BOOK REVIEWS

John B. Hattendorf (ed.). *Ubi Sumus? The State of Naval and Maritime History*. Newport, RI: Naval War College Press, 1994. ix + 419 pp., figures. US $10 (+ $2.50 p&h), paper; ISBN 1-884733-04-2.

This is the most wide-ranging review of maritime historiography yet published. It is the result of a conference convened at the invitation of Paul Kennedy at Yale University in collaboration with John Hattendorf and the Naval War College. The aim of the conference was to review the current state of "naval and maritime history" on the basis of detailed reports commissioned from eight historians about the state of "naval and maritime history" in their respective countries: Canada, France, Germany, Italy, the Netherlands, Spain, Great Britain, and the United States. A specific seven-point set of guidelines was distributed to participants which covered subjects taught at tertiary level and institutions of teaching; historical organizations and publications; intellectual trends; coverage of the field and areas neglected; the relationship between naval and non-naval maritime history; and the role of politics and ideology in shaping historical debates.

This was an ambitious and challenging agenda for the invited panellists who were selected on the basis of the fundamental acknowledgement of the international nature of maritime history; as Hattendorf explained, "sea history, maritime trade and naval rivalry touch on several nations simultaneously." (p.2) The participants were all recognized experts in their respective countries/fields and made valiant efforts to satisfy the demands of the organizers. Overall, this volume contains a wealth of historiographical and bibliographical references, making it a must for the library of any serious maritime historian. For some countries one person provided the full review of "naval and maritime history" (France, Germany, Italy, Netherlands, Spain), for others teams of two or three were required (Canada, USA), while in the case of Britain the virtually total absence of non-naval aspects in the single presentation was not compensated by the work of a second author.

The several reports emanating from the conference in themselves would have created a highly valuable volume, but the organizers followed a larger vision by also inviting authors from an admirable wide range of other countries to submit written reports about the state of maritime and naval history in their respective countries. The list of countries thus covered will show how wide their net was cast: a brief report on "the Ancient World" is followed by Argentina, Australia, Belgium, Chile, Denmark, Dominican Republic, India, Ireland, Israel, Japan, South Korea, New Zealand, Norway, Pakistan, Peru, Poland, Portugal, Singapore, South Africa, Sweden, and Taiwan; a final three-page chapter "Beyond Toddlerhood: Thoughts on the Future of US Naval History" opens a window on an unstated yet not insignificant objective of the volume: how best to develop the naval history of the USA in order to draw lessons from the naval past for the future of the US Navy in the coming period of adaptation after the end of the Cold War. Many of the later commissioned chapters are rather brief but, with altogether thirty-three chapters, it is evident that I cannot review them comprehensively.

The overall emphasis of *Ubi Sumus?* is definitively naval. The reports of the non-conference participants especially show a significant bias towards naval history in their coverage, sometimes to the total exclusion of any other theme. In fact, more than a dozen authors are naval officers and several others are attached to naval institutions of one kind or another. The

former group includes the author of the chapter on Germany which deals in a highly interesting way with scholarly writing on that country's navy but offers very little comment on the modern historiography of the German merchant marine and the rich literature on social and trade union history.

Overall, the term "maritime history" has been interpreted by many authors in a regrettably narrow fashion as relating only to the broader elements of seaborne empire building, shipping and navigation, or non-naval activity at sea. Especially in North America, naval and maritime history are seen as separate entities, of which the former but not the latter has received a distinct definition. Inevitably, such a sharp demarcation, as expressed by the subtitle of the volume, leads to conceptual vagueness and misunderstanding. But it also led most authors to put great stress on naval history which, in turn, forced them to compress their discussion of other aspects into such a restricted space that no adequate coverage of the full range of subjects belonging to maritime history could be achieved.

As Jaap Bruijn strongly enunciates in his chapter on the Netherlands, it is conceptually and historically erroneous to juxtapose naval and maritime history as equals: naval history, despite the clear definition of its subject matter, is an integral part of maritime history and does not stand outside and beside it. Using armed force at sea is just one of the many ways in which mankind has used the maritime spaces of the world and there are many elements common to all these forms of maritime activities, whether it concerns navies, privateers, fishers and whalers, merchant shipping, yachting or surfing: crews and participants, technology, gender relationships, the nature of maritime communities, etc. An important element virtually neglected throughout the volume, *viz.* that of maritime identity or ideology of many countries, as expressed through art, literature, film and many other media, does include not only naval power but many of the other maritime elements as well. Indeed, even in the field of naval history, it has already long time been acknowledged that there is little usefulness in the terms naval strategy or naval power, but that in preference maritime strategy and seapower should be used, implying that many non-naval elements need to be taken in consideration, too.

Many chapters of the book are illuminating, critical and stimulating. It is evident that in many countries naval and military establishments have had a strong influence on the writing of national naval history, often specifically for nationalist and political purposes. Several chapters range over many centuries (France, Netherlands, Poland), others are necessarily (Australia, New Zealand, Canada, USA) or by choice (Germany, Italy) restricted to the most recent century. Spain, by contrast, appears virtually without the Twentieth Century.

The most comprehensive chapters are those on France and the Netherlands. The chapters on Canada and the USA also provide a thorough overview, although it is surprising to find no references to the Canadian Pacific company, Carlisle's work on the *Flags of Convenience,* or Kimelman's *Reds or Rackets: The Making of Radical and Conservative Unions on the Waterfront* (1989). Italy is represented in a rather bizarre fashion: one chapter deals, highly interestingly, with twentieth-century naval history, a second serves partly as commentary and partly as complementation. Yet the modern Italian shipping and shipbuilding industries, seafaring and unionism are hardly touched. Informative are the two-author chapters on Australia and Poland, equally for their naval as for their "maritime" parts. Although the latter does not deal with the extensive literature on the Baltic trade from Gdansk and other Polish ports, it brings together a useful range of studies on seafaring, shipping and shipbuilding. The titles on Gdansk might also have included *Dzieje Gdanska,* the more popular history by Edmund Cieslak and Czeslaw Biernat (Gdansk, 1975), and Carl Tighe's *Gdansk. National Identity in the Polish-German Borderlands* (London, 1990). Especially the latter poses the conceptual problem of how far the meaning and identity of "maritime history" can be stretched in order to make the subject interact with other specializations and, indeed, the study of history at large. Such a broad perspective could have added to the otherwise interesting, though brief, chapter on Singapore which omits all reference to the work of Mary Turnbull.

The acute question of the location of maritime history within the broader discipline of his-

tory is specifically raised by Hattendorf in his introduction, alarmed by the report of the Council of American Maritime Museums which concluded that maritime history was often considered to be irrelevant and isolated and that, unless active steps were undertaken, in danger of extinction. 1 believe this diagnosis is largely correct although the situation varies from country to country. Few practical steps were suggested to rectify this crisis situation and, sadly, the introduction referred to neither the International Commission on Maritime History nor the International Maritime Economic History Association. But the overview of the infrastructure of research, publication and education offered in this book constitutes a highly valuable start on the way to kick-start maritime history, with all its specializations including naval history, into the Twenty-First Century. There are enough signs of advances in all these specializations - although not distributed evenly throughout the world — to adopt a positive outlook.

One final comment: I hope maritime historians will vigorously recommend this volume, even though key concept indexation has served it rather badly. The three indicators for computer searches are: Naval art and science — History; Naval history; Navigation — History. Despite its naval bias, *Ubi Sumus?* deserves a far better description and a much larger circle of readers!

Frank Broeze
Nedlands, Western Australia

M. Brook Taylor (ed.). *Canadian History: A Reader's Guide. I: Beginnings to Confederation.* Toronto: University of Toronto Press, 1994. xix + 506 pp., author index, subject index. $55 (£35.75 in UK, $66 in Europe), cloth; ISBN 0-8020-5016-6. $19.95 (£13 in UK, $24 in Europe), paper; ISBN 0-8020-6826-X.

This very helpful book, by my estimate, refers its readers to 5,500 works (not including *Dictionary of Canadian Biography* articles) by more than 2,400 historians. It was decided not to cite theses. This meant that much important work which will never be printed is omitted.

If the number of citations is our guide, the most influential pre-Confederation scholars still active are in descending order: Bumsted (46), Wallot (30), Ouellet (29), Rawlyk (27), Greer (22), Harris (21), Dechêne (20), Trigger (18) and Buckner (18). Among the dead those who still cast the longest shadows are Innis (22), Creighton (17), W.L. Morton (16) and MacNutt (14). As a graduate student at McGill in the mid-1950s I read Fregault's masterpiece, *La guerre de la conquête.* Poor old Guy, arguably the ablest French-Canadian historian of his day, now gets only four citations. His subject in Canada almost died with him, and no historian has revisited it, except Steele, whose works are overlooked here. It is a warning even to the most puffed up among us that what we think is so central a concern, another generation will render peripheral or ignore altogether.

Despite the thousands of citations, not everything of importance is noted. As but one example, it was sobering to discover that my *Royal Navy and North America: The Warren Papers, 1736-1752* (Navy Records Society, Vol. 118, 1973) is unknown, despite its focus on the 1745 Louisbourg siege and the aftermath.

