais, en 1917, les convois côtiers sont jugés plus efficaces. Finalement, vient la surveillance aérienne (dirigeables, ballons captifs, hydravions et avions) Jacques Barthou raconte ici une histoire qui n'est pas sans rappeler l'expérience canadienne.

Ironiquement, si Bordeaux a souffert de la guerre sous-marine en 1915-1918, elle servira de base à une nouvelle guerre sous-marine après la défaite française de 1940. La dernière contribution (Francis Magne de la Croix) traite de l'établissement d'une base sous-marine allemande, construite entre septembre 1941 et

octobre 1942. Sous leurs abris bétonnés (le toit a plus de 7 m d'épaisseur !), quinze sous-marins pouvaient s'abriter en même temps. Non seulement des *U-boote,* mais pas moins de trente-deux sous-marins italiens ont utilisé les facilités de la *Kreigsmarine* à Bordeaux. A cause de la distance des aérodromes britanniques, ces installations sont à peu près épargnées par les bombardiers de la RAF et l'USAAF, ce qui a d'ailleurs amené un célèbre raid de commandos britanniques. Après le débarquement de Normandie, les Allemands sabotent les installations et sabordent tout ce qui flotte encore. Pas moins de 202 épaves seront comptés et le travail de dégagement sera difficile étant donné la configuration fluviale des lieux.

Le recueil offre donc neuf contributions d'intérêt inégal. Quelques-unes valent pourtant l'effort de se mettre en quête du livre.

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Andrew Lambert (éd.). *Letters and Papers of Professor John Knox Laughton, 1830-1915.* Publications of the Navy Records Society, Vol.143, Aldershot and Burlington, Vermont: Ashgate Publishing, www.ashgate.com, 2002, 340 pp., illustrations, notes, index. US $ 129.95, cloth; ISBN 075 4608220.

The Navy Records Society continues its superb, and so far as can be seen endless, publishing programme with this collection of papers belonging to the single most influential man in the creation of the society. On 13 June 1893, John Knox Laughton wrote to Earl Spencer, the First Lord of the Admiralty, inviting him to become president of a society "formed for the publication of rare and unedited works relating to the Navy." [87] Earl Spencer accepted, Laughton served as Secretary, and thanks to his oldest friend Admiral Sir Cyprian Bridge, the Director of Naval Intelligence, found himself running an unofficial historical branch of the Admiralty. More than a century later the Navy Records Society still thrives, not simply as an unofficial instrument of the naval establishment but as a major scholarly resource of international stature. As this collection of papers demonstrates, that may have been the most memorable achievement of an indefatigable and exceptionally intelligent scholar, but it was far from the only one, and not necessarily the most important, because by this and other means he exerted a powerful and lasting influence on the thinking of decision makers involved in naval affairs.

Andrew Lambert of King's College London, a distinguished naval historian, must have found some interesting parallels in Laughton's career and those of naval historians a hundred years later. He has made an illuminating selection of letters and papers to put Laughton's contribution in perspective, forming a useful point of comparison and contrast with other naval thinkers, then and now. Lambert makes the handsome acknowledgement that "Professor [Donald] Schurman's excellent chapter in *The Education of a Navy: The Development of British Naval Thought 1867-1914,* [published in] 1965, was the first work to give Sir John due credit", [5] and Lambert is in fact, the first to have followed up on Schurman's analysis, with his 1998 biography *The Foundations of Naval History: Sir John Laughton, the Royal Navy and the Historical Profession.*

The organization of documents is chronological, in five groups, from 1875 (when Laughton was already 45 years old) to 1915, omitting material covering the earlier part of Laughton's life since it is covered in *The Foundations of Naval History.* That is regrettable, because Laughton produced so much of significance before 1875. One would like to see, in a book that is supposed to focus on the roots of his thinking, some of the correspondence relating to his distinguished career at Cambridge (he graduated as a mathematical wrangler in 1852), the textbooks he later wrote and, especially, the 1873 *Essay on Naval Tactics,* which Lambert calls an "exceptional, indeed an

epochal, contribution to contemporary debate." [2] The introductory sections in this volume, however, do place the papers in context, and the addition of Laughton's unfinished naval history of England, a real gem, is a delightful bonus.

One is struck by the Anglo-American links - Henry Luce and Alfred Thayer Mahan were at times Laughton's principal correspondents - and by Laughton's ability to persuade such an important scholar as Samuel Rawson Gardiner to recognize and contribute to the work of the Navy Records Society, in the face of considerable scepticism about the rigour of scholarship that was to be observed in its publications. Like Mahan, Laughton thought Nelson the role model for sailors in any navy, and it is touching to read Mahan's struggle with the role Emma Hamilton played in Nelson's life: "…I have encouragement to believe that I shall gradually reach some sense of approximation to the nature of the woman who so powerfully and for so long swayed the career of the hero. I cannot yet divest myself of the hope that something more worthy - or less degrading - than mere animal passion underlay such a sustained devotion - may somewhat excuse the lamentable blot on his name." [92] As Lambert points out, this was the key problem both Laughton and Mahan had in using Nelson as the basis of naval education. Another correspondent of special interest was Sir Julian Corbett, whom Laughton encouraged and supported and whose volume on fighting instructions is one of the seminal works in the NRS series.

Laughton wrote an incredible number of entries on naval figures in the *Dictionary of National Biography,* entries that are now being revised for the replacement of that series, the *Oxford Dictionary of National Biography.* In 1907, he proposed publishing the biographies as a separate volume, a proposal that was turned down because, in the rather antiseptic words of a publishing house : "The question is a large one... .And we fear we cannot say any more today ... than we said two years ago. We will however bear the matter carefully in mind." This deprived Laughton of full recognition for that herculean endeavour. It is good that he should now be getting his due. He was a great man of his times, and an example to naval historians of any age.

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Jak P. Mallmann Showell (ed.). *What Britain Knew and Wanted to Know about U-Boats.* (Volume 1 from the U-Boat Archive Yearbook). Milton Keynes, Bucks. :Military Press and Stirling, VA: Military Press/Books Express, www.naval-militarypress.co.uk, 2002. 103 pp., index, glossary. £25.00, cloth; ISBN 0-85420-042-8; £15 paper; ISBN 0-85420-047-9.

There has been quite a spate in recent years of edited items culled from the British Public Records Office (PRO) and other files on what was known or guessed by the Allied Anti-submarine (A/S) and U-boat tracking rooms about their opponent U-boats during the Second World War. Major academic works have emerged under the aegis of the Navy Records Society, for instance *The Defeat of the Enemy Attack on Shipping 1939-1945,* edited by Dr. Eric Grove in the U.K. in 1997, and Dr. David Syrett's *The Battle of the Atlantic and Signals Intelligence: U-Boat Situations and Trends, 1941-1945,* with somewhat more of an American viepoint in 1998. This is the stuff of deep research, often involving only partially declassified papers squirreled away on voluminous archive shelves. Often referred to, but rarely closely examined themselves by authors of more general histories are Roskill, S.E.Morison's team, Canada's own Marc Milner and W.A.B. Douglas, and many others.

This small book, with only the occasional, very brief assessment comment, is a useful and certainly, for the Battle of the Atlantic *afftcionado,* a fascinating re-examination of what was known, what was guessed at, and then, on the basis of this knowledge, what was passed on to those controlling the Atlantic battle to assist them in their task of dealing with a wily

enemy. These 85 or so pages of text contain actual transcripts of a quite modest but illustrative selection of the Admiralty's highly secret Monthly Anti-submarine Reports (MA/SRs), then designated C.B. 04050. Showell notes that many of the Monthly Reports, issued from 1940 to 1945, are not available - missing from the archives, he presumes, due to their then-secret nature. Some reports, particularly those involving P.O. W. interrogation successes, are still classified.

While Showell has tailored some pages to fit his foolscap-size format, he opens the lead chapter with almost the entire Report for April, 1943. As he notes in his one-page introduction, this was indeed a critical month, one in which a large convoy was attacked but managed successfully to beat off the enemy. Also by this time, prisoner interrogation, included in summary form in some Reports, was making a useful contribution to Allied understanding of how U-boats operated and reacted. From this detailed Report, Showell goes back to the MA/SRs for 1940, 1941, 1942 and 1944. This slim book is essentially a copy of rather too few selections from Reports as issued, although some brief phrases are at least educational. From May 1943 comes the perceptive and true enough statement, "There is ground for a confident estimate that the enemy's peak effort is passed." [11] Of course, there is absolutely no reference to Ultra and the breaking of the U-boats' Enigma code.

