

Communication: Wayne O'Leary and David A. Walker on *The Tancook Schooners*

To the Editors:

I feel obligated to respond briefly to David A. Walker's impressionistic review of my book, *The Tancook Schooners: An Island and its Boats* in the July 1995 issue. While authors expect some measured criticism, in this instance a series of misleading comments have left a rather unbalanced impression.

To begin, the reviewer asserts that the book's accompanying architectural drawings are "too small to be really useful," ignoring the fact that they are of comparable size to those in such standard works as Howard Chapelle's *American Sailing Craft* and *American Small Sailing Craft* and Basil GreenhilPs *The Merchant Schooners*, books that two generations of marine historians and others have found somewhat useful. The reviewer makes the additional claim that the lines drawings could easily have been enlarged by fifty percent without using fold-outs. This is simply not the case (with one or two exceptions), as any examination of the book will reveal. It is unfortunate that in a time of high costs and reduced budgets publishers of marine books cannot always provide large-scale plans to suit potential modellers or boatbuilders, but it is just a fact of life. In any case, that is not the primary purpose of an historical work.

A more significant matter is Mr. Walker's criticism of certain aspects of my methodology. He suggests that two individuals were interviewed too often, to the probable point of "interviewee fatigue" from too many "re-takes." He neglects to mention that the interviews were done over a period of several years on a variety of different subjects. Mental fatigue is not a factor in such cases. Indeed, judicious follow-up interviews actually stimulate memory and confirm details. The reviewer also infers that the interviewees repeated "handed-down" information that had probably become "legend." He does not apparently recognize the obvious — that the interviewees were participants in, or first-hand observers of, the events they described. Where stories were transmitted second-hand, or where historical controversies existed, those facts were clearly indicated in the text or notes. "Legend," in this case, is in the eye of the reviewer.

Mr. Walker further states that few "parallel interviews" were done with members of boatbuilding families other than the Masons, ignoring the twenty interviews with fourteen other persons, many of them members of those same boatbuilding families. Admittedly, there are parameters in oral history. Practitioners are limited to the resources available: the dead cannot be interviewed, nor can those incapacitated by illness or advanced age, or those who decline to participate.

In the end, the oral historian relies on trained judgement as to the most reliable and impartial respondents available and mines those sources. He/she offsets that subjective approach by culling the written record or examining physical artifacts to cross-check information obtained in interviews. This was the technique applied in *The Tancook Schooners* which, it should be noted, is only partly a work of oral history, something readers of the review would be hard-pressed to surmise.

Wayne M. O'Leary

David Walker responds:

My first inclination upon receiving Wayne O' Leary's letter was to ignore it as a peevish defence of valid criticism of his otherwise excellent work. After due consideration however, I have decided to respond.

I must begin by repeating my comments about the size of the lines plans, all of which could have been increased by fifty percent. But for Mr. O'Leary to compare his Spartan outlines to those of Chapelle is presumptuous. While admittedly small, most lines plans in *American Small Sailing Craft* also include detailed tables of offsets, stem outlines, copious notes and structural details. I would agree that drawings are not the primary purpose of an historical work, but they often are an essential part. Comments about shape must be subjective, and a reader's own judgement of lines drawings go a long way toward confirming an author's appraisal.

I also feel my comments regarding repeated interviews are valid. I too have broad experience in oral history on a related topic. After many repeated interviews, even those "covering a variety of subjects," interviewees begin to supply answers to please the interviewer. There is also a danger of being perceived as a nuisance. While I realise that a good selection may filter out poor material, the value of repeated re-takes often becomes diluted. For what it is worth, at least one other reviewer has made similar comments.

I realise that Mr. O'Leary has tried to separate history from legend, but this is not always possible. Interestingly, he does not address my note about the lack of comparative analysis with contemporary craft. Notwithstanding the above, my final judgement is that the book sets a standard to which future books on small craft will be compared. That hardly seems an overly negative verdict.

David A. Walker

BOOK REVIEWS

Dean King with John Hattendorf and J. Worth Estes. *A Sea of Words: A Lexicon and Companion for Patrick O'Brian's Seafaring Tales* New York: Henry Holt & Company, 1995. 413 pp., illustrations, maps, figures, appendix, selected bibliography. US \$14, Cdn \$20, paper; ISBN 0-8050-3816-7.

I confess that I am a lubber. I am one of those readers of historical sea fiction who is so poorly acquainted with the duties of seamen and the way of a sailing ship as ever to remain a waister. I am also a great fan of Patrick O'Brian's wonderful series of novels concerning the harsh courageous world of the Royal Navy during the Napoleonic Wars and the relations between Captain Jack Aubrey of the Royal Navy and his particular friend, Stephen Maturin. Aubrey is as brave as a lion afloat but he is a lost lamb ashore, while Maturin, ostensibly a naval surgeon, is also a disillusioned Irish revolutionary, a natural scientist, physician, and secret agent of the Admiralty. They met in 1800 and the account of that fortuitous encounter first appeared in 1970. Since then and 5,000 pages later O'Brian has written the longest fictional account of male bonding in English literature (the Hardy Boys excepted). Dean King is to be heartily congratulated for doing what I and a host of readers have only talked of doing. With seventeen books published to date, the *Lexicon and Companion* to O'Brian's series fills a real need.