In such a book there are no detailed observations either about the terrain traversed by all this impressive scholarship or about the unmapped directions toward which this great effort is moving. What do the authors conclude? Prehistory has become usefully inter-disciplinary. French regime history, still attracting a few gifted scholars, has become fragmented. Acadian and Nova Scotian history to 1784 likewise lacks a synthesis, but largely because it is still (Louisbourg excepted) a largely unstudied and unfunded subject. By contrast the historiography of Quebec-Lower Canada, attracting an inordinate number of the best available minds, is the most sophisticated and controversial area of pre-Confederation history. At the same time it remains too narrow a subject to have become so self-absorbed, so self-contained. Ouellet's *Histoire* (1966) might have "initiated a methodological revolution in Quebec historiography," (p. 182) but his successors rejected almost all his conclusions. The same fate earlier had overtaken the celebrated *Tudor Revolution in Government* (1953). There Elton, while conceding almost nothing, had the wisdom to withdraw from the debate after fifteen years. If, for all its recent energy, Upper Canada's historiography still lacks "an integrated synthesis" (p. 185) it has

emerged as a far broader and hence a much more interesting subject than Lower Canada. When this essay was penned there was still "nothing approaching an adequate economic history." (p. 190) Now McCalla's magisterial study to 1871 must at least modify this judgment. Together the pre-Confederation historiographies of Lower and Upper Canada dwarf those of the Maritime colonies and Newfoundland, which still attract very few doctoral theses, and lamentably little research funding within the region. Essays pay suitable obeisance to *Acadiensis* for its leadership role since 1971, despite both the curious absence of controversy among its pre-Confederationist pages and its lamentable general weakness in economic history. That Newfoundland historiography is here segregated from that of the rest of the region is a notable advance. From its loins has sprung Atlantic Canada shipping history, perhaps the only major contribution to international historiography from historians of Canada since the personal accomplishments of Innis. The importance of that SSHRCC-funded project, unique to Atlantic Canada, is not adequately noted here. Elsewhere in Canada, native history has emerged as the principal pre-occupation of historians of the Northwest and the North, if not on the Pacific coast, where the focus remains too narrowly the international economic ties. Finally, the imperial connection, so vital in earlier Canadian historiography, has greatly diminished as Canada in the 1940s psychologically distanced itself from the vanishing British empire, and its history. Since then Canada and the other settlement (i.e., white) dominions became utterly irrelevant to a reinvigorated imperial historiography. Now even this is changing, as in both cultural and legal historiography the "imperial perspective" (p.447) will be vital in transforming our view of colonial of British North America.

The nature of this beast is that it becomes dated the moment the bibliographical essays acquire their final form. Still we welcome the essays, we salute the general editor for his initiative, as we rejoiced in the earlier, less voluminous but still very helpful version published in 1982.

Julian Gwyn
Ottawa, Ontario

Stephen Fisher (ed.). *Man and the Maritime Environment.* Exeter Maritime Studies No. 9; Exeter: University of Exeter Press, 1994. x + 232 pp., photographs, maps, illustrations, figures. £12.50, paper; ISBN 0-85989-393-6. Distributed in North America by Northwestern University Press, Evanston, 1L.

This book brings together papers from the 1991 and 1992 Dartington maritime history conferences and represents a wide range of subjects. Such diversity of material always presents an editorial challenge; here, Fisher has selected papers which reflect current interest in the maritime environment.

Considered alone, not all of these essays would merit publication in their present form. Readers interested in social history and ethnography, for example, should note that Kim Montin's contribution, "The Seaman's Conception of Himself," is only a brief outline of the possible structure of an inquiry into the self-image and socialisation of Finnish merchant seamen. Though Michael Stammers' essay on "Sailing-Ship Seafarers and Sea Creatures" offers an exciting and original analysis, it does so rather inconsistently. Several pages of well-presented material on natural science, wild animals and pets are contrasted by less than a page - without quotations — on the commercial exploitation of sea creatures.

The remaining essays are richly detailed studies. From Margaret Deacon comes "British Governmental Attitudes to Marine Science" in the nineteenth and early twentieth centuries and an outline of the tendency, before World War II, to deny financial support for comprehensive research in favour of reactive studies of particular problems such as declining fish populations. Similar themes emerge in Harry Sheiber's survey of "Modern U.S. Pacific Oceanography and the Legacy of British and Northern European Science," where we see how and why support developed after the war for "big science" research projects on the American west coast, based on ideas about the marine ecosystem developed in Britain and Scandinavia in the 1880s.

Shifting to the fruits of this type of research, papers by marine biologists present an overview of the changing maritime environment in the south-west of England. Stella Maris Turk

as well as A.J. Southward and G.T. Boalch suggest that the study of human impact must be complemented by a consideration of little-understood natural factors such as sunspot cycles and climatic shifts. The scientists make the point that only the collection of a variety of data over time will yield useful results, and that intensive research of this type requires a consistent, sustained level of funding.

Papers by John Travis and John Channon reveal the irony of marine resorts: that seaside tourists have destroyed the very quality of life they came to find. This led to a shift from old to new resorts as tourists searched for the elusive balm of an unspoiled marine environment. Other consequences, as Channon explains, were initiatives to improve the water supply and sewage disposal of popular resorts; well-publicised polluted beaches were bad for business.

Alston Kennerley's contribution joins Montin's essay on social/ethnographic issues; it is based on personal experience, though he delivers a detailed analysis of cadetship in Lawrence Holt's Outward Bound Sea School in the 1950s. Both Montin and Kennerley are interested in theory, citing Knut Weibust's *Deep Sea Sailors: a Study in Maritime Ethnology* (1969) and Marvin Harris on *The Rise of Anthropological Theory* (1968). Although there are a handful of post-1980 references in both papers, one wonders at the absence of that pioneering ethnographer Greg Dening and his insights into the self-contained world of a ship at sea.

The book's minimalist introduction requires the reader to make some effort to discern patterns and themes. Most of the essays appear in pairs, presumably to allow readers to get some sense of the perspective and debate generated at the conferences where they were presented. The overall arrangement of essays seems to contain a wider message as well. Humanity's interaction with the maritime world has been deeply ambivalent, producing both great insight and great destruction. The sea and its creatures call to us for a multitude of reasons, inviting us to reflect on our own place among others who have approached it curiously, greedily, fearfully, but seldom indifferently.

Jane Samson
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Uwe Schnall. *Leuchttiirme an deutschen Kiisten: Eine Bildreise.* Hamburg: Ellert & Richter Verlag, 1994. 96 pp., illustrations, figures, glossary. DM 19,80/OS 155,-/SFr. 21, hardbound; ISBN 3-89234-521-X.

The aim of this book (the title translates as *Lighthouses on German Coasts: A Pictorial Journey)* is to offer a popular description, using a photographic journey with comments, of the history of lighthouses along the North Sea and Baltic coasts of North Germany.

In nine well-written chapters, Uwe Schnall describes developments from the Pharos of Alexandria to the iron-built lighthouses of today. He also offers an excellent presentation of the techniques used to create light in lighthouses, from the wood-fired brazier to the electric-powered lights of today. Lighting techniques are given similar treatment, from simple optical apparatus to the highly-developed electronic equipment of modern times. The author then describes the development of the lighthouse service along the various stretches of what is today the German coast: the German North Sea coast from Elms to the Elbe and further on up the west coast of Schleswig-Holstein; and the Baltic coast along the east coast of Schleswig-Holstein, from Flensborg Fjord to the Bay of LUbeck and further along the coast of Mecklenburg-Pomerania from the Bay of Wismar to the Bight of Greifswald. This excellent book is rounded off by two chapters on the way the job of the lighthouse keeper has developed, from being literally one who "kept the fire burning" to a modern technician, and the development of the lighthouse itself from being a purely technical construction to the status of a symbol and a maritime landmark. For those not versed in maritime terminology, a short German dictionary of terms is given at the back of the book.

The author's treatment of the development of the German lighthouse service reveals that there is a considerable lapse in time between the establishment of lights along the German Baltic coast and the North Sea coasts. The first light towers were set up along the Baltic as early as the thirteenth century, but none appeared on the German North Sea Goast until 1624. In this connection, Schnall discusses the relationship between important ports, international shipping

lanes and the financial aspects of establishing light-towers — a familiar discussion in the Danish context at least. The first light towers were set up in Denmark in 1560, after much pressure from Holland, but only along the route down through the Kattegat and the Sound, a route vital to international shipping. No one bothered about the highly dangerous west coast of Jutland, unimportant for trade, until the port of Esbjerg was established in the 1870s as Denmark's "Gateway to the West" after the Danish loss of Schleswig-Holstein in 1864.

Though this is not a scholarly work, nevertheless full appreciation must be given the indisputable competence and grasp of his subject. As well, the illustrative material is of superb artistic quality. It is therefore a shame that many of the really first-class pictures are spread over two pages and therefore split in the middle. It would also have been a good idea, with an international readership in mind, to have included a summary and picture captions in English. A map indicating the locations of the light towers would also have been useful for those not fully acquainted with the geography of North Germany. These, however, are small points of criticism, which in no way detract from the general impression that this book is a perfect gem.