The titles of the sections selected offer enticing encouragement to dip into the pages to see, in this case, what the Admiralty knew and further to what the US Navy's CNO and Canada's NSHQ, knew of their opponent. "Remarks on Main Convoys - H.X, S.C. and O.N.;" "Insert to Explain Operation Raspberry" (a pre-planned action after a U-boat sighting near a convoy); "The History of U 606 Sunk on 22 February 1943 by O.R.P. £«/-zaandUS.C.G. *Campbell"* " A Spectacular Attack by a Fortress Aircraft (on U 469);" "Torpedoes now in Use by German U-Boats" (including notes that "They are using at least four kinds ... G.7a, G.7e and 'Curly' [this latter, the seeking W-course or circling torpedo] and "We have specimens of G.7a and G. 7b and so on".] "Rescuing Survivors - "It has recently been necessary for the C-in-C WA to draw attention to the danger of escort vessels stopping to rescue survivors before a thorough search for the U-boat has been carried out ..." [31] Shades of criticism of the RCN's *Grandmère* and the loss of the S.S. *Caribou.*

Later pages cover comments from various Reports on what was known of the German mines, radar, "Apparatus in the Wireless Cabinet" (March 1941), the GNAT Acoustic Horning Torpedo (February 1944) and interviews with survivors, including KL Lemp of U-110 whose boat was captured and boarded. Many Report paragraphs begin "Prisoners stated..." which, one gathers, was a primary source for U-boat details and operation when attacked.

Showell has also included ten pages from the *Handbook for German U-Boat Captains,* a copy captured and published in the May 1944 Report. Although interesting and informative, given the relatively small selection Showell was able to include from these Reports, plus the fact that the U-Boat Handbook is available in English from Thomas Publications (Gettysburg, Va, 1989), one would rather he had chosen more unpublished material. The same might be said of half a dozen excerpts that provide detailed descriptions of the sinking of various U-boats which are available elsewhere. On the other hand, maybe it is good to leave readers wanting more, rather than feeling they have had too much.

Showell makes almost no attempt to analyze or assess the quality of these pages from the Reports, although as the son of a U-boat seaman, he does indicate in various cases where the Admiralty comments were false or inaccurate; usually where they ascribed a special fitting to many boats when it only occurred in one or two. On the whole, the reports speak for themselves, and their value to readers depends to some extent on prior knowledge of conditions of

the anti-submarine war at the time. But then, who would be interested in copies of MA/SRs except the knowledgeable?

The index is accurate and useful as are several tables published in the Reports, particularly those with the April 1943 edition. On the flyleaf is an indication of upcoming interesting volumes in the series of which this is the first, such as *Weapons Used Against U-Boats, The British Monthly Counter-Measures Reviews* and *The British Monthly U-Boat Offensive Reviews.* While not a great or exhaustive analysis of what was known of the enemy in the A/S war at sea, this is a useful volume, and makes for great reading for those who don't mind an anthology format. There is a description of its operation and a plea for support of the U-boat Archive in the last pages. The publisher, Military Press, is a small two-person, hands-on operation, and should be congratulated for taking on this Series and making available rarely seen archival material.

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Norman J. Brouwer. *The International Register of Historic Ships.* Peekskill NY: National Maritime Historical Society, Sea History Press 1999, 383 pp., photographs, appendices, bibliography, index. US $75.00, cloth; $46.00 paper; ISBN 0-930248-11-2sc.

Norman J, Brouwer is an historian at the South Street Seaport Museum in New York City, which he joined in 1972. He had already begun to compile lists of existing historic ships which he published in *Sea History,* the journal of the National Maritime Historical Society of the United States. In 1979, the Society joined with several British organizations to create the World Ship Trust with its head office in London. The objective of the Trust is to promote and conserve the world's maritime heritage by urging governments and other bodies to preserve historic ships and marine artifacts. One of its first acts was to prepare a definitive version of Brouwer's *International Register of Historic Vessels.* The first edition of the book, published in 1985, listed over seven hundred vessels in forty-three countries. This edition, the third, includes over eighteen hundred vessels in seventy-two countries.

The book is easy to use. Ships are catalogued by country, then alphabetically. Each entry gives the particulars of the ship: type, owner, statistics, location and present condition, with a brief history. There are over four hundred black and white photographs of the more interesting vessels and an insert of excellent colour plates, illustrating the ships that have been recipients of the World Ship Trust award, given to vessels of outstanding historical importance. These have included the *Vasa,Mary Rose, USSConstitution, Great Britain, Warrior,* and the state barge of HM King Bhumibol Adulyadej of Thailand, the patron of the Trust. A particularly useful feature is the provision of comprehensive appendices, especially one which lists vessels by type, country and date. Another describes the remnants or wrecks of historic vessels and portions of ships preserved ashore; yet another features the names and addresses of museums, organizations and private owners of historic ships. The bibliography includes books relating to the careers and history of many of the vessels included in the Register.

The majority of the ships listed are over fifty years old, but later vessels that have been preserved by museums or official bodies are also included. With very few exceptions, vessels of less than forty feet in length are omitted as they come under the definition of small craft. The oldest listing is the Egyptian royal ship of Cheops, c.2500 BC and the most recent, a German racing yacht built in 1985. It appears that the national societies or World Ship Trust representatives in each country decide what ships are to be included. For instance, the Colombian training barque *Gloria* is not only included but featured on the dust jacket, while her near-sister ships belonging to other countries and most other large sail training ships, even the

Kruzenshtem, are not. Replica vessels, like the *Bluenose II, HMS Rose, Pride of Baltimore* and *Niagara* are not listed. Presumably, with advancing age, they will eventually qualify on their own merits. Privately owned and used yachts are included if the vessel is of historic interest. Not every entry is a conventional vessel. Also included is a floating flourmill in Hungary and a *bateau lavoir* or floating public laundry at Laval, France.

Brouwer's Register will have great appeal to nautical historians and ship lovers. One's first instinct is to look up vessels one knows personally. Referring to the Canadian section and cross-referencing the list of sailing pilot vessels, I found that the well-known pilot cutter *Marguerite T* of 1893 (which is owned and operated in my area of Nova Scotia) is not listed, although other later pilot cutters, like *Jolie Brise,* are. Of course, the latter is famous for her racing career. (The owner of the *Marguerite T* intends to contact the Trust so that she can be included in a future update). Browsing through the book provides many surprises. The original *Turbinia,* in which Charles Parsons demonstrated the effectiveness of the steam turbine by dashing though the lines of warships at Queen Victoria's diamond jubilee review in 1897, is preserved at Newcastle-on-Tyne. Sir Thomas Lipton's last America's cup challenger, *Shamrock V,* (1930), is still in sailing condition at the Yacht Restoration School at Newport, RI, so not only did she lose the race, she is now in the hands of the victors. The destinations of this kind of excursion through the entries will vary with the reader but all will find something of interest. This is a most attractive large-format book that can be used as a reference tool, for planning a trip or just for browsing. It must also be an incentive to individuals and organizations to maintain these historic craft and thus fulfill the objectives of the Trust.

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Lee Bienkowski. *Admirals in the Age of Nelson.* Annapolis: Naval Institute Press, www.usni.org, 2002. ix + 294 pp., illustrations, glossary, notes, bibliography, index. US $36.95, cloth; ISBN 1-5570-002-9.

Usually historians hope to add something to the store of historical knowledge when they labour over their research and writing. They aim to use new sources or employ them in new ways, which lead to new interpretations of aspects of the past. Dr. Bienkowski must have had something else in mind when she set about writing the eleven biographical essays which compose her first book.

There is nothing new here nor evidence of the use of new sources or even well-known ones, such as captains' letters, in hitherto unexplored ways. What might have been a genuinely useful contribution to naval scholarship - an introductory chapter with some general statements about British admirals in the era of the wars against revolutionary and Napoleonic France - she does not attempt. Instead, she has offered short, well-written, if frequently overlapping, essays of selected admirals arranged chronologically by birth from Richard Howe (b. 1726) to Edward Pellew (b. 1757). She has limited the scope of her book to those who reached flag rank in 1793-1815, who commanded a naval station during the war, and who commanded a fleet or squadron in a major action or amphibious expedition. By these criteria, she ought to have included Sir Alexander Cochrane, who was made a rear admiral in 1804, who commanded at different times the Barbados, the Jamaica and the North American squadrons, and who in 1809-10 successfully took both Martinique and Guadeloupe in major amphibious operations. Incidentally, they are included among the battle honours of the Royal Navy. There may be other admirals who suited her criteria but were excluded.

Her essays, I suspect, will be of interest only to readers who are too impatient to await the much anticipated publication of the *New*

Oxford Dictionary of National Biography, to which so many naval historians have contributed. As none of her admirals left much in the way of private papers, she relied on only some of their official correspondence and a few logs. In fact, she cited but nine volumes of captains' letters and two logs. While she made good use of the *Dictionary of National Biography* and Navy Records Society volumes, her best anecdotes she has borrowed from other historians, but has added none herself.

I have all sorts of quibbles, but I shall only mention one. The author describes Newport, Rhode Island between 1776-9 as "the second major North American base of the Royal Navy, after New York." [174)] In fact, that honour easily belonged to Halifax, the only purpose-built careening yard the British navy ever erected in eighteenth-century North America.

