

amounts of the gifts made to the governors of Algiers, Tunis and Salé, or similar comparisons. The inclusion of maps would help situate readers who are less familiar with the geography. A fuller explanation of the Dutch relationship with the Hanse/Hansa cities would have clarified why the Dutch acted as their agents during the period. Likewise, it would have been helpful if the author had included some discussion around the realities and duration of maritime (and naval) scheduling during this period. For example, the length of voyages between the Netherlands and the *Maghrib*, the number of crew aboard merchant ships of various sizes (as well as warships), the seasonal nature of maritime warfare as undertaken by Northern European nations such as the Netherlands and England, and similar details.

My ongoing complaint about modern academic books involves the use of endnotes rather than footnotes, thereby reducing the likelihood that readers will bother to access some useful and interesting comments. Second, is the cost. While \$125 may not seem out of line with comparative books, it is still awfully expensive for those grad students and early career researchers who might not access to a review or library copy. That would be a shame, because this is a book that should be widely read, by maritime historians and diplomatic historians, IR specialists and anybody whose interests and research intersects with this topic. Erica Heinsen-Roach's argument that the existing concepts of *Maghribi* diplomacy must be overhauled is absolutely convincing.

Sam McLean
Toronto, Ontario

John Odin Jensen. *Stories from the Wreckage: A Great Lakes Maritime*

History Inspired by Shipwrecks. Madison, WI: Wisconsin Historical Society Press, www.wisconsinhistory.org, 2019. 297 pp., illustrations, maps, notes, bibliography, index. US \$29.95, paper; ISBN 978-0-87020-902-4.

Great Lakes maritime history, as so much else that passes as popular maritime history, is often told via a collection of shipwreck tales. Indeed, the reader will learn of a number of “dark and stormy nights” ... and days, for that matter. But in this “maritime history inspired by shipwrecks,” Jensen approaches the wrecks as “the consequence and the convergence point of larger patterns of historical events, factors, processes, and social networks.” (1) Consequently, this volume is particularly successful in presenting the reader with the general historical patterns which the class of vessel under discussion illuminates, before diving into the evidence presented by the archaeological work.

Jensen is at considerable pains to situate this study with the historiographical paradigm of the Atlantic World, and Atlantic maritime culture. He begins by arguing that “During much of the nineteenth century, the maritime technologies employed on the Great Lakes differed little in essence from those of the other coastal regions of the United States and North Atlantic.” (15) The challenge is then to sustain that claim against his own argument that the early Great Lakes palace steamers were largely homegrown designs through the 1840s, that were superseded by inferior designs or construction practices imported from the Hudson River and Long Island Sound in the 1850s. (89, 91) I suspect there is significantly more evidence of Long Island Sound inspiration in the steamboat designs through to the 1840s than the author has considered,

which serves to underwrite his larger thesis. And the brief discussion of the evidence from the 1871-built *Cumberland* (94) suggests that certain patterns of hull framing persisted longer and may reflect variations within the Great Lakes region. Navigation on Lake Superior can be a very different experience than that of Lake Ontario, which makes nearly its only appearance in a passing reference to a study of the *Maple Leaf*. (94)

While placing the study within the context of Atlantic maritime culture, by the end of the volume and the end of the nineteenth century, Jensen is beginning to argue for something more nuanced. "By the turn of the twentieth century, however, the Great Lakes had become a more distinctive maritime region, with unique technologies afloat and ashore ..." (153). It was a place "... clearly recognized as a nationally and even internationally important and highly creative maritime region with a distinct Atlantic frontier cultural heritage" (260). As such, Jensen laments its marginalization in American maritime history.

It is striking that in making the latter argument, Jensen chooses not to invoke the dominance of the huge, steel bulk carriers, which he characterizes as "industrially produced cargo-moving machines," and others have seen as unique to the Lakes, beyond rooting the emergence of the design in earlier wooden-hulled bulk freighters. Instead, the final three chapters of this volume pursue the construction, operation and eventual archaeological investigation of a series of large wooden bulk carriers and their schooner-rigged barge consorts, especially those constructed by their last, and most enthusiastic advocate, James Davidson. These were not composite hulls, of which no mention appears in the volume, although a number were deployed in the same

era. Rather Davidson built over 300-foot wooden hulls, made possible by iron and later steel cross-bracing, bands and arches (183), and built to withstand repeated groundings, collisions, storms and ice. (223) So little is steel construction respected here that Jensen proclaims "It was not technological obsolescence that finally closed the era of wooden shipbuilding on the Great Lakes; it was simply the lack of building material." (259). Jensen may find himself alone in this assertion, since, by the First World War, steel freighters were appearing that were twice the length, and as time would prove, frequently had twice the operational lifespan of Davidson's best contenders.