Morten Hahn-Pedersen
Esbjerg, Denmark

Nigel Pickford. *The Atlas of Shipwrecks and Treasure: The History, Location and Treasures of Ships Lost at Sea.* New York, Toronto: Viking Books, 1994. 200 pp., illustrations, photographs, maps, shipwreck list, glossary, bibliography, index. $39.99, cloth; ISBN 0-670-85514-6. Distributed in Canada by Penguin Books Canada, Ltd., Toronto, ON.

You may have seen this volume in your local bookstore — beautifully illustrated, with a title bound to attract anyone interested in the ships in the sea. Treasure and shipwreck: in a nutshell, that is the main focus of Pickford's book — a list of many of the more spectacular "treasure" wrecks, located and not. It should be noted that this book is intended for general consumption, not the specialist in maritime history, and that is what this review must concentrate on: how well Pickford meets his goals of educating and entertaining the lay audience.

This is undoubtedly an eye-catching book, visually very rich. The first 120 pages are filled with photographs, maps, and drawings of ship models, gold coins, salvaged porcelain, bottles, uniforms, primitive diving apparatus - anything and everything pertaining to the world of shipping. Sadly, the picture credits are tucked away on the last page, grouped by owner, and no other details provided — the paintings, and especially the models, deserve more elaboration. Continental in scale, the maps are artistic in nature, rather than cartographic, showing only a handful of the political boundaries of the era in question. On the whole, the scale and variety of illustration deserve high marks.

The book itself is split into two main parts: short summaries of forty famous shipwrecks, from ancient times to the *Andrea Doria,* divided into fourteen chapters; and then the "gazetteer," a list of 1,410 wrecks and maritime treasure sites. The chapters are introduced by very brief, high-level synopses, each wreck being described on two pages. The ancient Mediterranean ("Bronze Age to Byzantium") is dealt with in two paragraphs, and the only vessels described are the ones at Antikythera and Serce Limani. Predictably, four chapters stretch from the age of Portuguese exploration through the Armada and the Spanish treasure fleets, describing thirteen wrecks, including the galleon in Tobermory (Scotland), *Nuestra Señora de la Concepción,* and the *Whydah.* In all instances, the treatment is cursory but interesting. Pickford usually concentrates on the ship's loss, with some data on the survivors' travails and of course the treasure that may have been salvaged. This reviewer was dissatisfied to note that there is almost nothing on the current condition of any of the wrecks or a proper discussion of what has been learned from the artifacts recovered.

The list of wrecks in the second part of the book is disappointing. Maps show wreck locations vaguely, and details are sketchy: ship's name, date lost, owner, tonnage, wreck location, sometimes with latitude and longitude, route, cargo, and summary of salvage efforts, if any. The main criteria for selection was obviously fame (the *Titanic)* and gelt (HMS *Edinburgh).* Ships with real archaeological significance get

little or no mention - the *Mary Rose,* La Salle's *Griffon,* etc. are conspicuously absent. To his credit, the author does stress that the "real treasure" from the burial ship at Oseberg, Norway are the wood carvings, and he refers frequently to artifacts recovered from other ships. Still, treasure hunting is the prime focus of the book, a most annoying emphasis. That the data from a wreck can be far more valuable than any bullion is not something Pickford presents very well. The conflict between the archaeologist and the salvor receives two small, albeit balanced, paragraphs — an area too important to have been skimped on.

Careful reading will reveal minor errors like "carbon-dioxide-induced narcosis," crediting the discovery of the *Atlantic* to MarDive Corporation rather than Mike Fletcher, and so on. Worse is the complete absence of footnotes. A disappointment to the scholar, these may not be missed by the general reader.

In short, the *Atlas* is bound to strike a spark of interest in anyone new to maritime history — a fine gift for your younger acquaintances. It will never be a standard reference for the more knowledgable.

William Schleihauf
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J. Richard Steffy. *Wooden Ship Building and the Interpretation of Shipwrecks.* College Station: Texas A & M University Press, 1994. xiii + 314 pp., figures, photographs, appendices, notes, illustrated glossary, select bibliography, index. US $75, cloth; ISBN 0-89096-552-8.

This book will surely become a classic reference in the field of nautical archaeology and maritime history, for it presents a long-awaited compendium of information accumulated by archaeologists the world over. It explores the evolution of perhaps the most complex of all human endeavours, the ship. Throughout history, ships have represented the peak of a society's technology; they are the largest mobile structures ever built by man. *Wooden Ship Building* describes their evolution, traversing nearly 4000 years of history to do so. It ranges in archaeological documentation from the Thirteenth Dynasty Egyptian Dashur boats to eighteenth- and early nineteenth-century warships and merchantmen.

What distinguishes this work from other classics in this field is the author's excellent interpretation of accumulated data. In a field become increasingly segmented and specialized, the overall perspective of the book is like a breath of fresh air in a stuffy room.

The book is subdivided into three sections, beginning with "Fundamentals," an explanation of elementary factors concerning ship construction such as buoyancy, gravity, and hydrodynamics. Yet it goes much further, describing ship design as the product of economic, environmental, technical, and social influences.

The second section provides a fascinating walk through the history of wooden shipbuilding technology on the stepping stones of important site-specific archaeological research. Here, major sites are described even as they are plugged into an interpretive mosaic. If there is a weakness in the publication it is the lack of information concerning Far Eastern craft. This deficiency, however, is far more indicative of the state of archaeological research in this area of the world than any lack of diligence on the part of the author. The text is excellent in pointing both the information gained and the gaps present in today's scientific knowledge of wooden ship construction. Though the glossary of marine terms included at the end of the publication is non-comprehensive, nonetheless it provides tremendous assistance in interpreting the text.

The final section discusses the elements involved in recording, interpreting, and reconstructing historic wooden ships from the archaeological assemblage using the Serci Limani and Kyrenia studies as examples. Among other things, this section points out the tremendous planning, organization, and team-work involved in the acquisition and interpretation of information from underwater sites, both those that are well preserved and those that are not. This section will be of particular interest to nautical archaeologists, model builders, technical specialists, and museum curators, whereas the first two sections will be of interest mainly to maritime historians or anyone interested in the topic of ships. Though technically complex, this publication may also be of interest to the non-professional due to the graphics.

This volume is replete with fine diagrams,

line drawings, and photographs in an oversized format. The illustrations lend credence to the textual description and often reveal an easy visual solution to a complex subject. Though it generally flows well, the volume does occasionally bog down in highly complex descriptions of minute detail. The use of footnotes for the more intricate descriptions would perhaps have smoothed the text, making it more readable to a wider variety of interested people.

In all, however, *Wooden Shipbuilding and the Interpretation of Shipwrecks* is a milestone in the progress of modern archaeology. It is the latest and best step toward a definitive explanation of wooden ship construction throughout history. The most important aspect of this work, however, is that it offers the added value of interpretation to the archaeological record. It reveals the tremendous importance of ships as artifacts that symbolize a society's ultimate will to trade, explore, and dominate. In this way the text acts as a Rosetta Stone between archaeological description and the overall field of maritime history, adding a great deal of knowledge to a specialty which has heretofore sailed only the coastline of written texts.

Brad Rodgers
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Christer Westerdahl (ed.). *Crossroads in Ancient Shipbuilding: Proceedings of the Sixth International Symposium on Boat and Ship Archaeology Roskilde 1991.* Oxbow Monograph 40; Oxford: Oxbow Books, 1994. vii + 290 pp., maps, photographs, figures. US $52.50, paper; ISBN 0-946897-70-0. Distributed in the USA by The David Brown Book Company, Bloomington, IN.

This monograph contains thirty-nine out of the fifty-one papers presented at the symposium. The papers cover the period from the Mesolithic to late medieval times, and the geographic area from Northern Europe to the Mediterranean. Four deal with early European vessels in North America. The two principal themes for the symposium were the interaction between different shipbuilding traditions, and the naval architecture of ancient ships. These subjects are generally well covered, although the naval architecture aspects attracted only a few contributions. The boat and ship types discussed in the book range from paddled dug-outs through planked river and lake vessels to late medieval ocean going sailing ships. The papers are all quite short, but the standard is generally very high. Some are the definitive statement summarizing many years of research, for example E.V. Wright on the Ferriby boats, while others report recent finds not previously published in an accessible form. As well as descriptions and analysis of vessels or fragments of vessels recovered from excavations, there are papers on specialized areas such as the documentation of ancient ship finds; the role of the museum in nautical archaeology; the iconography of ancient vessels; the morphology of iron fastenings; and John Coates of the trireme *Olympus* fame on the speed of oared ships. Most of the authors deal with material from Northern Europe and the Mediterranean, but three papers discuss various aspects of boats and small ships in North America, and explore how the European types and designs were transmitted to the New World.

One paper of particular interest to Canadians is on the Red Bay project, the recovery of a sixteenth-century Basque whaling ship from the south coast of Labrador. This project is unusual in that it combined documentary research in the Basque archives of legal and commercial documents from the sixteenth century with a major underwater excavation, recovery and conservation effort in the field.

The inclusion of two papers describing finds of ancient boats and boat building facilities on the southern shore of the Baltic is most welcome. Much of the archaeological work done in Eastern Europe during the past fifty years has not been easily accessible to western archaeologists. A point of considerable interest brought out in Filipowiak's paper and supported in other presentations at the symposium is the existence of two traditions for fastenings in the Baltic, a Slavonic tradition using treenails, and a 'Viking' tradition with a much more extensive use of iron spikes and rivets.