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Derek Grout. *Empress of Ireland- The Story of an Edwardian Liner.* Stroud, Gloucestershire: Tempus Publishing, www.tempus-publishing.com, 2001. 320 pp., photographs, appendices, bibliography, index. £19.99, CDN $55.95, paper; ISBN 0-7524-2135-2. Distributed in Canada by Vanwell Publishing, St. Catharines, Ontario.

She is often described as Canada's *Titanic* - with just over one thousand dead, the sinking of the RMS *Empress of Ireland* in 1914 is one of the worst tragedies ever played out in Canadian waters. Even some ninety years after her loss, there is still occasional mention of the *Empress* in the newspapers: once in a while a diving fatality, and just recently, the attempted sale of *Empress* artifacts to an American buyer. In Eastern Canada, particularly along Quebec's St Lawrence shores, many people know at least a little about the liner. Nor is she entirely forgotten elsewhere: historian and diver Derek Grout has found a number of families for whom memories of the *Empress* are surprisingly fresh.

Several books have been written about the ship's collision with the collier *Storstad* and the subsequent sinking, but Grout has taken a different tack. This is the life of the vessel itself, based in part on first-person accounts from passengers. Indeed, anyone looking ibra detailed account of the final "fourteen minutes" on 29 May 1914 had better go elsewhere: the fatal moment itself is covered in only two sentences.

Instead, the reader is treated to a very well written, otherwise complete ship's history. As one would expect, we learn the importance of the immigrant traffic that lay behind the building of the *Empress of Ireland* and her sister, the *Empress of Britain,* for the Canadian Pacific Railway. Details of construction-approximately 1.1 million rivets ! - and highlights of the ninety-six (and a half) crossings are included. That's not all. Between voyages, ships spend time in harbour getting ready for their next trip, and while their ship is being turned around, the crew have a chance to stretch their legs on shore. Grout has spent a fair bit of time researching the way in which the *Empress* was connected to the life of her ports - particularly in Quebec City - and provides information on the charities the crew supported, concert program, and even soccer scores. Certainly it is a change from the usual picture of carousing sailors in search of a good time. In fact, this reviewer was left wondering what the more boisterous crewmen got up to - certainly there must have been some taverns where the *Empress '* men were regulars.

The book opens with a look into the world of one hundred years ago - not entirely unlike our own. Much that is familiar to us came from that period: on just one page, [24] Grout mentions Debussy, London's first bus, the first American pizzeria, the introduction of dimple-faced golf balls, and much, much more. The stage is set for life aboard the *Empress,* and the author paints a picture detailed enough that the reader would be quickly at home were he transported back in time onto the decks of the liner. One complaint, though: Grout provides a first-rate description of the ship's decks,

accommodations, and facilities, but this would have been much easier to follow had publisher included some drawings. There are lots of photographs of the ship, her crew and various bits of ephemera, but the only real flaw in the book is that, other than a sketch of the cabin used by Rudyard Kipling, there are no illustrations of the ship's layout.

Otherwise, Chapter three - "The 'Township' and Its Operation" - is the very best part of this book. These fifty-nine pages are in effect a handbook describing just about every facet of the running of a British passenger liner of the era. A few of the sample details include: crew salaries; tipping; unions; rules and inspections on board; cooking; pilots; timekeeping; handling of passenger manifests on board and on shore; a wonderful description of the Landing Stage in Liverpool; and the fact that the Master did not have the authority to perform marriages. Perhaps to avoid frightening off the general public, there are no footnotes, which is rather unfortunate for those wishing to delve deeper into some of these areas.

Some readers may find themselves skimming the next big chunk of the book, where various bits and pieces of the *Empress"* voyages are outlined - it has to be admitted that there are a few places that are a tad repetitious. Different parts will appeal to different people, but nevertheless, there is a wealth of information not just about the *Empress* but of her passengers of every class. For example, we learn of Lieutenant-Colonel Hardin Burnley-Campbell, for whom the *Empress* was the very first leg of his 1907 journey: a round-the-world crossing in forty days, nineteen and a half hours. At the time, his trip must have been seen as a remarkable demonstration of technological progress.

The final chapters and appendices discuss the loss of the ship in 1914, salvage of some of her valuables, the relief funds that were established, and the various memorials to her memory. Among other items: career summaries of her five captains; pertinent details - especially regarding numbers of passengers carried - of each of the ninety-six voyages; the names of the five diving fatalities between 1914 and 2001; a list of all those who were bom, or who died (other than during the sinking) on board; a nominal roll of the crew during the final voyage; and information concerning the fate of the *Storstad.*

Although chock-full of detail, the book is never dry - and very definitely a must-read for anyone with an interest in the *Empress of Ireland* and her sister. It is also a great starting point for someone wanting to learn about the passenger liners of the period. This is the author's first book - a very auspicious beginning to what we hope will be the start of further research into Canadian maritime history.

William Schleihauf
Pointe des Cascades, Quebec

Stephen Kimber. *Sailors, Slackers and Blind Pigs - Halifax at War.* Toronto: Doubleday Canada www.randomhouse.com,2003. 342pp., C D N $ 34.95, cloth; ISBN: 0-385-25993-X.

Stephen Kimber is an experienced author, journalist, C B C producer, and now Director of the School of Journalism at King's College in Halifax. He has provided us with a lengthy narrative which, in his words, "is the story about what life was like in Halifax during the Second World War, told as much as possible from the viewpoints of those who lived it." For readers who liked Pierre Berton's histories, which were written with a strong narrative and no references, then you'll like this book. Indeed, the publisher has quoted Berton on the dust jacket, claiming that this work is "an engrossing human narrative." And so it is.

Kimber brings to life the thoughts, hopes and fears of about ten exceptional men and women - most of them young - who were in Halifax during the war. Their experiences are followed through until the VE Day Riots 7-8 May 1945. Implied is that a study of these lives will explain the circumstances that caused the

riots. Three of his individuals were journalists, and Kimber is at his best describing their lives and work. He is less good when he ventures into wartime policies, or naval and military matters that require a specialized understanding of correct terms and details.

There are two things going on in the work. First is the author's superb insights into Halifax wartime life through the diaries or anecdotal accounts of his selected individuals. Second is his own analysis into the VE Day Riots. Sadly his research methodology and sources concerning the Riots are not revealed to us. Nevertheless Kimber - although perhaps not all his individuals - arrived at a balanced view about the causes of the Riots. He believes that there was a lot of blame to go around, shared between the City of Halifax, its citizens and the provincial and federal governments, as well as the Royal Canadian Navy.

The book will spark discussion among those who like to debate the difference between historical fiction and a true portrait of the past. This is because the book contains a lot of reconstructed dialogue as well as speculation about what individuals were thinking at the time.

In summary, this is a good, detailed book about Halifax during the Second World War. It's usefulness and credibility for trained historians are lessened by the author's resolution that it not be, in his words, "an academic history." One wishes that we knew how he distinguished his history from academic history, other than in his decision not to include "footnotes or exhaustive source notes."

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Perry Gauci. *The Politics of Trade: The Overseas Merchant in State and Society, 1660-1720.* Oxford: Oxford University Press, www.oup.co.uk, 2001. xvi + 302 pp., maps, tables, bibliography, index. £45, CDN $119.50, cloth; ISBN 0-19-924193-7.

Perry Gauci sets out in six chapters to examine the interplay between merchants engaged in overseas trade and the central government during a crucial era in the development of the English state, an era when the state was beginning to embrace trade as vital to its own well-being and was therefore, presumably, responsive to mercantile needs and advice. Although historians have given considerable attention to the growing importance of the commercial class, Gauci was not satisfied by what was known about its social and political character. Who exactly were they? How did they make their needs known to government? How and with what success did they endeavour to secure the kinds of decisions and policies that their private interests required? Basing his research on government and commercial archives as well as on a massive secondary literature, Gauci develops a meticulous and convincing analysis, one that specialists in any number of overseas trades would be wise to read, even if the particular trades in which they are interested are not specifically mentioned.

Gauci looks primarily at the merchants of London's City, by far England's dominant commercial community. He also includes analysis of a merchant community in a state of decline - that of York - as well as one on the rise - that of Liverpool - the better to demonstrate the validity of his overall conclusions. In his first three chapters, Gauci endeavours to explain the background and outlook of the overseas merchant. Thus, the first chapter examines the distribution of merchants in their respective communities and the way in which location "indicates the fundamental importance for merchants to maintain close contact with the services" provided in their communities. [27] Patterns of ethnicity reflect the importance of background and religion to merchant success. The second chapter on "Business and Public Life" explores the value of office-holding and status in securing commercial activities. While wealth was clearly an essential ingredient for success, so too were contacts and skill at using them. Gauci sensibly pays close

attention not only to the success stories but also at failures or near-successes. The role of the family, the importance of trust, the lessons learned through travel, the investment in local parish and community activities as well as patterns of office-holding - "spending of time, as much as that of money, can demonstrate basic ambitions and needs," [77] - are all presented as elements vital to the success of overseas traders. Gauci concludes that social aspirations were channelled through local, not national, office, and self-aggrandizement was not exercised through land ownership or acquisition, for few believed that land was a passport to social mobility. Finally, the third chapter discusses the importance of mercantile associations and commercial politics - not only the formal organization of overseas trade but also the unregulated trades and the livery companies.