On another level, this volume is even more regional than the Great Lakes. The shipwrecks that inspired the sub-title are all situated in the waters of the state of Wisconsin, and have been studied by underwater archaeologists working with the Wisconsin Historical Society, including at one time, Jensen. Wisconsin can certainly take pride of place among the jurisdictions surrounding the Great Lakes for the care with which its shipwrecks have been documented, both generally, and the ones featured in this volume specifically. Indeed, Tamara Thomsen's wonderful underwater images, largely drawn from the archives of the WHS, enrich the volume from the front cover to the back. And the paper on which the volume has been produced serves to deliver these images well. The publishers (the Wisconsin Historical Society Press) are to be commended on producing such a fine physical volume at a reasonable price.

No review would be complete, without a couple of caveats. For those not familiar with the coastal geography of Wisconsin, or the larger Great Lakes, a modern map highlighting those places

would not have gone amiss. It might have prevented a reference to the *Niagara*, a “palace” steamboat whose hull was too large for the Welland Canal (and thus to navigate the lowest of the Great Lakes, Lake Ontario) having arrived at Ogdensburg (on the St. Lawrence River) in late 1846. (65) The utter lack of imagination of ship owners has led to multiple vessels of the same name operating in adjoining waters in the same years, and thus to the confusion of those of us engaging in research via keyword searches. Beyond this, the only editorial misstep this reviewer noticed was to 400-foot-long shipping containers (145).

Stories from the Wreckage is much more than its title suggests. It is a serious effort to explore several dimensions of the maritime history of the Great Lakes region, with a weather eye to the larger Atlantic maritime context, and to bring together the scholarship of the underwater archaeologist with the historian. It is worthy of consideration by a readership well beyond the limits of the state of Wisconsin and the Great Lakes watershed.

Walter Lewis
Grafton, Ontario

Philip Jowett. *Images of War. Japan Triumphant. The Far East Campaign 1941-42. Rare Photographs from Wartime Archives*. Barnsley, S. Yorks: Pen & Sword Military, ww.pen-and-sword.co.uk, 2019. vii+184 pp., photographs. UK £14.99, US \$24.95, paper; ISBN 978-1-52673-435-8.

During the period 7 December 1941, when Imperial Japanese forces attacked American military installations at Pearl Harbor, Hawaii, and the Philippine Islands and the British colonies of Hong Kong and Malaya, through 4 June 1942,

when the Imperial Japanese Navy (IJN) suffered a massive defeat in the Battle of Midway, the IJN and the Imperial Japanese Army were unstoppable. In *Images of War. Japan Triumphant*, Philip Jowett has compiled a very useful work of little-known photographs accompanied by short, accurate explanatory narratives.

Jowett’s book comprises an introduction offering background to the 1941-45 Pacific War, followed by fourteen chapters. Jowett rightly states that Japan’s success in 1941-42 was the end of a continuum of conflicts that began with the 1894-95 Sino-Japanese War, then the 1904-05 Russo-Japanese War, Japanese involvement in the First World War, the 1931 Japanese Invasion of Manchuria, and the full war with China beginning in 1937.

After that useful introduction, the book’s chapters are: Japan Prepares for War, 1940-1; (*sic*) The British Empire in the Far East Prepares, 1941; ‘Defence on a Shoestring’—The Philippines Army, 1935-41; ‘The Forgotten Army’—The Army of the Netherlands East Indies, 1941; The Japanese Empire Versus the USA—‘Japan Strikes, 1941’; ‘For Reasons of Prestige’—The Fall of Hong Kong, 1941; The Malayan Campaign, 1941-2; ‘The British Army’s Greatest Defeat’—The Fall of Singapore, 1942; Battle for the Philippines, 1941-2; The Burma Campaign, December 1941-February 1942; The Burma Campaign, March-May 1942; The War at Sea, December 1941-May 1942; The Conquest of the Netherlands East Indies, 1942; and Japan’s Spreading Tentacles, 1941-2.

Each chapter has a well-written introductory narrative of two to three pages in length, which, while necessarily brief, contains much accurate information on its topic.

The photographs and their accom-