Themes carried over from the 1988 symposium in Amsterdam are the development of carvel construction in Northern Europe, and the change from shell-first to frame-first building methods. About a quarter of the papers in the monograph consider various aspects of these two

technological changes which made possible the economical construction in Europe and North America of the large wooden ocean-going sailing ships of the seventeenth to nineteenth centuries. These ships and their iron cannon gave the West a world dominance which lasted into the mid-twentieth century. The archaeological evidence accumulated in this monograph and the previous symposium tends to suggest that the transition in construction methods occurred in a number of places and at different times, and that the transition could be partial. In some shell construction a few floors and frames might be inserted at an early stage of planking to act as moulds for the remainder of the hull. Examples of this come from both the Mediterranean and Holland. The seventh-century A.D. Byzantine vessel *Yassi Ada 1* had a bottom built on the shell-first principle, but the sides were framed up before applying the planking. Wrecks recovered in Holland show shell-first construction of flush planked large ships continuing until the late sixteenth century, by which time frame-first building was the normal method for large carvel planked vessels in Iberia and England.

This monograph is produced to Oxbow's usual high standards in printing and editing. The type face used is sharp and easy to read, the line drawings, maps and photographs are extremely clear with the small details quite visible. Like the proceedings of nearly all international conferences, there are occasional quaint usages of English words or phrases, but the intended meaning is always obvious. Like the proceedings of earlier symposia in the series, this book should be in the personal library of nautical archaeologists and other scholars involved in the archaeology and history of European ships and boats. It would also appeal to serious amateurs in the field, but like most collections of papers from scholarly international conferences, the monograph requires some knowledge of the subject and of the technical terms involved. A lay person who has read one of the basic texts on ancient boat and ship construction would find this volume both enjoyable and instructive. By present day standards the price is most reasonable for a work of this quality.

Roderick J.O. Millar
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Stan Hugill. *Shanties from the Seven Seas: Shipboard work-songs and songs used as work-songs from the great days of sail.* London, 1961; Mystic, CT: Mystic Seaport Museum, 1994. xxiii + 428 pp., illustrations, music notes, glossary, bibliography, index of titles. US $19.95, paper; ISBN 0-913372-70-6.

Stan Hugill and I first met and sang in 'Frisco in 1979 at a wonderful sea music festival held among the historic ships docked at the foot of Hyde Street. A few hours earlier, I attended his lecture on the subject of sailing the Seven Seas. The lecture was given in a warehouse adjacent to the pier, and someone had placed there a large chalkboard. When Stan entered, he went straight to it and drew a map of the world. He did this freehand, without saying one word to us as we awaited his stories and songs. He drew the seven continents proportionally, and to our astonishment added islands large and small: Greenland, Japan, Tasmania, Hawaii, Tahiti, Madagascar, the Azores, the Cape Verdes, even little Saint Helena and South Georgia. The entire job took less than five minutes. When he set down the chalk he received a tremendous round of appreciative applause, even though he had not been introduced, nor had he acknowledged us in any manner whatsoever.

With his white hair pulled back in a queue, tattoos on both the inside and outside of his forearms, a goatee, a striped shirt, worn jeans and an earring, he was the picture of the Cape Horner we all envisioned in our mind's eye. Yet he was also a scholar, linguist, historian, educator, artist and raconteur. If education is 25 percent preparation and 75 percent theatre, as one wag claimed, he was every bit of both, only better prepared.

After rounding Cape Horn in the 1920s aboard the *Gustav* and then surviving the shipwreck of the big barque *Garthpool* in the Cape Verde Islands in 1929, Stan remained in steam and sail until taken out of a British merchant vessel at the onset of World War II and interned for over four years in prisoner-of-war camps. Upon repatriation to the United Kingdom he became bosun of one of the first Outward Bound schools, in Aberdovey, Wales. During a period of enforced idleness — he broke his leg in a fall — he wrote the book that has been his

principal contribution to sea-history and which is the subject of this review.

Appropriately titled, *Shanties from the SevenSeas* is in part a compilation of main-deck work-songs that Stan gathered during his journeys and through correspondence with fellow shellbacks. But it is more than that. Stan had some university education and he knew the basics of researching historical source materials, so the book is also a distillation — sometimes a critique — of the work of earlier collectors of sea music, everyone from Captain W.B. Whall, the first to publish a book of shanties with musical notation, to Miss C. Fox Smith, Cecil Sharp, Joanna Colcord, Frederick Pease Harlow, William Doerflinger and others. *Shanties* includes a couple of hundred songs, arguably the largest repertory available in a single volume. Each is provided with as complete a text as Stan could find, barring those verses which he considered too lewd for the printed page — a result of his plain Victorian upbringing.

First published in 1961, the book gradually made Stan famous until, from the ordinary forecastle he was raised to an icon and, in some parts of Europe and the Pacific, to an idol. In his final years thousands chanted his name at European concerts, and he was invited to sail and sing aboard almost all the historic square-rigged sailing vessels still afloat. His death in 1992 at age 85 marked the end of his era, for he was well and truly the "last shantyman."

Shanties from the Seven Seas has become the "bible" for singers of sea songs. Stan provided melody lines — transcribed by his brother Harold Hugill — as well as lyrics for multiple variants of the common work songs such as "The Drunken Sailor" and "Flying-Fish Sailor" (known to most of us as "Blow the Man Down"). Beyond those, Stan included a great many uncommon shanties that would have died with the last hoist of a fore upper tops'l had he not gathered them at the penultimate moment. And Stan's sense of raconteurship ensures that the text makes a good read: one may well argue with his overview of maritime history, but one can never say that Stan's books, sketches or marine paintings are dull.

The book begins with his reasonable postulate on the origin of shantying back in the lusty times of King Henry VI. But Stan is at his best from the second quarter of the nineteenth century, when the shanty became a regular part of shipboard life in the Liverpool packet trade and later in the merchant ships and barques rounding Cape Horn. He clears away the mystique of the songs, describing how they were used and why certain songs were sung at certain jobs. Insofar as he considered it prudent to do so he explains the origin and meaning of the lyrics, sometimes as a scholar, more often as a sailorman. The unprintable verses are omitted or "bowdlerized" but enough salt and vinegar remains to make armchair reading for roustabouts.

Shanties from the Seven Seas comes with the highest recommendation. Mystic Seaport is much to be praised for their decision to republish a facsimile of the best edition, with a fond remembrance of Stan by Stuart Frank of the Kendall Whaling Museum. Theirs is the fourth edition of this book, each edition being somewhat different. I personally hope that this edition will survive like Captain Whall's *Sea Songs and Shanties* of 1910, which has never been permitted to go out of print.

Robert Lloyd Webb
Phippsburg, Maine

Edwin B. Leaf. *Ship Modeling from Scratch: Tips and Techniques for Building Without Kits.* Camden, ME: International Marine, 1994. vii + 184 pp., photographs, figures, appendices, index. $25.95,paper; ISBN0-87742-389-X. Distributed in Canada by McGraw-Hill Ryerson, Whitby, ON.

Intending to ease the transition from kits to scratch-building, author Edwin Leaf emphasizes principles and provides tips and techniques rather than detailing each step in the scratch-building process. An experienced model builder may disagree with much in the book, but when viewed through the eyes of someone who has built a couple of kits and wishes to take model building further, the book achieves its aims with a good, common-sense approach, laying a clear understanding of the basics while encouraging readers to look for their own solutions.

The book starts with a chapter on project selection, moves into scale and drawings and how to get the most from them, lines and how

they are developed, followed by enhancing drawings, including transom shape development. Unusual for a model-building book is a section on applied perspective, used to obtain detail from photographs, though this takes careful study. The chapter on materials is good. Tool suggestions are basically sound, although the neophyte may not wish to get into purchasing a set of ships curves. Later chapters discuss half-models, hull construction, miscellaneous matters, applying finishing materials, masting and rigging, sailmaking and flags, fittings and furnishings, and displaying the model.

Chapters 13 and 14 discuss, respectively, a plank-on-bulkhead model of the *Brockley Combe,* a 1938 British coaster, and a plank-on-frame model of the *Lee,* a Lake Champlain Revolutionary War cutter. The appendices provide useful material: a good selection of plan sources in North America, a worthwhile bibliography, a very useful list of tool and material suppliers, a general glossary and an index.

Illustrations 2-7 and 2-8 identify the rabbet as the inner and outer rabbet. They should be the rabbet, middle line (or back rabbet), and the bearding line. Illustration 6-11 shows a stealer plank in the bow. While frequently found in the aft planking, to my knowledge they are never found as shown. Leaf opposes scribing hull planking seams into solid or lift hulls, a practice used very successfully by a few of the finest model builders on the continent. The book's layout also leaves something to be desired. Illustrations could be smaller with no loss of clarity. Poor space utilization forces one to turn pages endlessly to refer to illustrations far from the related text, yet each chapter heading takes half a page, with a comic introduction that only consumes space without benefitting the book.

The book contains a wealth of well-presented information, although as the author states, "Read 'how-to' books (including this one) with a critical eye." (p.6) Echoing that advice, I recommend the book to those wishing to carry model building beyond kits, and to those who have made the transition but find themselves lacking in an understanding of the basics, such as lines development, etc.