The final three chapters focus upon what Gauci identifies as the national "theatre," where the overseas merchant " was on less certain grounds ... judged by unfamiliar aristocratic and gentry codes." [155] These chapters stress the merchant's need for adaptability in his efforts to secure what he wanted from the state. While government by then did recognize the importance of commerce to the state, the status of the merchant remained considerably lower than that of the aristocracy or gentry, and merchants had to work hard to convince their social betters that they were worthy of such special consideration as naval protection or protectionist legislation. Chapter four explores how this influence was exercised through the press, while chapter five examines the role of Parliament - how the merchant was represented in Parliament, how Parliament responded to the representations of overseas traders, and how Parliament dealt specifically with commercial legislation. These themes are given great focus and attention in the final chapter, which concerns itself with the French Commerce Bill of 1732.

The Politics of Trade does not concern itself with the intricacies of particular overseas trades. Nevertheless, maritime historians specializing in trans-Atlantic trade would be well advised to add this book to their collections. It has not been uncommon in the past for researchers specializing in such trades to oversimplify and overgeneralize the degree to which commercial interests in England and the British government were in tune with one another's views and needs right from the beginning of the so-called "Age of Mercantilism." Certainly historians specializing in the trade with which I am most familiar - the Newfoundland fish trade - have slid all too easily into assumptions about the degree of unity among merchants investing in the trade (historians refer regularly to "the West Country interests") and they assert with too little evidence that West Country merchants not only lobbied constantly but successfully for protection of their investments. In fact, overseas traders could not move government to act in their behalf unless their connections with the state were carefully cultivated and their appeals were just as carefully tuned to government priorities. Gauci's study is important for the way in which it explains just how that was done.

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Gavin Menzies. *1421 - The Year China Discovered America.* New York: Harper Collins, 2002. Distributed by Bantam Books. 552pp., $45.95, cloth; ISBN 0060537639.

1421 is full of unfounded conclusions and melodrama enshrined in a conviction that events involving its historic characters were all true. The interest of author Gavin Menzies, a retired submarine commander in the British Royal Navy, was piqued years ago by the 1424 chart of Venetian cartographer Duane Pizzigano. This chart, like some other fifteenth century maps (which Menzies does not mention), includes a group of four islands in the middle of the Atlantic Ocean that are identified as Satanazes, Antilia, Saya and Ymana. Faced with the limited

documentation regarding the Atlantic during that period, Menzies jumps to the conclusion that information for those islands in the Pizzigano chart was obtained from the Chinese.

In his search for more information, Menzies discovers the famous Ming Dynasty admiral, Zheng He, whose ships circumnavigated and mapped the world from 1421 to 1423. He seems hampered, however, by a lack of sources available in translation detailing the amazing advancements of the cultures of India, China or the countries of Islam during this period. In fact, it is well documented that during the first third of the fifteenth century, China reached the height of its maritime development, conducting five major seagoing enterprises which may have sailed as far as the eastern coast of the African continent. They had ships, which were much larger that the European ones, with watertight compartments, something not developed in Europe until the early nineteenth century. The compass seems to have been in common use by the Chinese at the time, while Columbus, almost a century later, had difficulty with magnetic variations. He thought the changes he noticed in the compass readings were the result of the North Star shifting its position in the sky.

In his enthusiasm, Menzies departs from the historical record and begins to exaggerate the accomplishments of Zheng He's fleet, dramatizing the voyage of 1421 as a Chinese penetration of the entire world in two years. Menzies claims that the Chinese not only charted all the oceans, surveyed the coast of every continent, gathered plants and animals from every region, distributed some of their own, but also established several settlements in each continent. Unfortunately, because the records were later destroyed, no Chinese documentation exists for this fabled journey, leaving Menzies on very shaky ground.

Commander Menzies sacrifices scholarship in his effort to highlight what he believes were the achievements of this voyage. Throughout the text, he reaches numerous conclusions, then works backwards to establish his premises, many of which hinge on speculation. For example, a Buddhist who returned "from a land ... east of China... named this continent Fusang after the trees that grew there ... coupled with his statement that the country had no iron ... and the Fusang was the maguey tree that grows only in Central and South America ..." [113] From this, Menzies concludes that the Chinese were in America in AD 499 despite the fact that the maguey is not a tree and is not limited to Central and South America.

In one instance, Menzies states: " It is safe to estimate that each of the remaining Chinese fleets numbered between twenty-five and thirty ships," [75] although he never indicates a source for the number of ships in any of the fleets.

At another point, he adds: "If I was able to state with confidence the course which the Chinese fleet had taken, it was because the surviving maps and charts and my own knowledge of the winds, currents and sea conditions they faced told me the route as surely as if there had been a written record of it." [83] Not only did Menzies not have access to any of the contemporary Chinese charts, but it also seems very improbable that he could have known the condition of the wind, currents and sea six hundred years ago.

His enthusiasm leads him to make speculations and assumptions that he cannot support, such as : "It is entirely feasible that the treasure fleets did reach the Cape of Good Hope ... what I now urgently needed was independent evidence that this had happened." [96] Or, "Pending carbon dating of the materials to establish the date of the wreck, at the very least it is arguable that sailors aboard the ship detached by admiral Hong Bao to chart the south Australian coast were shipwrecked, and that some of the men and their concubines managed to reach the shore and settled among the aborigines." [154] Lastly, he states: "I already knew that this fleet must have later reached the Azores at the latitude of Beijing ... My task was

now to find when Zhou Wen had sailed between those two landfalls." [239]

Halfway through the book, Menzies abandons the fleets to chart his course through the Caribbean, deciding without any foundation thatPizzigano's islands of Satanazes and Antilia must be Guadeloupe and Puerto Rico, respectively. Unfortunately, neither the relative position of Puerto Rico in any of the fifteenth-century maps, nor its geographical orientation coincides in any respect with Menzies' interpretation. In order to support his opinion, the author has to twist Antilia 90° to overlay it on Puerto Rico and disregard other features such as the various islands between them. Furthermore, in the Pizzigano chart, Satanazes appears due north of Antilia while in reality, Guadeloupe is south southwest of Puerto Rico. Menzies overlooks such obvious discrepancies.

There is no evidence of Chinese contact in Las Casas' *History of the Indies* (Chapter 29) which refers to several mariners known to Columbus, who had sailed the Atlantic for decades before Columbus set sail. Nor did King Joao II of Portugal have any information from the Chinese regarding the wealth of South America when he negotiated with his neighbours, the sovereigns of Castille and Aragon, to move the Tordesilla line of demarcation between the two kingdoms 270 leagues further west, thus placing what eventually became Brazil in Portuguese hands before well before Columbus reached South America.

Criticism of Menzies does not imply that Chinese navigators were not capable of such a venture in 1421. While China had the cultural, intellectual and material resources to accomplish such voyages of discovery, there is well-documented evidence for others who may have preceded them. For example, Polynesian voyages across the Pacific Ocean without navigation instruments have been dated centuries before 1421, Arabs rounding the Cape of Good Hope, clockwise, decades ahead of the Portuguese coming from the other direction, and Arab and Indian merchants taking advantage of the monsoons to cross the Indian Ocean hundreds of years before. While the Chinese may have indeed accomplished much of what Menzies claims, his evidence fails to demonstrate it.

Menzies' bibliography is impressive, although not much emphasis is placed on Chinese sources or translations. The author's invitation to visit his website at www.1421.tv does not provide any satisfaction either. It is unfortunate that he has taken many facts out of context and restructured them beyond responsible limits to justify his assumptions. These and many other flaws make *1421* difficult to accept as a scholarly work by anyone who has researched maritime development during the fifteenth century.

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Leo Block. *To Harness The Wind: A Short History Of The Development Of Sails.* Annapolis: Naval Institute Press, 2003.192 pp., photographs, line drawings, notes, glossary, bibliography, index. US $ 24.95, cloth; ISBN 1-55750-209-9.

When the last ice age retreated from the Northern hemisphere, humanity was about to embark on a new phase of its existence, the transformation from nomadic hunter-gatherers into the first settled agricultural societies. What is little recognized is that among the first technological advances that accompanied this transition, along with the domestication of the horse and the development of the wheel and plow, was the sail. In the first Indus River farmer's efforts to propel a raft across a flooded stream by means of a woven mat held aloft lay the beginnings of a wind-driven technology. This would be the principle means of long-distance water transportation from the earliest days of settled agriculture to the Industrial Revolution thousand of years later. How and why scraps of hide and cloth evolved into the towering pyramids of sail of the steel-hulled grain ships of

the early twentieth century is a story that is rarely told clearly and well. Retired US Naval Reserve captain and engineer Leo Block has met this requirement with a deft, plainly-written little book that explains in clear language the evolution of the sail, and the development of sail shapes, masting and rigging, and the hulls beneath these sails, that allowed people to become sailors. Block's simple writing style does much to render the otherwise unintelligible world of buntlines, grommets, drabblers and ringtails understandable to landlubbers, and refreshed in the mind of the most salt-rinsed seadog.