Like most lubbers, I pounced on O'Brian's novels as soon as I grasped that the series was not a second-rate reprise of the Hornblower books. I read the first three at breakneck pace, and not least among the joys of discovery was the realization that they are much more than washbuckling sea yarns. After the characters and the action settled on me I wanted to know the meaning of everything. The Aubrey/Maturin

series represents genre writing of a very high order; the books are superbly researched historical novels. But O'Brian also presides over an extended English comedy of manners. In addition, he offers an extraordinary social portrait of life at sea wrapped in the quasi-Medieval language of the maritime world including the special language of the Royal Navy. He also revels in the arcana of eighteenth-century science, especially botany and medicine, the everyday worlds of deference and gentility, at least as far as it prevailed in the navy, of card games and honour of religious belief, and of food and culinary art. King's book is a great help to those who, like Maturin himself, make groping attempts to learn the difference between a slab-line and a selvagee, or want to know the difference between a linctus and a lithotomy. How is Aubrey's favourite dish of soused hog's face prepared? What ingredients go into figgy-dowdy or sea pie? With King at hand we quickly discover why main topsail yards may become sprung if the fishes are ill-cooked and the difference between furling topsails in a bunt or in a body — "smooth enough for a royal review."

The inclusion of two brief essays on the history of the Royal Navy and the state of medicine during the period, maps, and ship diagrams is helpful if not essential but the presence of very ordinary illustrations and numerous place names in the *Lexicon* is questionable. That the compiler thought the latter necessary bespeaks his perception of an appalling ignorance of geography among his potential audience. Would any reader so "geographically challenged" read one of O'Brian's novels? A revised edition might get rid of the portraits and most if not all place names in order to find more space for such current absentees as "bitchadey pawdle" and "blotted meat," or such obvious terms as brigantine as well as brig, and

bentinck shrouds along with Bentincks. Old Jarvie ought to be included among the nicknames of Sir John Jervis. What are the white lapels that poor Tom Pullings didn't receive? It is fine to identify Gabriel Snodgrass as a progressive ship designer, but what are Snodgrass' diagonal braces? Robert's iron-plate knees can be worked out, but why exclude Roberts and include Snodgrass? Are catharpings the same as cat harpins? and what are cross-catted harpins? If the first futtock is that piece of timber forming the rib of a ship nearest the keel, what are ground futtocks? A host of interesting questions and intriguing terms awaits the reviser whose readers are probably already familiar with the locations of Bengal, Malta, and Newfoundland. In the meantime, this book is a must for O'Brian fans.

James Pritchard
Kingston, Ontario

John Bell (ed.). *Atlantic Sea Stories*. Lawrencetown Beach, NS: Pottersfield Press, 1995. 222 pp., further readings. \$15.95, paper; ISBN 0-919001-91-2.

Between 1900 and 1930, sea stories were among the most popular fiction published in the monthlies and pulp magazines of North America. Readers of *McClure's*, *Adventure* and *The Canadian Magazine* were treated to stories about the North Atlantic region which, while largely melodramatic adventure tales, offered documentary details of life in the Atlantic provinces and Newfoundland. Many of the writers of these tales have been largely obscured by time and neglect, and little of their sea fiction has been republished in recent years. *Atlantic Sea Stories* convincingly presents these writers as part of a lost tradition in Canadian literary history, and collects a group of stories focused on the activities and attitudes of men at sea that reveals the textures of life in the Atlantic region at the turn of the twentieth century. The stories present readers with some fanciful, some mundane, but persistently vivid glimpses of the experiences of fishermen, sealers, schooner men, smugglers and pirates during the waning days of the age of sail.

John Bell has carefully selected and edited eight stories and two excerpts from novels by

ten different writers, bringing to light the Atlantic provinces' and Newfoundland's contribution to what Bell calls "the golden age of the Atlantic sea story." (p. 13) Bell avoids narrowing his regional perspective by ignoring provincial boundaries and arranging the stories chronologically according to original publication date, starting in 1903 with "The Strength of Men" by Norman Duncan and ending in 1928 with Arthur Hunt Chute's "The 'Bluenose Bucko'." This arrangement highlights the popularity of the genre within the periodical literature of its time, and the diversity of writers working within the genre, some whose fame as chroniclers of the sea is well established, such as Colin McKay and Archibald MacMechan, others who are more obscure. Yet all the writers share a central ethos, one that has lost a measure of its credence with the technological advances of the twentieth century but that will be familiar to readers of adventure fiction: in these stories, the sea challenges and ennobles the men who make their livings upon it. This idea is both a commonplace and romantic, but a number of the writers employ touches of hard-edged realism, accurate maritime detail and humour which make readers feel the extent to which the commonplace has its basis in the truth of experience.