N.R. Cole
Scarborough, Ontario

Emiliano Marino. *The Sailmaker's Apprentice: A Guide for the Self-Reliant Sailor.* Camden, ME: International Marine, 1994. xvi + 494 pp., illustrations, appendices, sources, index. Cdn $57.95, US $34.95, cloth; ISBN 0-07-157980-X. Distributed in Canada by McGraw-Hill Ryerson, Whitby, ON.

Properly speaking, an apprenticeship is a legal arrangement in which an individual is obligated to serve an employer in the exercise of a trade for a certain number of years, with a view to learning that trade in all its facets, and in which the employer is reciprocally obligated to instruct him. It seems to debase the term somewhat to suggest that an apprenticeship can be served through a book; however, since the apprenticeship system is pretty much a thing of the past, we might as well allow some latitude in the use of the term. And if there is a book on the market that deserves the right to suggest that it offers something approximating an apprenticeship, perhaps this is it.

The Sailmaker's Apprentice begins with a chapter entitled "The Ditty Bag Apprenticeship" in which readers are given a good taste of what is to come by way of instructions for sewing a traditional canvas bag. This hands-on chapter is followed by a short theoretical chapter on hull form and helm balance which sets up a third chapter in which the characteristics, merits, and limitations of a large number of traditional and modern rigs and sails are discussed. The fourth chapter deals briefly with the theory of sail shape. The next two chapters, "How Sails Are Made" and "Making Your Own Sails," make up the core of the book, taking up almost half of its volume. Here the author deals thoroughly with tools, materials, techniques, and procedures. Then follow chapters on sail fittings, sail care and maintenance, buying new or used sails, sailbags and sailcovers, and sail handling, trim, and adjustment. It is indeed a complete and balanced course in which the reader, the apprentice, is furnished with a number of tables on a variety of subjects including sail cloth weights and applications, seam widths, bolt rope sizes, and so on.

Throughout, one has the sense of being in the presence of a master; it is not an overbearing sense, but it is a definite one, and perhaps more

than anything else this is what the book has in common with apprenticeship. The author's depth of experience is made clear not through the wealth of information so much as through the excellent organization of the material and the remarkable clarity of the writing. There is also a playfulness about the book that reveals more than a sense of humour; it reveals true mastery.

The book's subtitle is *A Guide for the Self-Reliant Sailor*. Overtly, self-reliance refers to the ability to make or at least repair one's own sails. Yet there is a quiet philosophical richness to this book in which things become more than they first seem to be. In his preface the author says that the old ways of sailmaking, comparatively speaking, placed humans in balance with nature, and he invites readers "to seek that balance by taking up the needle and palm, and by ploughing the oceans of the Earth under sail." (p.vii) The balance is no less than an attitude toward life in which things are brought into harmony; not only is what one does for oneself brought into harmony with what one has others do, but the traditional is brought into harmony with the modern, the process with the product, the theory with the its practice, and so on. It is really a matter of fulfilment, or happiness, or perhaps even salvation; and this is where the self-reliance figures in; while we can take guidance from others, ultimately we must rely on ourselves for fulfilment. Many roads lead there, and with this book Emiliano Marino has surely proven that sailmaking is one of them.

Phillip Gillesse
Amherst Island, Ontario

Wayne Bonnett. *A Pacific Legacy: A Century of Maritime Photography 1850-1950*. San Francisco: Chronicle Books, 1991. 160 pp., photographs, bibliography, index. US $35, cloth; ISBN 0-8118-0023-7.

There are more than 200,000 photographs in the archives of the San Francisco Maritime National Historical Park, including daguerreotypes, glass-plate negatives, nitrate negatives, albumen prints, modern safety negatives and silver gelatin prints. Collectively, they depict the maritime history of the US Pacific Coast throughout the century following the California gold rush: the growth of seaports like Seattle, Portland, San Francisco, Los Angeles and San Diego; shipbuilding, shipwrecks and ship repair; the fishing industry; portraits of many types of vessels, such as the square-riggers of the Cape Horn fleet, lumber schooners, riverboats on the Columbia and Sacramento Rivers, freighters, tugs and ferry-boats on San Francisco Bay, yachts, warships, as well as coastwise and trans-Pacific freighters and passenger ships. Historian Robert Weinstein states (pp.9-10), "These mute images can be likened to a Rosetta Stone of coastal maritime history waiting to be deciphered. Locked within these photographs is important information often obscure in written records, details illuminating little-known corners of the maritime scene that help to explain much that can still only be guessed at from written histories."

A Pacific Legacy contains 131 representative photographs from the San Francisco Maritime NHP archives, arranged in seven chapters titled "Sail and Steam," "Pacific Coast Ports," "The Lumber Empire," "Pacific Coast Shipbuilding," "Pacific Coast Voyagers," "Uncle Sam's Navy" and "Inside the Golden Gate." The quality is superb, thanks to a special laser-scanning reproduction process resulting in full-page images (no printing across the gutter in this book!) distinguished by their luminosity and crispness of detail: indeed, the viewer frequently experiences the illusion of being able to step right inside such three-dimensional worlds as Wilhelm Hester's wonderful photograph of Captain and Mrs. Harrison in the saloon of the British steel full-rigged ship *Eva Montgomery*. (p.62) An unobtrusive yet consistently satisfying feature of the book is, in the words of its author and designer, "the [compositional] interplay between photographs on facing pages"; for example, a photograph of sponsor Nathalie Byington preparing to christen SS *City of Reno* (p.94) is paired with a photograph of SS *Thordis* actually sliding down the launching ways. (p.95)

Although this is a book in which "the photographs are paramount, the written word supplementary," (p.7) it is no mere coffee-table publication with a throw-away text. Weinstein's scholarly foreword on the maritime photographers of the Pacific-Coast, an introduction by Wayne Bonnett that provides historical context, extensive and well-researched captions accom-

panying each photograph, and a concise bibliography: all of these are, as they say, worth the price of admission. If you plan to do research at the San Francisco Maritime NHP, there's an informative afterword about the archives by Stephen Haller, Curator of Historic Documents. *A Pacific Legacy* is a book whose images are certain to be frequently consulted and savoured.

Peter Robertson
Ottawa, Ontario

Howard White (ed.). *Raincoast Chronicles Eleven Up: Collector's Edition HI.* Madeira Park, BC: Harbour Publishing, 1994. 408 pp., photographs, illustrations, maps, index. $39.95, cloth; ISBN 1-55017-105-4.

From its humble beginnings back in 1972 (with the generous assistance of a federal government Local Initiatives Program grant,) *Raincoast Chronicles* has evolved into a west coast institution. The *Chronicles* are the foundation on which Harbour Publishing has built one of the most popular publishing houses in western Canada. The soft cover book is a grab bag collection of stories, poems, tall tales and personal reminiscences that recall and document early life along British Columbia's rugged coastline. Initially the *Chronicles* were to be released annually but instead they have appeared in a random fashion. Harbour Publishing then compiled issues one to five and six to ten into special collector's editions; *RaincoastChronicles Eleven Up* (issues eleven to fifteen) is the third in the series of anthologies.

The success of *Raincoast Chronicles* is due to the fact that it gives a voice to a coastal community that is every bit as idiosyncratic as Newfoundland's. It was not until Harbour Publishing paid attention to the unique lifeways of Canada's west coast that its long time residents received the full recognition they deserve. *Raincoast Chronicle* tales are flavoured with the language of the gypo logger and hand troller as well as northwest coast First Nations people. Who east of the Rockies — let alone metropolitan Vancouver for that matter - knows what a "widow maker," a "smiley" or a "mowitch" is?

While *Raincoast Chronicles* is predominately a collection of short stories recalling life in the abandoned floatcamps and lost villages, its charm is that most of its stories are told by the people who lived the events recalled. In "Whaling Stations of the Queen Charlottes" William Hagelund brought back the almost forgotten days of BC whaling, while in "The By-Gone Days of Dollarton" Sheryl Salloum recounted the early years in a now disappeared lumbering community. One entire issue, *Raincoast Chronicle Fourteen: Fish Hooks & Caulk Boots,* was devoted to one writer, Florence Tickner, who detailed the day-to-day float camp life and the characters her family encountered in the mid-coast "Jungles," the tangled maze of islands and inlets between Knight and Kingcome Inlets, in the 1930s.

Raincoast Chronicles Eleven Up is not only the first hardcover volume of the collector series but it also contains new material that did not appear in issues eleven through fifteen. While the stories are, as usual, quite fascinating, there has been a noticeable trend towards filling the *Chronicle* with more personal recollections that simply recall "the good old days." The essays of earlier issues that required more extensive research appear to have been abandoned. Also missing is the "They Don't Make 'Em Anymore Department," which featured detailed profiles of the more well-known players in the coast's development. And, despite the personal recollections that fill the pages of *Raincoast Chronicle Eleven Up,* no background is provided on the writers, with the exception of an introductory profile of Florence Tickner. As far as the other stories are concerned, we are left wondering about where the writers are and what they are doing now. Similarly, if they left an old railroad logging camp or floathouse homestead, what has happened to it in the intervening years?

Still, on the whole, it is hard to find much fault with *Raincoast Chronicles Eleven Up.* For those who grew up or worked on the west coast as well as newcomers eager to learn about life on or near British Columbia coastal waterways, *Eleven Up* will be a very readable and valuable addition to their home libraries.