With the establishment around 10,000 BCE of the first agricultural communities in the Fertile Crescent and along the banks of the Indus and Nile Rivers, humanity ceased to see life in terms of pursuing large animals with sharp sticks, intent on lunch. Somewhere between 9,000 BCE and 6,000 BCE, the first true sails appeared, and at about the latter date the first artistic representation of a small craft propelled by sail appeared on Egyptian pottery. By about 4,700 BCE the Egyptians had developed navigation on the banks of the Nile to the level of reed hulls which were rowed upstream and upwind, but which hoisted a simple square sail to return with the wind. It took the Egyptians until approximately 1,600 BCE to develop what was in effect a first true ship, which had a wooden hull and a controllable single square sail that allowed limited maneuverability before the wind. The mantle of technological advance then passed to the seafaring societies of Crete and Phoenicia, who developed the stayed (supported) mast, and keels that would allow ships to sail across the wind and even attempt to sail diagonally against it. These advances, and the arrival of the lateen sail in the Mediterranean about 400 BCE, brought to a close what might be called the Classical Age of seafaring. With the arrival of the Roman Empire and the Roman dislike of the sea came a period of conservatism in which trade was carried out with vessels almost unchanged from Phoenician designs, and war was the domain of the oared galley carrying armour-laden infantry.

Although the lateen sail was present on the Mediterranean during the long afternoon of the *Pax Romana,* it would not be until the gradual crumbling of the Roman perimeter under pressure from energetic barbarians that the next significant advance would take place in the development of the Western Sail, and that came in the form of the single-sailed Viking longship which evolved in Scandinavia during the period from 400 to 800 AD. Working as the Romans had with sails of wool or leather, stiffened with additional bands of leather, the Vikings developed a flexible, sea-kindly hull design that could be rowed with some ease when necessary, would ride over the swells of the North Sea so smoothly that admiringly fearful Anglo-Saxons called them "snake ships," and could be made to actually work to windward, or "tack." The Vikings achieved this by stretching forward the windward edge of their single squaresail by means of a temporary pole known as a *beitass,* which stretched the baggy sail into a rudimentary airfoil form and allowed the longship to work its way up against the wind in a long series of zigzag courses. On the coasts of the sunny Eastern Mediterranean, far away from the fog, rain, gloom and questionable hygiene of the Vikings, the infinitely more civilized Arabs were navigating against the wind with ease with the lateen, but it was the Viking efforts to navigate against the westerlies across the North Sea to Britain and Ireland that in turn led by 1100 AD into the development of the North European "cog," arguably the direct ancestor of the modern European oceangoing sailing vessel. By 1200 AD the cog had been modified by moving the side-mounted Viking steering oar to the stern, and ttansforming it into a hinged rudder, and by permanently installing the Viking *beitass* in the bows of the ship, where it became known as the bowsprit, used to stretch the windward edge of the cog's single sail forward by means of the appropriately-named bowline.

The cog, however it encapsulated all the sturdy, itchy-wool-and-beer virtues of the

Northern Europeans, was little more maneuverable than a washtub even if hard to sink. Meanwhile, the Arabs and their Venetian and Genoese trading partners were crisscrossing the Mediterranean with able little latten-rigged vessels called "caravels" by southern Europeans. Within 250 years, spurred by the capture of Constantinople by the Ottoman Turks and the closure of land trading routes to the Orient, these same southern Europeans were questing in caravels out around the coast of Africa toward the Indian Ocean, and westward into the awesome expanse of the Atlantic Ocean. Northern Europeans led by the Dutch, determined to go around the middlemen of sunnier climes to reach the treasures of India and Cathay themselves, completed the basic development of the sailing vessel that lasted until the days of Nelson and the nineteenth century "tea clippers" by combining the lateen "fore and aft" sail of the caravel with the square sails and sturdy hull of the cog. The resulting vessel, the "carrack," would in various forms carry Europeans to the Indian Ocean, to China, to the Americas, and by 1519 into the first circumnavigation.

Block's narrative of this technological evolution then expands in detail into a discussion of the Golden Age of Sail, moving from the maneuverable English "galleon" that outperformed the floating fortresses of the Spanish Armada in 1588 to the swift, towering clipper ships of the mid-nineteenth century. These flowered just as the arrival of steam power and the opening of the Suez Canal heralded their passing from dominance at sea. The work is not simply about the sail and its variants, however; there are chapters on variations in rig and hulls, the theory of sailing, the evolution of seamanship, and a respectful look at the independent and highly competent evolution of sailing seamanship in China and the islands of Polynesia. To support this thorough and easily readable text, the book includes notes on sources, a useful glossary of nautical terms, a bibliography and index, and is enlivened by simple and effective line drawings that render elements of rig and sail plan understandable to the most hardened landlubber. The delight in reading the simple, effective prose of an unpretentious author who clearly is master of his science is an added bonus, and makes Block's small volume a highly recommended addition to both the library of the armchair sailor and the fo'c'sle bookshelf.

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Graham Harris. *Treasure and Intrigue: Life of Captain Kidd.* Toronto: The Dundurn Group www.dundurn.com , 2002, 348 pp., paper, maps, illustrations, bibliography, index. $ 22.99, ISBN 1-55002-409-4.

Captain William Kidd was hanged as a pirate at Execution Dock in Wapping, City of London, on the evening of May 23, 1701. This is one of the few incontrovertible facts accepted by author Graham Harris in this forensic-style study of Captain Kidd and his famous treasure. The rest, from his early life to his final cruise, from his shipmates to his patrons, from his capture to his unfair reputation as one of history's most famous pirates, are part of a fascinating mystery story that Harris examines from a fresh and refreshing perspective.

Methodically researched and extremely well written, this book is not a biography of Kidd, since as the author points out, others such as Robert Ritchie's *Captain Kidd and the War Against the Pirates,* have already covered that ground very well. Instead, it focuses on Kidd's last cruise aboard the *Adventure Galley* beginning with his ill-omened departure from England in December 1695 until his return in chains some five years later. Harris states clearly that his main interest in writing the book is to determine what might have happened to Captain Kidd's famous treasure which he claimed to be worth £ 100,000 and to have buried on an island in the Indian Ocean.

Harris, a retired civil engineer living in Prince Edward Island, is eminently qualified to tackle both buried treasure and the intrigue around it, having previously co-written a book entitled *Oak Island and Its Lost Treasure* about the search for William Phip's loot from the Spanish galleon *Concepcion* sunk in the 1680s. In this analysis, he turns his scholarly eye on the often-contradictory documentary evidence by and about Kidd. One chapter is devoted to four mysterious "treasure maps" known as the Kidd-Palmer charts, that may or may not have been forgeries from the 1920s, and one of which may have been the basis for the map used by Robert Louis Stevenson in *Treasure Island.*

Whether or not it was a mid-life crisis that prompted the 50-year-old Kidd, to leave his family in New York and sail for England in 1695 in search of adventure, he certainly received a privateering commission from the King and the backing of some important Whig notables of the day. Harris provides us with the names and biographies (Appendix 3) of Kidd's backers and the text of his commission from William III. As Harris reveals, Captain Kidd was neither the best of pirates nor the worst. He was, in fact, fairly typical of his time: ambitious, greedy, and easily influenced by men more powerful than he, as well as a loving husband and father, a skilled seaman and navigator, and a man whose motley crew appeared to follow him willingly half-way around the world and back. According to Harris, the fact that Kidd was captured and condemned as a pirate has less to do with his crossing the line from licensed privateering to piracy, than it does with the political need of Britain's Tory government of the day to hang him for harrying Indian Ocean trade as a way to pacify the Grand Mogul of India, increase Anglo-Indian trade and enhance the profits of the East India Company. [283]

Each of the book's fifteen chapters examines a portion of the mystery ranging from the tantalizing wealth of the East Indies to the rampant piracy that preyed on it, from the pirates and buccaneers such as Robert Culliford, William Dampier and Captain Charles Johnson who sailed those seas, to the technology of seventeenth-century navigation and the dubious origins of the so-called Kidd-Palmer charts. These chapters set the stage for Harris' meticulous recreation of Kidd's last cruise.