Many of the stories are skilfully crafted adventures concerning shipwrecks and piracies that offer readers the excitement of a voyage into bygone days. Stories by Wilfred Grenfell, Duncan, MacMechan and McKay all portray nautical disasters in which their characters' wills to survive are tested in the face of the grim and indomitable power of the sea. McKay's "The Wreck of the *Cod Seeker*" stands out among these, detailing his young hero's harrowing, claustrophobic predicament trapped within the capsized *Codseeker*, adding an original and memorable twist to an oft-told tale. Other adventure stories, such as Frederick Wallace's St. Pierre rum smuggling yarn "Running A Cargo," and W. Albert Hickman's Gulf of St. Lawrence racing tale "The Gooseander," recount the daring escapades of wily schooner captains hoodwinking their social betters and flouting authority. In a more subtle vein, Theodore G. Roberts' "A Complete Rest" offers an ironic anecdote that reveals a mainlander's frustrated bemusement in the face of the stoical resilience

of Newfoundland fishermen. In addition to these stories, Bell has included two excerpts from novels that stand on their own and fit snugly into the anthology, a chapter from Frank Parker Day's *Rockbound*, a beautifully modulated realist account of Lunenburg fishing life, and three chapters from Erie Spencer's *Yo-Ho-Ho!*, a tale reminiscent of Stevenson about a young boy's life among modern day pirates. Bell ends the anthology with Chute's rousing "The 'Blue-nose Bucko'," which brings to light a forgotten talent who died in his prime in 1929. A funny, endearing, romantic adventure yarn that recounts the Rev. John Robertson's baptism by fire into sea life among the New Brunswick bully boys, Chute's tale rivals the best of Kipling. It serves as a fitting epitome and culmination of the anthology and of the heyday of the genre.

These stories should appeal to a variety of readers, young and old, and Bell has assembled them with scholarly care. His general introduction reveals the writers' connections to the maritime world that inspired their work and shows the network of incident, coincidence and mutual interests that drew a number of these men to each other and to the North Atlantic. In contrast, the brief author biographies that introduce each story show the diversity of backgrounds and accomplishments among the writers. As well, a bibliography of currently available, sea-related fiction by these writers appears at the end of the volume. Sadly, this list reveals only one or two books available by each writer, excepting the unfortunate Chute, whose writing is completely out of print. I hope that Bell's revival of the Atlantic sea story in this useful and entertaining anthology will encourage interest in the genre, lead to further publication of these writers and find a new readership for their sea stories.

Marc Thackray
Corner Brook, Newfoundland

The Maritime Awards Society of Canada. *Pacific Ocean 21: Four Problems in Search of a Solution*. Victoria, BC: Maritime Awards Society of Canada, 1995. v + 72 + 4 + 2 pp., figures, appendices.

This slim little book is the proceedings of a public forum sponsored by the Maritime Awards

Society of Canada in March 1995. The four problems seeking a solution in this pamphlet are: shipbuilding and ship repair; the difficulties in integrating coastal management beyond national boundaries; salmon fishing; and national defence. Although by no means uniquely West Coast problems, these are dealt with purely in their Pacific Coast context. Brief historical comments are included in each section, but a comparison with other locations might have been helpful, as many of these problems have received at least partial solutions elsewhere — and this little work is light on solutions.

The contexts are esoteric stuff for West Coast readers, but by and large they are rather parochial, besides verging on the polemical. I wonder how many people beyond the Lower Mainland and the Gulf islands have heard of Cedar, or Longdale, or the Brechin Hill-Northfield corridor? (pp. 14-5) The forum participants are listed faithfully, and make an impressive group, but the names of the audiences are not given. As "audience" remarks appear at the end of each section, and give the indication that on occasion they were trenchant, it would have been useful to have listed them as well. After all, it is a report and not a polished version.

Indeed, perhaps the neatest remark came from the audience, and concluded the actual report: "Canada's first naval casualties in the 20th century were in the Pacific. We should always keep in mind that the Pacific surprises." (p.70) Perhaps not too many naval historians realize that four midshipmen of the fledgling Canadian Naval Service lost their lives at the Battle of Coronel in 1914 — but more than a few Canadians will recognize the concept of "western alienation" that crops up periodically in the country—particularly when other regions are overly stropy. So it is surely no surprise to find it here, particularly when reading how shipbuilding contracts were awarded, or the positioning of defence forces from Canada's small navy. David Zimmerman, in a discussion of "The Historical Dimensions of Canada's Defence Policy in the Pacific," pays most attention to this. Inactivity was certainly there, but it is debatable to state, as he does, that there is "indifference" (p.66) or that the region was "forgotten." (p.67) "Risk-taking" may not have been a term used in the past, but clearly the

risks evident required the vast bulk of Canada's defence forces to be concentrated around the Atlantic. Had the Japanese aimed for the Queen Charlottes rather than the Aleutians in World War II things would have been different, but they did not and the risks taken were justified. He is correct however, in pointing out that Canada today had better be a little more active west of the Rockies than before. Least defensible in this section of the pamphlet is Admiral Thomas' defence, yet again, of his efforts to convince the boy seaman Perrin Beatty to obtain nuclear submarines for Canada. Surely only aircraft and satellites can provide the sort of coverage he postulates for the vast Pacific?