Rick James
Courtenay, British Columbia

Ronald W. Warwick. *QE2. 2nd* ed.; New York: W.W. Norton & Company, 1985, 1993. 224 pp., photographs (b+w, colour), figures, appendices, bibliography, index. Cdn $55, cloth; ISBN 0-393-03547-6. Distributed in Canada by Penguin Books Canada, Ltd., Toronto, ON.

QE2 is one of the finest histories of a single liner that I have encountered in recent memory. Captain Warwick has produced a volume which succeeds on all levels. On a visual plane it succeeds as a coffee table book through its use of glossy paper stock littered throughout with sharp — albeit somewhat small — colour and black-and-white photographs of the *Queen Elizabeth 2* in the various stages of her illustrious career. As to its entertainment value, Warwick possesses an eminently readable style of writing which makes the book difficult to put down. Finally, for those of you with a view towards using this work as a research source, you will be pleased with the thoroughness and accuracy of Warwick's efforts. As befits a book written by one of the captains of the *Queen Elizabeth 2,* every detail is given, including every rescue mission, from its time of day, to the latitude and longitude, the name of the individual rescued and his or her age.

The format of *QE2* has both strengths and weaknesses. One of its greatest strengths is a brief but very concise history of the Cunard Line from its inception up to the construction of the *Queen Elizabeth 2.* It proceeds in a chronological order from the liner's design, through her construction, service, to her current status. The only drawback is that the chapter on the ship's appointments is left to the very end, following the author's concluding tribute to what he terms "the most majestic and sophisticated passenger liner ever built." It would have been preferable for this chapter to have been placed in its proper sequence near the beginning of the book so that the reader would not have to rely on Warwick's word that her accommodations were as spectacular as he so rightfully claims. It would also have been desirable, given the number of changes to her public rooms, to have included before and after shots to illustrate the differences.

Throughout his book the author stresses the fact that the *Queen Elizabeth 2* is the last of the trans-Atlantic ocean liners. This emphasis is crucial in establishing her place in history. For approximately twenty years the *Queen Elizabeth 2* was, next to the *Norway,* the largest passenger ship afloat. In recent years she has been dwarfed as cruise lines have embarked on a building frenzy that has resulted in a plethora of cruise ships of more than 70,000 GRT sailing the seven seas, but not the trans-Atlantic runs. Lost amongst these giants, it becomes increasingly difficult to remember that the *Queen Elizabeth 2* is different from all the rest and could conceivably be the last of her kind.

As a trans-Atlantic liner, the *Queen Elizabeth 2* mirrors the history of other great liners of the past. There are the financial difficulties brought on by the escalating costs of construction, which required a government bail-out. There is the revolutionary design and the speed that this made possible. Rough crossings and errands of mercy abound, as do the many spectacular receptions at foreign ports of call. There is also her service as a troop ship during the Falklands War. But there are no amusing stories or anecdotes attributed to the many luminaries on board as you would find with the *Queen Mary* or the *Normandie,* because they now travel by air instead. Hers is the Cunard story, as there are no running mates and the fleet had long since been reduced to a corporal's guard. The great shipyards of the Clyde were slipping into bankruptcy during her construction and the speeds she attained in crossing the Atlantic were irrelevant in the age of the Concorde jet. Even her war effort was a poor relation to the Herculean undertakings of the *Queens Mary* and *Elizabeth.* It is only by noting what is not present in this fine book that the *Queen Elizabeth* 2's place in history can be truly appreciated.

In every respect, she is a pale reflection of what once was and will never be again. The *Queen Elizabeth 2* sails on as a sad testament to the era of the trans-Atlantic merry-go-round, when the ocean liner truly was the only way to cross. Her greatness lies not in her career or design, but in the maintenance of the last vestiges of a way of life that no longer exists.

John Davies
New Westminster, British Columbia

C. Philip Moore. *Yachts in a Hurry: An Illustrated History of the Great Commuter Yachts.* New York: W.W. Norton & Company, 1994. 224 pp., photographs, register, bibliography, index. Cdn $50, US $40, cloth; ISBN 0-393-03576-X. Distributed in Canada by Penguin Books Canada, Ltd., Toronto, ON.

Opposite this book's foreword is a striking photograph showing the New York Yacht Club's station at 26th Street early in the twentieth century. Anchored in the stream are several very large steam yachts. Rafted up to the pier are no less than thirteen not-much-smaller yachts. They are commuters, awaiting their owners' evening return from work for the fast trip back up the river or down the sound. The story of this short era in yachting history, remarkable even in a sport known for its excesses, is told in *Yachts in a Hurry* by C. Philip Moore. He chronicles the North American practice of commuting by yacht to and from work, beginning with the large steam yachts of the 1880s. The story continues through World War I to its high point in the 1920s, followed by its decline in the 1930s and virtual disappearance after World War II.

The book is lavishly illustrated, in large part from Mystic Seaport's outstanding Rosenfeld Collection of yachting and boating photographs. Its organization is chronological. Moore describes the yachts, their builders and their owners, and takes care to distinguish name and ownership changes. By virtue of the large budgets available for their design and construction, many yachts were technologically advanced for their time; Moore is particularly good on the impact of changes such as the post-war availability of surplus aircraft engines which were quickly taken up by owners in search of ever-higher speeds. Rare for even the best-researched books on yachts and yachting, he also takes pains to distinguish for each photo what flags and signals the vessel is flying, which should endear him to vexillologists with an interest in yachting.

Many of the best designing and building talents of the time were attracted to commuters, and most well-known yacht builders constructed at least a few, including Herreshoff, Lawley, Consolidated, Gar Wood and Chris-Craft. The book contains both the notorious — Commodore Vanderbilt's torpedoboat commuter *Tarantula,* whose wake prompted lawsuits — and the extravagant — Peter Rouss' 225-foot *Winchester IV,* last in a series of private ships all suitable for naval service. The yachts, their engines, their speeds and the personalities of many of the men who owned them were all outsized. Of the more than 400 yachts he surveys, around fifty are still extant, and of these, twelve are restored and in commission; a further twelve were under restoration at time of writing.

In form and content, the volume rests somewhere between the coffee table and the scholar's bookshelf. Well-designed and illustrated, it can be enjoyed simply for the beauty of the yachts therein. The text, on the other hand, is loosely and anecdotally written, sometimes repetitious, and occasionally too colloquial, such as when he writes that "In 1932 the Purdys nearly lost the yard when their bank failed. Otherwise it was a pretty good year." However, the research Moore has carried out makes it more than just a picture book. Its most useful contribution may ultimately be the register, found in an appendix, of all the commuter yachts he surveys. The author is therefore to be commended for researching and compiling a vast amount of data into a useful and well-illustrated book which chronicles a brief but important chapter in yachting history.

John Summers
Toronto, Ontario

Rene De La Pedraja. *A Historical Dictionary of the U.S. Merchant Marine and Shipping Industry Since the Introduction of Steam.* Westport, CT: Greenwood Press, 1994. xiii + 754 pp., appendices, figures, bibliographical essay, index. US $99.95, cloth; ISBN 0-313-27225-5.

The idea of a thorough historical dictionary of a national merchant marine is appealing. And the notion of such a reference work being compiled by an historian well-versed in the extant literature is even more so. But as sympathetic as I am to the concept, I am irritated by the execution of *A Historical Dictionary of the U.S. Merchant Marine and Shipping Industry since the Introduction of Steam.* Sloppiness on the parts of both author and publisher places serious limits on the utility of this reference work.

First, however, let me discuss its strengths,

which are not inconsiderable. Students interested in the history of American merchant shipping, especially in the twentieth century, will find it a useful compendium of facts. It is generally well-indexed (including fairly copious cross-indexing), making specific events and individuals easy to find. Three indices — a chronology of selected events, diagrams of principal government agencies, and principal maritime labour unions and business groups — enhance its utility. Unfortunately, at US $99.95 it is unlikely to find its way onto the shelves of many scholars or students.

Although the book has its uses, in general terms it promises more than it delivers. One problem has to do with the fact that Dr. de la Pedraja is far better versed on the twentieth century than on the nineteenth. While I do not think it fair to pan a book simply because I disagree with the author about inclusions and exclusions, it does strike me that the decision to ignore most protagonists in the post-Civil War debate between shipowners and shipbuilders — which resulted in a decisive victory for the latter and which goes a long way to explain the stagnation of the American merchant marine through the end of the century — is a mistake. In his preface, he tells us that the original plan was to produce a dictionary solely on the twentieth century. The omissions for the nineteenth century make it abundantly clear that the book would have been better had he stuck to this conception.

A second problem grows out of something that should have been a strength. To heighten the book's utility, the author decided to insert a brief list of relevant readings after each entry. Unfortunately, these are unlikely to stimulate further reading. Most materials cited are old and more than a few have been superseded by more recent work. Tellingly, the periodical literature is almost totally ignored (a similar failing mars the brief "bibliographic essay" that concludes the book). If being conversant with the literature is a requirement for the author of an historical dictionary — and I think it is — this one was fatally flawed from the outset.