Using contemporary letters and logs, as well testimony from the trials of Kidd and his crew, Harris painstakingly pieces together Kidd's outward cruise from England to Madagascar and the pirate harbour of St. Marie at its northeast end. After careening the *Adventure Galley,* Kidd headed off up the East African coast to the Strait of Babs-al-Mandab, a notorious pirate ambush site where the Red Sea narrows before entering the Gulf of Aden. From there he sailed down India's southwestern Malabar Coast harrying trade with varying luck until capturing the *Queddah Merchant* a richly laden 500-ton prize leased to Armenian merchants and carrying goods estimated at $25 million today. [134] Kidd's subsequent return to St. Marie, his fateful encounter with pirate Robert Culliford there and their joint adventures are reviewed with an eye to accounting for ten months which seem to be missing from the historical record. This is the gap Harris seeks to fill with his hypothesis that sometime between meeting Culliford, sailing to Amboyna and returning home to North America, Kidd found out he was wanted for piracy and took the precaution of burying his treasure on Car Nicobar Island in what was then considered the China Sea as a possible bargaining chip with his wealthy patrons.

Harris makes a compelling case for the location of Captain Kidd's treasure but can only hint at what might have happened to it. He raises the question of the log of the *Queddah Merchant,* a treasure in itself, that was never referred to at Kidd's trial and has never been found. Did Kidd take the secret to his grave, or did one or more of his unscrupulous backers conspire to obtain the log from his effects and use it to recover the treasure? One of his main backers was Edward Russell, Earl of Orford, described as covetous and unprincipled but a skilled naval officer who was appointed First

Lord of the Admiralty in 1694 and well aware of the value of a log book. Was it coincidence that Kidd's fellow pirate, Culliford, was freed after a few weeks and sailed for the Far East in a Royal Navy vessel? Where, Harris asks, did two more of Kidd's noble backers, Dr. Hans Sloane and Robert Harley, Earl of Oxford, obtain the huge sums of money they spent after 1705 buying books and assembling libraries that became the basis for collections in the British Museum and the British Library respectively? Questions such as these open fascinating research possibilities for historical detectives.

Treasure and Intrigue is a well written, well researched mystery story that contributes a wealth of new information and some interesting theories to the history of a pirate we thought we knew.

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Ole Feldbaek. *The Battle of Copenhagen, 1801: Nelson and the Danes.* Translated by Tony Wedgwood. Bamsley, South Yorkshire: Leo Cooper (Pen & Sword Books, Ltd.), www.pen-and-sword.co.uk. 2002, xv + 270 pp., maps, photos, bibliography, index. £ 19.95, cloth; ISBN 0-85052-875-5.

Histories of the Napoleonic Wars and biographies of Admiral Nelson include many accounts of this famous engagement. Almost all have been written from the British standpoint and for an English-speaking readership. First published in Copenhagen in 1985, the translation reviewed here is therefore, a valuable alternative account, as told from the "enemy's" perspective. The book accords a natural prominence to the Danish view of events, while providing interesting insights and a more balanced picture for those familiar with the English versions.

Professor Feldbaek has drawn on Danish sources for much of his factual information. He has also consulted standard British records, and included information from French, Russian, Prussian and Swedish archives. In such a scholarly work the absence of footnotes was at first surprising. However, in addition to an index and bibliography, the author has provided a comprehensive reference appendix, keyed to sections within the text, and offering ample guidance to those wishing to refer to the original sources.

The organization of the work is straightforward, logical and effective. The author begins with a review of the political and diplomatic events ensuing from the British decision that Denmark must be persuaded or forced to withdraw from the League of Armed Neutrality, whose existence threatened the Navy's strategy of blockade in the struggle against Napoleon. What followed was a near-perfect illustration of Clausewitz' famous dictum that "war is the continuation of political intercourse with the admixture of other means." Professor Feldbaek vividly describes the feverish preparations made by the Danes to defend Copenhagen, all the while stalling for time through negotiations that continued to the very eve of the battle. Meanwhile, the British fleet under Admirals Parker and Nelson arrived in Danish waters to back up Britain's demands with the threat of force, and the scene was set for a military decision. A few hours of fighting achieved that decision, and negotiations resumed at once on a new basis, allowing the British to achieve their political aim.

In a review centered on the maritime aspects of events, it would be inappropriate to discuss at length the author's fundamental political thesis: in fighting a battle they knew they were going to lose, the Danes averted a much worse fate at the hands of their League allies and France, a fate that would have been theirs had they meekly accepted the British terms. Certainly the idea is interesting and convincingly argued.

The author clearly identifies the British tactical objective, the supreme importance of expert seamanship in unfamiliar shoal waters, and the absolute dependence on favourable

winds in the days of sail. The relative strengths and weaknesses of the opposing forces are equally well established. Accurate plans supplement the description of the dispositions and movements of the opposing fleets. The experience of every Danish unit, and its eventual fate, is explained in detail, enlivened by numerous personal anecdotes that add to the immediacy of the account. The British experience is also well covered, as is the interaction between the two squadrons. Critical incidents emerge very clearly and the sequence of events is easily followed. In sum, it would be difficult to find a more comprehensive and understandable description of a battle at sea.

Ever since the engagement, two issues have been the subjects of historical controversy. The first is the famous incident in which Nelson is supposed to have literally turned a blind eye to his superior's order to discontinue the action. The second is Nelson's decision to offer an immediate cease-fire as soon as the Danish flotilla's resistance had been subdued. Was it strictly for reasons of humanity, as he claimed, or was it based on tactical considerations regarding the situation of his squadron? Professor Feldbaek provides reasoned and objective judgments in both cases.

While the large-scale plans are excellent, there is no smaller scale map of the Baltic theatre of operations as a whole, and the regional maps do not always show the location of places and features mentioned in the text. Nautical terminology may be questioned in a few cases. With respect to ships in action, the translation refers to their "lee" sides, when it appears from the context that "disengaged" sides would be more appropriate. The term "blockship" apparently means a Danish vessel intended to fight in a coastal defense role, rather than the more common usage of a dispensable ship deliberately scuttled to block the entrance to an enemy harbour. In terms of style, however, the translation flows clearly and without any of the awkwardness sometimes apparent in renditions from a foreign language.

The volume reviewed here succeeds on every level, political, diplomatic and nautical. Easily read even by newcomers to the subject, it will also be of value to serious students of the Napoleonic Wars, the history of Denmark, the Royal Navy, and seamanship in the days of sail. Finally, its appearance at this time is a valuable contribution to Nelsonian studies in the years leading up to the 200th anniversary of his most famous victory.

Bryan Elson
Dartmouth, Nova Scotia

Linda Greenlaw. *The Lobster Chronicles: Life on a Very Small Island.* New York: Hyperion, www.hyperionbooks.com, 2002. xii + 238 pp., map. US$ 22.95; CDN $32.95, cloth; ISBN 0-7868-6677-2.

Linda Greenlaw, introduced to a large reading audience by Sebasian Junger in his best-selling book, *The Perfect Storm,* has published a second work to follow her own best seller, *The Hungry Ocean,* (Hyperion, 2000). In *The Lobster Chronicles,* Greenlaw has abandoned the deep-sea swordfishery. She remains a professional fisherman, indeed, it is her proudest boast, but she is seeking another life and has returned home. There is not much on Isle au Haut on the outer edge of Penobscot Bay, Maine, but her parents are there. Her mother is the family glue. Greenlaw hires her 71-year old father as a sternman to work on her 35-foot lobster boat during the seven-month lobster season stretching from May to about the first of December. Linda and her dad set about 500 traps, haul them, bait them and bait them again. The lobsters - "bugs" the islanders call them - prove elusive, but Greenlaw tells us much about lobsters, catching them and their symbiotic connection to the island.

The Chronicles is as much about Greenlaw and a tight little island as about lobster fishing. A fifth-generation islander, she is fiercely proud of her heritage. Halfway through

the season more than the absence of lobsters leads to growing despair. Greenlaw, aged forty, has come inshore in search of a mate, children and a family of her own, and she is having difficulty finding them. Being related to about half of the island's forty-seven permanent residents does not help. Greenlaw's forthright account of her desires and her wry humour about herself never disturb the book's gently ironic tone. Plenty of space is left for stories about the island and its other inhabitants. Normally laconic lobstermen, who barely say hello, can talk for hours once gathered around the tailgate of a pickup truck. Greenlaw's descriptions of her quirky island neighbours reminded me of another group of islanders, those described by Compton Mackenzie in *Whisky Galore.*

Like Greenlaw's first book, this one will appeal to the broad audience of people who like to read well-written prose about the world's experiences, including lobster fishing, that they may never otherwise encounter.

James Pritchard
Kingston, Ontario

Michael E. Leek. *The Art of Nautical Illustration. A visual tribute to the achievements of the classic marine illustrators.* London: QuartoBooks Ltd. 1991. Reprinted by Quantum Books 2002. 192 pp., illustrations, bibliography, index. $ 25.95, paper; ISBN 1-86160-590-0.