To a degree events have overtaken the portions on the salmon fisheries and coastal management. The problems with both — and they are intertwined — can no longer be left to a measured report. In the most detailed of all the papers, Andrea Copping does mention missing Fraser River salmon from the 1994 season. Yet that problem pales alongside the massive non-appearance of salmon along almost the entire coast in 1995. Something is fundamentally wrong here, and one wonders why no comparison is ventured with the east coast experiences, where all of the "experts," from those who overfished to those who reported on the stocks, wore the sort of egg on their faces that is now threatening to make a mess of the west coast pundits. Jim Boutillier noted in his introductory remarks the measured and stately progress that the papers took, from the narrow — shipbuilding etc. in British Columbia — to the global. However, when we add the conflict with Alaskan fishermen and their "I'm alright jack" approach to a shared fishery, he will see that the larger issues are starting to encroach everywhere.

This is even true in that which Boutillier saw was focused-shipbuilding and ship repair on the Canadian west coast (what I like to call maritime Pacific Canada). This was a most apt session, as the only shipyards in Canada at the moment with anything like a decent order book are located here, trying to drum up other businesses than from British Columbia ferries, while calling in expertise from around the world to solve their problems. Whether it be with French aluminum, Australian catamaran technology, or Norwegian shipbuilding experience, it seems to

this reviewer that this is as global as it can be, particularly if British Columbia later tries to sell this experience and knowledge offshore.

To learn more about these problems, get a copy of the publication! But to get an idea of the full range of existing problems, you will have to go further afield, for those presented here are not complete. Certainly in today's economic climate, there is a real dichotomy facing those who consistently and loudly argue for a Canadian flag merchant marine. They were in the audience, but they and some of the publicists who speak out on the BC maritime industry have not taken sufficient notice of the "bottom line." Thus, there was nothing here on the ocean cruise ship industry; there was nothing on the cargoes carried to and from Canadian ports, and the incipient problem to the environment in carrying them (except for lip-service to oil); and there was nothing on an issue that is causing a great controversy here at the moment, the fact that the biggest bang for the buck in the west coast fishery comes not from the commercial fishermen who take the biggest harvest but from the myriad of sports fishermen who dot the serene waters of the inside passage and make full use of the services available to them and pay for them generously. So, if we are to be governed by the bottom line, then let us get rid of commercial fishermen.

But of course there is more to the issue than the bottom line, there are the solutions to these problems that must be taken into consideration in deciding what precisely is the bottom line; the degree to which non-economic practices must prevail in order that a future is left in all of these maritime endeavours. This is where the biggest omission appears to be: there is nothing to indicate that native people participated at the forum. Certainly no one spoke from the native standpoint, and we cannot tell if there were any in the audience. Yet for all their frailties, natives are among those who have proved most sensitive to overall environmental concerns. There should have been a distinct native voice at the conference; let us hope that when they reconvene (in April of this year?), the organizers will seek solutions and invite native participation.

Kenneth S. Mackenzie
Salt Spring Island, British Columbia

Morten Hahn-Pedersen and Poul Holm (eds.). *Sjceklen 1994: Arbog for Fiskeri- og Sofartsmuseet Saltvandsakvariet i Esbjerg*. Esbjerg, DK: Fiskeri- og Sofartsmuseet Saltvandsakvariet i Esbjerg, 1995. 155 pp., photographs, illustrations, tables, figures, maps. DKr 198, hardback; ISBN 87-87453-78-9.

In 1995, the Centre for Maritime and Regional History was established as a cooperative venture between the Fisheries and Maritime Museum in Esbjerg and the University of Århus. Although Denmark's one hundred state-supported cultural history museums are by definition research institutes, the museum in Esbjerg is the first to attempt to strengthen its research activities in this way. An article in this Yearbook by Morten Hahn-Pedersen and Poul Holm explains the background for the Centre and the research priorities that have been set; two other articles are examples of these priorities.

In one, assistant curator Mette Guldborg explains her PhD project, which investigated trade in Jutland black pots. In pre-industrial Denmark it was often necessary to combine several trades to meet the material needs of the family, and in the area around Varde in West Jutland the production by women of earthenware vessels is an example of a specialised activity widespread at the time. Their products were sold both by sea and by land to the rest of Denmark, northwest Germany, Holland and the Baltic area. Production ceased towards the end of the nineteenth century because the fragile earthenware pots could not be used on iron stoves.

An interest in combining both a regional and an international approach is also clearly evident in Morten Hahn-Pedersen and Poul Holm's article about the maritime job-market in Denmark in the years 1880-1900. The authors base their analysis on Lewis R. Fischer's investigation of the wages paid to the crews of sailing ships in selected North Sea ports in the years 1863-1900. Fischer found no agreement between the levels of pay offered, and therefore no basis for speaking of increased integration within the maritime employment market around the North Sea in this period. Of special interest in the Danish context, Hahn-Pedersen and Holm point out that Copenhagen offered the highest rates of pay from 1893 onwards. They subscribe to

Fischer's main results, and are also able to note that Danish provincial ports offered lower wages to sailing ship crews than did Copenhagen. Despite the inclusion of a considerable body of statistical material, however, they are not able to offer an explanation of this fact.