Finally, the dictionary is weakened by poor writing and even worse editing. It is important here to note that English is not Dr. de la Pedraja's first language. While this is hardly a barrier to publishing in English, it does suggest the need for a sympathetic editor. Indeed, in his recent monograph, *The Rise and Decline of U.S. Merchant Shipping in the Twentieth Century,* linguistic imprécisions were overcome by some judicious editing. But that is not the case here. Instead, it appears that Greenwood has either taken the manuscript as submitted without subjecting it to editorial scrutiny or else hired incompetent staff. While some gaffes are merely humorous, others render the prose ambiguous. The collective effect is to induce irritation and an overpowering desire to put the book down.

A Historical Dictionary is clearly an example of an idea being superior to its execution. Unfortunately, by being first, Greenwood has likely deterred competitors from producing rival editions. That is a shame, for the concept is good. Perhaps scholars in other countries will take the notion, if not the book, as a model and produce a useful dictionary of another national fleet.

Lewis R. Fischer
St. John's, Newfoundland

Gelina Harlaftis. *Greek Seamen and Greek Steamships on the Eve of the First World War.* Myconos: Aegean Maritime Museum, 1994. 143 pp., photographs (b+w, colour), maps, figures, tables, notes. US $35, paper; ISBN 960-85451-3-7.

Written on the occasion of an exhibition of the same title which was held in 1994 on board the cable-layer ship *Thalis,* this book is a perfect example of how serious, well-documented research can be put in the service of popularising maritime history to a non-specialised readership.

The author's purpose is very clear: "to depict the situation of the Greek merchant fleet on the eve of the First World War and to indicate the origin of the main characteristics that led to its subsequent successful development." (p.9) Dr. Harlaftis, who is Lecturer in Maritime Economic History at the University of Piraeus, has achieved this objective completely. In scarcely one hundred and fifty pages, with many figures, maps, tables, and many photographs, she accurately traces the development of the Greek merchant fleet during the nineteenth century,

giving a vivid portrait of its protagonists.

The book has four chapters. The first describes the evolution of trade and shipping before 1900, showing how the Greeks become one of the main operators in the tramp trade of bulk cargoes from and to the eastern Mediterranean and the Black Sea and the western Mediterranean and northern Europe (a success that Harlaftis explains by the formation of entrepreneurial networks in the main European ports, their organization and business strategy). The second chapter analyses the transition from sail to steam (the chronology and the factors that shaped that process), the patterns of ownership and finance, and the structure of the Greek shipping industry on the eve of World War I. In a comprehensive study, Harlaftis analyses the social and geographical origins of the capital invested in shipping, and shows how, during the entire period, the merchant family networks kept on using the same financing and ownership practices that existed from the sail era. The third is devoted mainly to the Greek seamen, examining their composition, social and geographical origins, working and living conditions and labour relations. The final chapter is an original photographic review of the Greek shipowners, masters, seamen and ships at the beginning of the twentieth century.

GreekSeamenis well-documented research, based upon a great variety of archival sources. The author correctly combines economic and social factors in her explanations, and always tackles the study of the Greek shipping within an international context. In this sense, the book fully satisfies the criteria employed in good maritime history: to have an international dimension, to focus on social and economic history, and to integrate maritime history into the discipline of history.

Secondly, and notwithstanding its solid academic foundation, the author has written this book with the non-specialised reader in mind. This can be observed in her clear and simple — but not simplistic — style (the book is eminently readable); in the concrete and precise introductions and conclusions of the first three chapters; or in the second part of the third chapter, where Harlaftis takes the reader on board the steamship *Andriana* to voyage between the eastern Mediterranean and the northern European ports in the period 1906 to 1910. Thanks to the richness of the surviving documentation from that voyage, including the master's autobiography, the ship's logbook, the books of expenses and correspondence, Harlaftis is able to spin a tale that is both amusing and, at the same time, is a detailed analysis of the traffics and markets, the working conditions on board and the ship's profitability. The author's concern for her readers continues into the last chapter, where she reveals the main actors' faces of this history, those of shipowners/masters, mariners and ships.

Too often, as practitioners of economic and/or maritime history, we write more for the scholarly community. As a result, our works meet scholarly standards but, typically, they are also dull and unintelligible for the general reader, frequently neglecting the human side of history. Books like this show us that we can share both approaches, and, as D.C. Coleman rightly pointed out some years ago in *History and the Economic Past* (Oxford 1987), that economic history must also be social history, always dealing itself with real people — and, I would add, also with "real" readers.

Jesús M. Valdaliso
Bilbao, Spain

Wayne M. O'Leary. *The TancookSchooners: An Island and Its Boats.* Montreal and Kingston: McGill-Queen's University Press, 1994. xiv + 290 pp., figures, maps, photographs, appendices, notes, bibliography, index. $44.95, cloth; ISBN 0-7735-1172-5; $17.95, paper; ISBN 0-7735-1206-3.

Dwellers of small islands throughout the world have always been obliged to rely on boats for transport to and from their homes and for fishing. They interact with the climate and indigenous materials, and use experience culled from years of coping with the element surrounding them to build the best craft for their unique needs. The people who settled on Tancook Island in Nova Scotia's Mahone Bay were no exception to this practice. How they reacted to their particular elements, how they adapted their materials and how they used their craft is the subject of this well-researched book.

The author takes a holistic approach to the

discussion of the Tancook schooner and puts their short class lifespan of three decades deeply within the context of island history. He begins with the first settlers and their early craft, continues on to the (till now) better-known Tancook whalers, not necessarily less historically significant than the schooners, as the author claims. This brings us to the middle of the first decade of this century when the latter boats evolved. He discusses the builders, designs, development, rigs and their uses for fishing or coastal trading in the island's agricultural and fishery produce. By the beginning of World War II the class was beginning to lose its ascendancy and shortly after the war the ubiquitous Cape Island boat swept the few remaining Tancook schooners from provincial waters. A handful remain in the hands of proud and loving owners who have adapted the craft to their final metamorphosis, the recreational schooner.

Much of the material used to compile this work is based on interviews. Perhaps too much reliance has been placed on Murray and Thomas Mason who were interviewed a total of forty-five times, and quoted many more. Even the most reliable memory must feel the strain of so many "re-takes," and interviewee fatigue sets in. At a distance, repeated or handed-down information changes to become legend rather than history. Few parallel interviews with other island boat building families, the Stevens, Levis or Langilles were noted. Some comparisons with other Nova Scotian or regional craft would have been useful, interesting analogies with the Cape Sable Island sloop could be drawn, though this craft was phasing out as the Tancook schooner made its debut.

The large number of endnotes sourcing practically every statement, augmented with copious footnotes on numerous pages of the text began to irritate this reader. Many could have been deleted without undermining the author's credibility. It is also regretful that the drawings are so small, too small to be really useful. The lines plans could have been increased in size by 50 per cent without resorting to fold-outs, small still, but more useful for comparison purposes. The list of Registered schooners in Appendix I would be easier to access if listed in alphabetical rather than chronological order.

These criticisms notwithstanding, it is a very useful book filling a gap on the shelf of the tiny library of literature documenting Canadian small craft. It also sets the standard by which future small craft books will be compared.

David A. Walker
Halifax, Nova Scotia

A.R. Scammell. *We Go A-Fishing: Personal first-hand accounts by former fishermen of Change Islands, Notre Dame Bay, Newfoundland.* St. John's, NF: Jesperson Publishing, 1994. xii + 116 pp., photographs, maps, glossary. $12.95, paper; ISBN 0-921692-60-9.

Arthur Scammell produced *We Go A-Fishing* "to salvage...personal experiences...[so that there might be a] written record of what was once a very exciting time in the annals of..[Change Islands]." The time to which he refers is that in which men of his own generation grew up and spent their working lives. The experiences he has "salvaged" are in some instances particular, relating unique cases of adventure, deering-do, hardship, endurance, wit, or the like; in others they are generalized reminiscences of the "daily round and common task." Together they comprise a substantial, if incomplete picture of the workaday world of a now vanished society.

The voices here recorded, though edited to ensure felicity of grammatical construction and uniformity of style, are obviously authentic. Just as obviously, they display a remarkably similar approach to life. Every set of reminiscences conveys to the reader a sense of assurance, of belonging of faith, of satisfaction in personal achievement, of joy in living and participating in an egalitarian community in which worth and competence are equatable. Labours that might have put Hercules to shame are recorded as hardly worthy of particular notice; references to the truck system are casual and uncomplaining: perils of sea and ice that conjure images of horror are noted as commonplace; Odysseys are treated as mere jaunts; and cash earnings that mock current notions of poverty are deemed ample. There are no recriminations for lost opportunity: no groans of oppression; no recognition of exceptional- heroism, of unbearable labours, of unendurable hardship.

You may say that this reflects a universal

tendency for older eyes to see the past through spectacles that regularly transmute "life's leaden metal into gold." Assuredly, Change Islanders are not uniquely immune to this phenomenon. And yet, we cannot help but be persuaded as we read that the total absence of whining complaint, of self-pity, of any sense that fate is cruel or nature unduly harsh, is not a deliberate creation of the editor or a function of selectivity among possible informants. Indeed, we must conclude, as Dr. Scammell himself notes in his foreword, that to the likes of Henry Blake or Line Hoffe, or Fred Oake or Ray Scammell, their world was a logical and rational one. In that world, "to go a-fishing" was a proper vocation, and to set about creating a trap berth by remaking a section of the ocean floor, as Skipper Joe Elliott did, was a matter of course for an enterprising fisherman. It was a world in which one could not "let the Blessed Lard come and find thee idle;" a world in which the reward of hard labour was the contentment that came from the ability to wrest a livelihood from sea, ice and rocky land in keeping with a set of values prescribed and endorsed by a community of like-minded neighbours.