Marine art is a much-neglected field within the history of art as a whole. Therefore, the author, a trained illustrator and Head of the School of Illustration at the Bournemouth and Poole College of Art and Design, decided to introduce "the subject of marine painting and illustration to a wider and less specialized audience." [6] I must say right at the beginning that he has been extremely successful, although I am sure the book will appeal to the specialist too. Lavishly illustrated with a large number of reproductions of some of the finest paintings that "have not been excessively reproduced before," [9] this book is a must for everyone who is interested in the development of marine art.

The author divides his narrative into nine chapters in chronological order, starting with "Early Developments, 2000 BC - AD 1600" and ending with " The 20th Century, 1880 - 1960." As a research policy, Leek has excluded any living painters (of whom he is very critical). Interwoven in his text are biographical sketches of the most important painters of each period, so the reader will find famous Dutch painters like Vroom, Porcellis, de Vlieger and the two van de Veldes alongside Pocock, Turner, Wilkinson and Wyllie as well as Homer, Lane or the Rouxs among many others. Although "Europe" seems to include only Great Britain and the Netherlands with a small nod to France, the author makes masterly use of cross references at many points, thus creating an image of marine art in Western Europe and North America which has been missing.

The German tradition - apart from a paragraph on Johannes Hoist - is completely ignored, likewise the marine artists of Scandinavia, Austria, Russia - with the exception of Aivazovsky - and Southern Europe. This is not acceptable since there has been much scholarly investigation of the marine art of Germany and the other European nations in recent years. Many monographs have been published, not the least on Claus Bergen who is described as a "comparatively little-known German marine artist." [185] Apart from his many works from both wars, Bergen is well known for his numerous paintings of the fishermen's life in Polperro, Cornwall, where he lived for long periods at least five times before 1914. I regret that the Johannes Hoist painting reproduced from the collection of the German Maritime Museum did not get the full caption. The four-masted barque depicted is the *Padua* from 1926 still as *Krusenstern* afloat. The omission of North, East and South European maritime art is deplorable, but can easily rectified in an extra chapter once the book appears in a second edition.

I have my problems with the title of the book. The reasons given for deviating from traditional titles are not convincing, especially since the author refers to "marine art" frequently in the text. I do welcome, however, his very broad definition of marine art, unconfined " within the narrow parameters imposed by many theoretical art historians" [98)]because it pushes the boundaries right up to landscape art from which seascape art developed as a sub-genre. This definition allows more room for the human element which is often missing from many traditional marine paintings. While Leek's interpretations are sound, although subjective, they are in some cases, not quite just. A teacher himself, he has the tendency to give "marks" for certain characteristics, but there is more than "accurate drawing skill" involved in judging art. Leek loves the word "accuracy" and uses it and its derivatives to an annoying extent (after the first two dozen occurrences I stopped counting). Nor is marine art an alternative to photography for documenting ships and events. While it can have a predominantly documentary emphasis, what about composition, perspective, artistic appeal, skill? What about the painter's licence to alter things for the sake of emotional feelings, mood, etc.? Are we looking for drawing errors when we view a painting? Of course not. We want, however, to trust a painter in order to be impressed by his competence in placing a ship correctly in the non-static elements of sea and sky. Technical skill is obviously important, but aesthetic values play a decisive role in the appeal of a painting.

The few flaws - as I see them - of this extraordinary book will not affect the general reader's appreciation of its unique overview. Whoever dares to tackle such a project is bound to be criticized. Hopefully, my comments will be regarded as constructive remarks about a book which is both interesting to read and also full of illustrations that are a pleasure to study. As Hans Jeppesen said in a recent review, an exciting and challenging book ought to be read with a critical eye.

Lars U. Scholl
Bremerhaven, Germany

Michael J. Crawford, (ed.). *The Naval War of 1812. A Documentary History.* Volume III, *1814-1815. Chesapeake Bay, Northern Lakes, and Pacific Ocean.* Washington DC: Naval Historical Center, Department of the Navy, 2002. 874 pp., illustrations, maps, index; US$70.00; ISBN 0-16-051224-7.

In recent years there has been a steadily growing interest in the War of 1812, caused partly by the approaching bicentennial but also by a wave of new scholarship in both Canada and the United States. One of the brightest elements in this scholarly groundswell has been the massive project initiated by the United States Navy Historical Center in the late 1970s to compile the important primary documents relating to the maritime operations of the conflict. The Center has published two volumes covering the years 1812 and 1813 and their work has now progressed to 1814-1815, the last year of the war.

The pace of naval activity increased substantially during this time and this led to a decision on the part of the Center to use two volumes to cover this period. Volume III of the *Naval War of 1812,* under review here, thus surveys maritime operations in the Chesapeake, Great Lakes and Pacific Ocean in 1814-1815 while a fourth and final volume will cover operations in the Gulf of Mexico and on the Atlantic and Indian Oceans. Each of the three theatres treated in Volume III is introduced by a brief historical summary that not only provides the proper context but also a useful link to previous operations covered in the preceding Volume II. Within each of the three theatres, the documents are grouped, roughly chronologically, by topic with a preliminary note providing the particular background for each grouping. A detailed table of contents and a very comprehensive index (85 pages in length)

renders it easy for the reader to find a particular subject, vessel, area, person or time period.

The scholarship displayed in the preparation of this series is of the highest calibre and could well serve as a model for similar endeavours of this type. In most cases, the documents reproduced are originals and care has been taken to transcribe them accurately with editorial intrusions kept to the logical minimum necessary for ready comprehension. There are clear and complete source notes and many useful footnotes that clarify or amplify persons, places, other documents and events mentioned in the original texts. If the document refers to an accompanying enclosure that is not reproduced, a useful and accurate summary is included. Worthy of note is the fact that crossed-out passages have been restored in some documents, an interesting aspect which sometimes yields insight into the mood or attitude of the writer.

Almost since the day it ended, the historical writing on the War of 1812 has been marred by chauvinism and it is only in the last two decades that American, British and Canadian scholars have begun to shake off national biases and examine this conflict with a clear and objective eye - although unfortunate exceptions to this statement still appear in print. The *Naval War of 1812* series, however, has always remained relatively free of the sin of partiality as is clear from the choice of material for this volume. Of the 109 topic groups contained in Volume III, 57 contain solely American documents and 20 solely British while 32 have documents from both nations with this latter category being subjects concerned largely, but not always, with maritime engagements. Lest a Canadian reader do the arithmetic and complain about the preponderance of American material, it should be remembered that the senior British naval commander on the Great Lakes, Commodore Sir James Lucas Yeo, was notoriously shy about committing anything to paper (possibly with good reason as, in the reviewer's opinion, he has a lot to answer for), a trait that has left a marked gap in the record of naval operations in this theatre. The important British documents are present and - it cannot be stressed enough - the transcriptions included are almost always the full length text of the originals, not the frequently-bobtailed versions which were released to the public at the time and which have led some historians astray.

The actions covered by this volume are too numerous to list here but include, beside minor raids, some of the largest naval operations of the war, particularly in the Chesapeake area. Volume III, however, goes beyond topics concerning policy, strategy, operations and engagements - it also includes much useful and fascinating information on naval construction, the recruiting of both naval personnel and civilian labour, financial matters and problems, naval life of the time, inter-service relations, officer career patterns and disciplinary matters. One of the more interesting items it contains is what may have been the first emancipation proclamation issued in the history of the United States - it was promulgated in April 1814 by Vice Admiral Sir Alexander Cochrane, the British naval commander on the Atlantic, and while not aimed specifically at slaves, it invited "all those who may be disposed to emigrate from the UNITED STATES" to take the opportunity of "entering into His Majesty's Sea or Land Forces, or of being sent as FREE settlers to the British Possessions in North America or the West Indies." That many slaves took up this invitation is demonstrated by other documents in this topic group.

The Naval War of 1812 series is the prime scholarly project on the War of 1812 currently underway in North America. It is a matchless source for all serious students of that conflict (for both land and sea operations) and it is also an important reference tool for archives, libraries and the casual researcher. Volume III matches completely the high standards set by the previous volumes in this series and is, quite frankly, indispensable for serious study of an often-overlooked conflict.

Donald E. Graves
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Laura J. Higgins. *Canadian Naval Operations in the 1990s: Selected Case Studies*. Maritime Security Occasional Paper No. 12. Halifax: Centre for Foreign Policy Studies, Dalhousie University, 2002. xvi + 225 pp., bibliography, glossary, paper, price not given; ISBN 1-896440-37-1.

This Occasional Paper from Dalhousie's Centre for Foreign Policy Studies examines the navy's value as an instrument of the national government's foreign policy. To do so, it is divided into two clearly defined sections. The first provides the reader with doctrinal context for the case studies that follow by covering topics that range from basic naval theory to the nature of Canadian naval operations over the past ten years, as well as the supporting infrastructure. The second section, which consists of the case studies themselves, is clearly designed to substantiate the author's conclusion that the navy's international activities justify the size, cost and capabilities of the current fleet.