In this connection, the reviewer is reminded of a characteristic of statistics, which are rather like bikinis; much is visible, but the vital parts remain hidden. The remaining four articles in the Yearbook illustrate the breadth of research at the museum. Frederick Jan Loomeyer has investigated how many ships from Fano used the Schleswig-Holstein canal, which opened in 1784. The narrow local history approach used here will perhaps appeal only to a limited circle of readers. The educational consultant at the museum, Thyge Jensen, offers a well-illustrated account of the origin and development of the ewer, a flat-bottomed craft with a leeboard especially common in the waters around the river Elbe. The development of fishery in Esbjerg and the falling off of the trade in recent years is illustrated by journalist Peter F. Gammelby's portrait of three generations of a fishing family, the Aa family. Finally, Thyge Jensen and biologist Svend Tougaard take a retrospective look at a successful biological conservation project. Since the opening of the Sealarium in 1976, caring for, raising and putting out abandoned seal pups has been part of the work carried out here, but in recent years the seal population in the Waddensea has so clearly been growing that the museum has been able to close the "kindergarten" for seal pups.

As usual, the articles are well illustrated and provided with English summaries.

Hans Jeppesen
Helsingør, Denmark

Poul Holm, Olaf Janzen, Jøn Thor (eds.). *Northern Seas Yearbook 1995, Association for the History of the Northern Seas*. Fiskeri- og Sofartsmuseets studier, nr. 5; Esbjerg, Denmark: Fiskeri- og Sofartsmuseet, Saltvandsakvariet, 1995. 149 pp., tables, figures. DKr 150, paper; ISBN 87-87453-80-0.

This volume is published under the auspices of the Association for the History of the Northern

Seas, which now offers itself as a forum for all scholars interested in maritime history from the Baltic to the North Atlantic. The six papers here presented, apart from a fascinating memoir by Klaus Friedland on the planning and establishment of the Association between 1971-4, all relate to the broad theme of fisheries. They emanate from a conference held in Iceland in August 1994: a second volume is to include the papers given on trade and shipping.

Iceland, to greater or lesser degree, figures in two-thirds of the volume's papers, with three dealing directly with the island's history. In a well-researched paper, using principally the licences to trade and customs accounts, Wendy Childs argues that Hull's involvement in England's fifteenth-century export and import trade with Iceland has been undervalued, and that the port played as great a role as the previously more highlighted Bristol, even exceeding that port from the 1450s onwards. At times the Iceland trade accounted for ten per cent of Hull's total trade. Halldor Bjarnason examines the four decades from 1891, when Iceland, from being one of the small exporting nations of saltfish became, in the 1920s, the second largest. Drawing much on the work of others, especially the late V. U. Valdimarsson, he deals mainly with the domestic reasons for this rise: a diversification of cures — both soft and hard cure; a low-pricing policy; and improved sales methods. J.Th. Thor's paper is more general. Following a brief survey of the foreign fisheries at Iceland from the fifteenth century to the mid-1970s, he hazards some thoughts on the underlying reasons for the fisheries. These focus particularly on the distinction between "fish surplus" and "fish deficient" states and the roles of population, especially urban, growth and technological changes. The expanded fishing efforts of the twentieth century have resulted, in the North Atlantic, in formerly "fish surplus" states becoming, to a certain degree at least, "fish deficient."

Poul Holm's concern is the hitherto virtually neglected development of Danish whaling, sealing and fishing in the Danish North Atlantic in the period c.1750 to 1807. He examines a range of marine initiatives, particularly state but also private, over the extensive Danish territorial interests of Norway, the Faroes, Iceland and Greenland. The projects often drew on British

and Dutch technology, but most apparently failed, possibly through capital and organisational deficiencies. This paper looks like the forerunner of what will be a major study of mercantilism in action.

The final two contributions concern two major English ports, London and Liverpool, and their also hitherto virtually neglected interests in fisheries. Walter Minchinton, in outlining the diversity of London's interests in the eighteenth century, includes discussion of the fishing practised in the Thames itself and its estuary, the coastal fisheries supplying London, and the capital's fish markets and their regulation. Attention is also given to London's mercantile involvement in the Newfoundland cod trades and the Greenland and Southern whale fisheries. Adrian Jarvis offers a preliminary survey of Liverpool's fishing interests, from the eighteenth to the early twentieth centuries, looking particularly at the range of historical source material available. In 1906 Liverpool was the fourth most important fishing port on the British west coast, and clearly, as Jarvis adumbrates, much more investigation is justified.

Altogether, this volume makes some worthwhile contributions to fishery history.

Stephen Fisher
Exeter, England

Alan J. Scarth. *The Ship Models Collection of the Merseyside Maritime Museum: A Concise Catalogue*. Liverpool: National Museums & Galleries on Merseyside, 1995. 104 pp., photographs (colour, b+w), maps, indices. £8.50 (plus p&h), paper; ISBN 0-906367-77-8.

The previous catalogue of ship models for the Liverpool Museum was written almost thirty years ago and listed about six hundred models. Now that the Merseyside Maritime Museum has been formed as an offshoot of that institution, and with a substantial increase in the size of their collection, it was time to update that publication. The museum now has about nine hundred and a thousand non-miniature models, about half of which are on display.

This book catalogues almost eight hundred models — the core of their collection, ranging from a Roman corn ship to present-day RO-RO

cargo vessels. They are arranged chronologically and divided into nine groups: coastal and ocean-going sail and power, fishing craft, two categories of warships, marine engines, and miscellaneous models. The information given for the models is the date when the vessel was actually built, name, propulsion or rig type, tonnage, owner, port registered, builder, place built, type of model, scale and the accession number. There are also indices for easy reference.

The introduction provides a history of the museum from its first gift of a ship model in 1862 to future plans for their five floors of displays and outside exhibits at Albert Dock. There is further information on the make-up of their ship model collection as well as a few details on their more notable models. One fascinating part of the collection is thirty-nine miniature warships ranging in size from six to eighteen inches that were believed to have been made by French prisoners-of-war during the Revolutionary and Napoleonic wars. They were accurately as well as intricately constructed out of whatever materials were available in the prison — bones left over from meals, straw, scraps of wood. They were sold by lowering them down to the street in a basket with the price on them; the buyer was trusted to replace the model with the correct amount of money.

The brief detail of some of the models in the introduction and the few photographs create additional interest in what is otherwise a basic catalogue. More of the same information would have given the book a much broader appeal, instead of being relegated to the shelves as a reference book. The two Canadian-built vessels in the collection — the *Marco Polo* and the *Bluenose* — both have errors in their entries, which makes one wonder about other typographical mistakes. My next visit to the Merseyside Maritime Museum is going to be with a different perspective and a whole lot of questions: what does the whalebone model of the ship *Harriet Ann* look like, as well as the blockade runners built on Merseyside for the Confederate government, and what is the story behind the Rev. G.W. Garrett being the owner of the submarine *Resurgam* in 1879?

Alastair M. Fox
Saint John, New Brunswick

Peter-Michael Pawlik. *Von der Weser in die Welt: Die Geschichte der Segelschiffe von Weser und Lesum und ihrer Bauwerften 1770 bis 1893*. Hamburg: Ernst Kabel Verlag for Deutsches Schifffahrtsmuseum, Bremerhaven, 1994. 496 pp., photographs, illustrations (b+w, colour), maps, tables, appendices, bibliography, captains' index, ships' index. DM 240, cloth; ISBN 3-8225-0256-1.

As its sub-title suggests, this book is about the history of the sailing ships and the shipyards in which they were built in and nearby Vegesack, where the Lesum flows into the Weser. The region, now part of Bremen-Nord, was one of nineteenth-century Europe's largest shipbuilding centres. It was here that the "Bremen Vulkan" yard was founded in 1893. However, readers expecting a thorough and systematic historical, economic or technical analysis of shipbuilding will be disappointed. Nor will they find an entertaining description of life in and around the carpenter's yards or of romantic sailing. Indeed, the book seems a dull and dry affair at first glance. In a brief introduction the author describes the development of the sailing ship yards within the present Bremen-Nord and Stedingerland. He also surveys the types of vessels built in those days at Vegesack and surroundings. Pawlik then gives a detailed geographical list of the many small and few large yards. Another list names the ships built in these yards. Overall, he examines some thirty yards and 1,200 ships.

Readers might therefore draw the conclusion that this is an encyclopedia of nineteenth-century sailing ships. They would be wrong. For each yard and most of the ships, Pawlik includes either a short or a more detailed historic description. In the fifteen years that it took him, with great patience, to complete this book, Pawlik has carefully searched for contemporary descriptions of the yards and vessels. He quotes the most striking events involving yards or vessels from original archives, newspapers and magazines. Thanks to these bits and pieces of history, the book comes alive before our eyes in a most fascinating way. The countless details about crew, shipping masters, pirates, cargo, routes, etc. offer a moving image of the daily maritime life in the nineteenth century. The constant changing of the vessels' names and of their

owners provides the attentive reader not only with a good idea of the intense trade in ships, but also of the ups and downs in the maritime world. The striking citations from official records or from simple letters written by sailors allow readers to enter into the daily life of the crews and their battle against disease, storms and poverty. Yet the book offers much more than a window into the life in and around the carpenter's yards. The history of many yards and shipping companies is hidden within this book, sometimes in a very rudimentary way, sometimes with more elaboration. The long list of the Langeyard at Vegesack, which built at least 323 ships between 1805 and 1892, is an excellent survey of the evolution of types of ships, their tonnage and the nationality of the men who ordered them.