That there is a need for such a book will not surprise those interested in Canadian naval affairs. Historians always have plenty of examples - such as the controversy over the navy's creation, its near abolition in the 1930s, and the embarrassing period of "rust-out" during the Trudeau years - to illustrate how various governments have not appreciated the role that naval assets play in the international arena. And so this ambitious monograph represents a contemporary perspective on the century-old debate that questions whether Canada needs a blue water fleet to project its influence around the globe. While the author should be applauded for attempting to enter such a complicated and divisive issue, this monograph is likely to disappoint even the most ardent naval proponent.

Any study that tries to assess the relationship between the navy and the government must explain one organization in order to understand the other. This monograph, however, concentrates almost exclusively on the navy. One of its greatest weaknesses, therefore, is that the reader is never told how the navy serves Canada's foreign policy because the nuances and complexities of that policy are not fully explored. Instead, there is an expectation that the seven case studies - which explore events like the Gulf War and Cambodian peacekeeping mission - will provide adequate evidence that the navy both projects and supports Canadian "values," "interests," and "defence objectives." That these terms are never truly defined, and that the footnotes do not mention seminal books on Canadian international relations, suggests that the author's research was insufficient. Moreover, her citations make clear that much information was obtained from the fifty-two interviews recorded in her bibliography. While this list is impressive, the fact that all but one are serving members of the Canadian Forces (and the lone exception is a former naval officer) raises questions about perspective. Such first-hand testimony enriches the case studies, yet there is an underlying assumption that all these missions, operations and assistance efforts were more or less problem-free. Few would deny that the navy has done well over the past decade but, like the other two branches of the Canadian Forces, they too have had to face various challenges and detractors.

The lack of critical analysis is most apparent in the case study that discusses the Canadian navy's integration into American carrier battle groups (CVBG) in support of United Nations sanctions against Iraq. Here the author is full of praise for the navy's ability to co-operate with its closest ally during OPERATION AUGMENTATION, and she is correct to do so. American commanders were extremely impressed with their Canadian counterparts and as Higgins argues, the addition of ships such as HMCS *Winnipeg* to this particular mission "was a visible articulation of Canada's commitment to international law." [72] But ever since the first day that HMCS *Ottawa* sailed as a fully integrated C V B G unit, the government has had to wrestle with a number of complex issues that do not receive ample attention in Higgins' study. From a

political perspective, the decision to participate in American CVBGs has not always been so easy. Rightly or wrongly, there are groups who see this type of integration as yet another sign of Canada's subservience to Washington. In particular, they worry about sovereignty and fear that the speed of modem naval warfare could potentially drag these ships into unwanted confrontations. Since there are many shades of gray in the blue water debate, the author should have explored other interpretations. At the very least, doing so would have added some much-needed balance to the monograph.

Perhaps the greatest problem with this study, however, is a cumbersome writing style that produced sentences like: "Despite the increased operating tempo and the expansion of tasks since the end of the Cold War, an examination of the possible tasks and the actual tasks conducted shows that only a fraction of potential tasks have been undertaken." [3] One of the toughest "tasks" that all authors face is editing their own work, but this study fell well short of the mark. Far too often its flow was interrupted by repetitive structures, awkward prose and thorny transitions that tended to jump from topic to topic. The reviewer does not relish being so harsh; however the monograph is, quite frankly, a difficult read. This is a shame as Higgins is one of the few who has been brave enough to tackle such an ambitious project.

Richard Mayne
Ottawa, Ontario

Roger Marsters. *Shipwreck Treasures: Disaster and Discovery on Canada's East Coast.* Halifax: Formac Publishing Company Limited, 2002. 128 pp. Colour photographs, select bibliography, index. Cdn $29.95, cloth; ISBN 0-88780-567-1.

Roger Marsters chose a good subject for his initiation into the nautical book publishing field - ship disasters make for a fascinating, albeit, somewhat morbid reading. *Shipwreck Treasures* is a popular, illustrated book that provides an overview of some of the most interesting shipwrecks or marine disasters on Canada's east coast in the past five hundred years.

Marsters provides a tour-guide like narrative hitting on the key highlights of each marine disaster. The large number of images and mostly colour pictures complement his text handsomely. The engaging writing style encourages the reader to keep going to see how the disasters unfold.

Like many other Formac publications, this book is lavishly illustrated with contemporary pictures, artwork, and modem photography. The twenty chapters cover marine disasters ranging from shipwreck discoveries of Basque whaling ships, the *Empress of Ireland,* the French fleet at Louisbourg, to recent marine disasters of the oil rig *Ocean Ranger,* and M/V *Flare.* As Marsters points out, there are many shipwrecks and marine disasters that he could have recounted, but the twenty he selected are the most interesting or well remembered. This book could easily be three times longer

This book is a popular, illustrated account of wrecks and disasters. It is not a detailed account of the archaeological recovery of artifacts. This work focuses on the historical events leading up to the more significant shipwrecks and disasters, or, in some instances, on the excavations, such as the Basque whaling vessel and station in Labrador. Others simply tell the story of the loss of the vessel. The chief criticism is a lack of detail on archaeological work done to the known sites. Some shipwreck stories only have a brief paragraph mentioning what was discovered. Not all stories come with a map indicating the shipwreck site. Perhaps the author did not want to aid others with information that would lead to looting some of these precious and often unprotected resources. That being said, the Basque whaling vessel, the French Fleet at Louisbourg, and the Terence Bay fishing vessel do have lengthy discussions on what was found.

There are also some stories of disaster that do not really fit into the geographic limits

suggested by the title: the Franklin expedition to the arctic, the heroic battle of the *Jervis Bay* in the mid-Atlantic, and the discovery of *the Marie Celeste* off the Azores. The latter two seem to be only loosely connected because their last port of call was on the east coast. The author does not provide any reason for the inclusion of the Franklin expedition.

However, these weaknesses aside, the author has taken great pains to put together a strong accompanying photo selection. Contemporary artwork, illustrations, maps, as well as current dive photos and artifact images round out the stories admirably. Marsters also provides a further reading list of anywhere from one to three key works to provide the additional details he is unable to in these overview accounts.

Marsters has done a fine job at putting together this nice read. The editing is excellent. *Shipwreck Treasures* shows that there are interesting stories out under the vast empty spaces of the ocean. Perhaps this work may inspire someone to become a marine archaeologist.

Bradley T. Shoebottom,
Fredericton, New Brunswick

W. A. Laxon and F. W. Perry. *BI - British India Steam Navigation Company Limited.* (1994) e-reprint London: Ninety North. 500+ photographs, £29.50. CD. ISBN 1 904503 00 4.

This is a CD edition of a classic work of "shiplover's history," the lavishly-produced original volume of 1994 being among the best of its kind for producing a huge amount of carefully-researched detail, in this case of some seven hundred ships owned by the company during the one hundred and sixteen years it was in business. The original book was an extraordinary long-term labour of love, so long-term in fact that Perry died before it was published. Laxon not only completed it on its own, but has provided some update material for the present edition.

That said, it is not the sort of book I enjoy. Perhaps because I have a heavily perforated memory, books whose primary purpose is to impart a huge amount of information are of interest to me only for occasional reference purposes, and there are surprisingly few times I want to know the derivation of the name of the auxiliary steam schooner *Kistna.* Much of the detail is presented in "index card format," a sound enough principle, but one which does emphasise the number of gaps in knowledge which inevitably affect the entries for many of the earlier vessels.

This is not to say that the book is exclusively for shipping nerds. There is a fair bit of history of an important company here, together with accounts of some of the key individuals involved, and these do not fall prey to the disease common among shiplovers which makes them assume that because the ships studied were important, well-built or otherwise admirable the people who owned them were necessarily wise and good. If your interest is mainly in ships and shipping services, then there is quite sufficient coverage of the technical and business aspects to make this a good book, and one without obvious competition in its treatment of its subject.

How well does its electronic format work? I will admit that my PC is not exactly state of the art, and a better machine might do a better job, but to get the full text width on my screen I had to zoom out to the point where the type was getting small, and those of the photographs I zoomed in and out on were not very sharp when I zoomed in enough to spot minor details. I cannot really tell how easy it is to "navigate" the book, because what I was sent for review was not the complete book, but only a "sample disc," which is why the number of pages is absent from the heading above. However, it does have the decided advantage over a paper copy that the entire text is name and keyword searchable, and, of course, if this format

catches on we will all have more space to live in because we won't need bookshelves anymore.

There is also the standard worry about any electronic format as to its durability: the last thirty years have seen at least three distinct generations of storage media, which makes reading information on any tape or disc more than about fifteen years old at best problematical. On balance, I think that if I wanted a copy of this book I would be looking at the websites of specialist secondhand book dealers: it is, after all, not the sort of book one reads through and puts away: it is a book to which one would make brief reference many times over a long period, which is exactly the sort of use for which changing technology is likely to be a proportionately greater disadvantage. That said, the new technology clearly has potential for making accessible a wealth of useful material which is genuinely hard to come by and of doing so at a comparatively reasonable price.

Adrian Jarvis,
Liverpool, England