Readers will also learn that the book's title was much too modest and does not totally cover its cargo. Not only do some descriptions of the shipping yards go far beyond 1893, but the author also describes steamships built on those yards. It is therefore possible to follow the introduction and development of steamshipping by means of the orders for the shipping yards.

In short, readers who read the book attentively will be rewarded for their efforts. The workmanship of the book, by the way, matches its excellent contents. The many illustrations of painting and photographs of ships, yards, shipbuilders, shipowners, sailors, and so on make the book interesting not only to read but simply to look at as well. Professional historians will also appreciate the lists of ships and their captains. Finally, the author enhances this exquisite study by mentioning the building list of the yards in the vicinity of Bremen and Bremen Harbour.

Karel Veraghtert
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Eileen Reid Marcil. *The Charley-Man: A History of Wooden Shipbuilding at Quebec 1763-1893*. Kingston, ON: Quarry Press, 1995. 439 pp., illustrations, maps, figures, tables, chapter notes, appendices, bibliography, indices. \$59.95, cloth; ISBN 1-55082-092-3. \$32.95, paper; ISBN 1-55082-093-1.

This long awaited publication is an important

study of Quebec shipbuilding activities following the French Regime. In nine chapters and five appendices, the book collects information from a wide variety of sources and presents a comprehensive survey which should serve students of the subject for many years to come. In fact, the author provides us with "one-stop shopping" for information concerning wooden shipbuilding in the Port of Quebec region over the 130-year period under review, complemented by several hundred illustrations, photographs and tables.

Unlike most shipbuilding studies produced to date, *The Charley-Man* concentrates on shipbuilding only, and does not venture into shipping activities. The author states that shipping warrants its own exclusive treatment. With considerable justification, the author places her study between 1760 and 1893 — the period of Quebec shipbuilding for the British merchant fleet. Although other historians had paid less attention to the years between 1760 and 1840, Marcel believes that 1840 was not a natural cut-off date and chose to span the entire 130-year period. While some information regarding shipbuilding during the French Regime is provided, this is kept to a minimum as background for the examination of late eighteenth and nineteenth-century Quebec shipbuilding.

Not surprisingly, the first chapter deals with the timber trade. This export industry, as we all know, was a primary driving force behind the development and expansion of shipbuilding at Quebec and elsewhere in British North America. With this the author outlines the conditions at Quebec which helped to stimulate wooden shipbuilding and the international market conditions which fuelled demand for Quebec-built vessels.

In subsequent chapters the shipbuilding tradition of Quebec builders and tradesmen is described — a heritage gained through employment in the various government and private yards of the French Regime with additional experience acquired building naval vessels during the American Revolution and the War of 1812. Of particular interest is the outline of the ethnic origins of Quebec shipbuilders as presented in chapter three. Other aspects of the shipbuilding industry follow. Shipyard locations, and building and repair facilities are detailed, *ship brokerage services and financing* arrangements are presented, and the materials used in

vessel construction are discussed. To demonstrate the variety of different skills required to build a merchant vessel, Marcil also discusses fourteen of the building trades involved and the services they contributed towards the successful completion of a finished product. In this manner, the publication covers the many individual activities and skills which were combined to support shipbuilding at Quebec.

Some of the most important data contained in *The Charley-Man* is found in the appendices. The revised lists of vessels constructed at Quebec and at the various outports (Appendices B and C) will prove very useful. These appendices, as well as those that list shipbuilders and shipyard locations, provide quick reference to data compiled from numerous sources.

It is quite obvious that Marcil has expended a tremendous amount of effort to produce *The Charley-Man* — in fact, about eight years of research for her doctorate plus additional time in preparation of the finished publication. Having said that, the resulting volume is well worth the wait. Despite the author's lament in the introduction that "not one [Quebec-built ship] was conserved as a reminder of the sailing ship days," (p. 15) *The Charley-Man* will certainly help to preserve the memory of this important era in Quebec's maritime history, as well as an understanding of its underlying importance. (Although a date of publication has not been set, funding has been secured for the production of a French edition of *The Charley-Man*.)

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David C. Holly. *Chesapeake Steamboats: Vanished Fleet*. Centreville, MD: Tidewater Publishers, 1995. xii + 308 pp., illustrations, appendices, maps, source notes, select bibliography, index. US \$29.95, cloth; ISBN 0-87033-455-7.

Chesapeake Bay lies between the Delmarva Peninsula and mainland Virginia, flooding the ancient valley of the Susquehanna. On the banks of its rivers and creeks lie cities and towns whose names are synonymous with the history of the United States — Baltimore on the Patapsco, Washington on the Potomac, and Richmond on the James. Until fairly recent times, these and

dozens of other towns, villages and hamlets were linked by over two thousand miles of navigable waterways and served by one of the largest fleets of steamboats in North America.

Following some nostalgic preliminaries, David Holly tackles selected aspects of the history of commercial steam navigation within the reaches of the Bay, beginning with an early example of American steamboat development, the men involved and the building of the paddle steamer *Chesapeake* in 1813. The vessel maintained a daily schedule between Baltimore and Frenchtown with complete disregard for the British blockade and, on at least two occasions, carried special excursions to view the enemy ships off Fort McHenry.

Following chapters deal with early engine building (which appears to have involved setting up a shop to make copies of British Boulton and Watt engines) and some of the more than 150 Chesapeake Bay steamboat casualties. This last concludes with details of the 1992 recovery of portions of the crosshead engine from the steamer *Columbus*, which caught fire and sank off the mouth of the Potomac in November, 1850.

The Civil War is the next subject. At this time, the Chesapeake formed a natural barrier between the Union and the Confederacy. It was the scene of much intrigue and the author highlights his account of this period with the story of flamboyant, cross-dressing Colonel Richard Thomas Zavrona and his ill-fated attempt to capture the Union gunboat *Pawnee* while disguised as an attractive French lady.

As the cities grew, a brisk summer excursion traffic developed, followed in the 1870s by the establishment of resorts, such as Dreamland, Tolchester Beach and Betterton, all of which faded into obscurity with the advent of World War II. In this chapter, Holly includes some interesting notes on the Baltimore and Philadelphia Steamboat Company, which maintained a fast overnight service between the two cities via the Chesapeake and Delaware Canal.

Next, he describes in some detail the tactics and pressures used by the Pennsylvania Railroad to gain a monopoly of the major transportation routes on and around the Bay. Finally, in a chapter entitled "Three longs and a short," Holly covers the post-war demise of steamboating on the Chesapeake, which came to an end when the

Bay Belle was towed away in May 1963.

The book concludes with a sad little epilogue, followed by appendices. These contain general arrangement drawings of crosshead and walking beam engines, as well as specifications and historical notes on selected Chesapeake steamers.

David Holly has written a fascinating series of reports, many of which have great individual appeal. However, this is not the definitive work on Chesapeake Bay steamboats that one might expect from the title. Then again, the author does note that *Chesapeake Steamboats* was written in an effort to fill in blanks left by himself and others in the written history of the steamboat era on the Chesapeake. As such, his collection of essays might well be enough to satisfy those familiar with the subject. Others, such as this reviewer, will no doubt be left with the impression that something has been left out, a nagging concern, aggravated by the substitution of line drawings for photographs, a singularly unfortunate choice, for those of us who really enjoy "seeing" the ships we read about.

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Norman Hacking. *Prince Ships of Northern B.C.; Ships of the Grand Trunk Pacific and Canadian National Railways*. Surrey, BC: Heritage House, 1995. 72 pp., map, photographs, illustrations, bibliography, index. \$ 11.95, paper; ISBN 1-895811-28-7.

Norman Hacking, author and former marine editor for the *Vancouver Province*, has written a nicely illustrated short history of Canadian National's Pacific coast steamships. The book emphasizes the vessels and their careers, not corporate decision making or service economics, although these are noted. Generally, the book is organized chronologically except for a chapter dealing with wrecks and other incidents.

The Grand Trunk Pacific Railway and the Canadian Northern Pacific Railway were both part of the pre-World War I building boom that collapsed during the war. The Grand Trunk, with its western terminal at Prince Rupert, wanted connections to Victoria, Vancouver and Seattle as well as services to outlying ports to

bring in traffic for the railway. Several older coastal vessels were purchased and two new first-class steamers, the *Prince Rupert* and the *Prince George*, were ordered.

The expansion of the GTP was driven by Charles M. Hayes, its president, who envisioned a major port at Prince Rupert with a large passenger terminal and a world-class hotel. Hayes drowned on the *Titanic*, and after the early years, Prince Rupert languished until World War II, when it took on strategic importance; more recently it has become a major bulk terminal and coal port.

The Canadian Northern needed connections to its lines on Vancouver Island and ordered the railcar ferry *Canora*, which operated between the Vancouver area and Vancouver Island, and purchased several tugs and barges for the same transfer services. These vessels are discussed but not illustrated and this aspect of the service would have benefited by being placed in a separate chapter with photographs.

These operations were all taken over by Canadian National Railways after the financial collapse of the two railways. In the late 1920s, the CNR began a major, ill-fated, expansion of its BC steamship services highlighted by the purchase of the *Prince Henry*, *Prince David* and *Prince Robert* just as the Great Depression hit. Without business to justify their expensive operation, two were transferred to the east coast and the third saw limited use in Alaska cruises.

A chapter covers service during World War II of the *Prince Robert*, *Prince David*, and *Prince Henry* as armed merchant cruisers; later, the *David* and the *Henry* were rebuilt as infantry landing ships and the *Robert* as an auxiliary anti-aircraft cruiser. After the war, CN added a new *Prince George* to replace the original steamer which had been destroyed by fire. Later services were primarily cruises to Alaska as other modes of transportation took over along the British Columbia coast. At the same time, many of the once numerous small logging and fishing communities disappeared as industry and population became increasingly concentrated in the larger centres.

There is a good selection of photos of the *Princes* and of Prince Rupert's development. The photos are clearly reproduced although