None of this should, of course, diminish the reality of great hardships or even of heart-rending tragedies that, through the golden mists of memory, are magically made less cruel than they were. Consider, for example, Ray Scammell's story of being frozen in at Conche, and note how events that might have been treated as hardship are transmuted into joyous adventure. Even in the face of bitter experience, hopeful expectation shines through. As Skipper Frank Hynes put it: "Everybody knew the fishery was a chancy business, a gamble, but a fisherman has to survive on hope. Next year would be different. You had to look for the silver lining. One cheery old man, after a total blank summer, greeted his wife with these words: 'We got no fish mother, but we had a whippin' time home'."

I wish that it had been possible to pursue at greater length, or with an eye to historical proof, the proposition that the cod trap was really invented by Skipper Joe Elliott. I wish it had been possible to include a little more of the diary of that fascinating person, Justinian Dowell. Otherwise, I find myself, like a great many other Baymen, I expect, happy that Dr. Scammell has stirred into fire the embers of an old nostalgia for a "world we have lost."

Leslie Harris
St. John's, Newfoundland

Alan Christopher Finlayson. *Fishing For Truth: A Sociological Analysis of Northern Cod Stock.* St. John's: Institute of Social and Economic Research, 1994. x + 171 pp., maps, figures, tables, notes, bibliography. $24.95, paper; ISBN 0-919666-79-5.

Alan Christopher Finlayson uses the history of the northern cod stock collapse as a proving ground for a sociological theory called "social constructivism." His book is based on his masters thesis at Memorial University. The author may not convince all readers of his tenet, but his book contributes to the healthy debate over why the fishery collapsed.

Finlayson first introduces the thoughts of Plato, Locke and Kuhn on how the quest for scientific truths is subtly influenced by those supporting the practice of science. Then, using official reports on the state of the fishery and taped interviews with scientists at the Canada Department of Fisheries and Oceans (DFO), Finlayson attempts to show that fisheries science was diverted from the pursuit of "truth" by political and institutional forces. He contends that scientific assessments of the state of the northern cod stock were inaccurate for many years, because of an optimistic mind set created when Canada took jurisdictional control of its continental shelves in 1977.

The book describes the expansion of the Canadian fishery for northern cod between 1977 and 1990. A moratorium was declared on an exhausted resource two years thereafter. The political and economic conditions which led first to the Kirby Commission, then the Keats Report, the Alverson Report and finally the Harris Report are discussed. We learn of undercurrents which were unknown to the general public. For example, as conflicts intensified between inshore and offshore fishermen competing for the same resource, government tried unsuccessfully to accommodate both sectors of the fishing industry in setting annual catch quotas.

Transcripts of conversations between the author and players in this drama make for interesting reading. However, the flow of the text is broken whenever Finlayson digresses with his sociologist's opinion of what went wrong. Quite often the author interjects, and then parries, written criticism of his thesis by Dr. Jake Rice, a senior DFO scientist in St. John's. The author is admittedly uncomfortable with the power of the pen, and so includes these counter-points. Yet he uses Dr. Rice's comments as a foil, to further his social constructivism theory.

Hindsight is always 20-20. DFO did over-estimate the abundance of cod. But was this error caused by political and institutional pressures on DFO scientists, as the author contends? Or was it due to their lack of understanding of nature? There is no discussion in the book of recent changes in the ocean ecosystem which surely played a role in the decline of the northern cod. Seals increased in numbers. Capelin, the major food for cod, shifted its distribution over the continental shelf. Ocean temperatures were abnormally cold. By highlighting some facts and ignoring others, Finlayson places his own "spin" on events to make his case, all the while accusing DFO of the same practice.

The book's value lies in its popular account of the practice of fisheries science and management. It describes how stock assessments are made. Moreover, it discusses the uncertainties in those assessments, and how DFO failed to acknowledge publicly the limits to its forecasting skills. One hopeful chapter discusses how fishermen might play a greater role in the practice of science, with fishers and scientists sharing each other's knowledge.

Nevertheless, the conclusion of the book is unsettling. Finlayson recommends no science rather than improved science in the fishery of the future. He believes that fisheries management founded upon biological science is wrong, because the fishery is essentially a social endeavour. Through education and discovery all interest groups could learn to cooperate in managing the stocks. Yet Finlayson provides no assurances that a sociological approach to management would prevent crises in the future.

Joe Wroblewski
St. John's, Newfoundland

Nicolas Landry. *Les pêches dans la péninsule acadienne 1850-1900.* Moncton, NB: Éditions d'acadie, 1994 [CP. 885, Moncton, N.B., Canada E1C 8N8]. 194 pp., map, photographs, tables, figures. $19.95, paper; ISBN 2-7600-0255-1.

This short work is a fine example of what a good historical monograph should be. Nicolas Landry presents a clear over-all view of his subject and writes with conviction and intelligence about the way in which that subject is linked to larger issues. The chapters are filled with meticulously substantiated data. The prose is elegant, and the general reader is given enough information to understand the more esoteric material. The graphs and the statistical tables illustrate and expand upon, points made in the text and the photographs chosen help to ensure that the reader never forgets Landry is writing about people, not merely about events. Finally, the author has a fine sense of historical process, of the way in which the past influences and shapes the present. As a result the monograph holds the reader's attention easily.

The theme of the work is the development of the fishing industry between 1850 and 1900 in the "Acadian peninsula", that part of the north-east shore of New Brunswick from Grande Anse to Tracadie, including the communities of Caraquet, Shippegan, Lameque, and Miscou. The dominance of the sea in the lives of those who live beside it is told through the recreation of the history of the fishery, its problems and successes. The first chapters provide an account of geography of the region and of the historical roots of its Acadian population, emphasizing the long tradition of the Acadian interest in commercial fishing in that area. Chapter III is an example of the way in which Landry binds together local history with a broader canvas. It deals with the issue of fishing generally, along both shores of the Baie de Chaleur, the relative and the changing importance over the years of cod, mackerel, lobster and herring as commercial products. The impact of federal responsibility for the fishery after 1867 is deftly woven into an account of the basic economic realities of Acadian activity: the problems of funding equipment and organising the necessary commercial investment. The impact that the chang-

ing federal policies had upon the living standards of the region is clearly established.

For a monograph that is centred so firmly in statistical analysis, the reader is provided with a remarkably strong impression of what daily life meant in the "Acadian peninsula" during the last decades of the nineteenth century. Landry writes, with a sure touch, of the political realities of Acadian-English relations in New Brunswick at this time, of the impact of Canadian-American relations on the Canadian fishing industry and of the lack of importance that the federal government so often accorded the Atlantic fisheries. There is a similar control of data shown in Landry's account of the foreign interests, mainly British, which imposed the "truck" system of recompense on the fishermen, something that embittered the lives of many an Acadian family. The strong link between the owners of lumbering rights and those who controlled the marketing of much of the fish harvest is noted as is the life-style of many an Acadian, caught up in fishing during the summer.lumbering in the winter and subsistence farming throughout the year. Against the necessities of life, the tables of fish caught and sold, export markets explored and developed, the fluctuations in the fish stocks themselves, all the exigencies of economic life are made a matter of human experience not just a question of profit and loss.

The last thirty years have seen the publication of good monographs on many aspects of the history of Maritime Canada in general, and Acadian history in particular. The thick web of unsubstantiated generalisations and facile assumptions, which for many years made the history of so many peoples and so many occupations, read as if it was the history of wooden puppets and invented life-styles, has given way to detailed and meticulous re-creations of lived experience. We are now beginning to be able to build complex general histories, illuminated by well-founded analyses of particular peoples and occupations. Landry's work is one more such helpful study. It is to be hoped that he, himself, will decide to work with a broader canvas in the near future.

N.E.S. Griffiths
Ottawa, Ontario

Louis Blanchette. *Histoire de COGEMA: La Compagnie de Gestion de Matane inc.*. Rimouski, PQ: Histo-Graff, 1994 [481, place Mgr Langis, Rimouski, Québec G5L 5G3]. 169 pp., photographs, figures, maps, appendices. $23, paper; ISBN 2-98029-581-7.

This book offers a history of the company which owns and manages a railway-car ferry operating year round between the pulp and paper town of Baie Comeau on the north shore of the St. Lawrence River and Matane, the eastern terminus on the south shore of a Canadian National Railway branch line which joins the CNR mainline to the Maritimes at Mont Jolie, Québec.

Open pit iron mining and large hydro-electric installations began to be developed inland from Baie Comeau in the 1940s but heavy and bulky goods could only be transported to and from north coast communities by coasting vessels during the ice-free months of the year. As early as the 1950s, suggestions were made for either a railroad to serve those communities or an all year rail-car ferry service across the St. Lawrence. The first proposals - in 1971 for a tug and rail car barge service between Port Cartier and Matane and in 1974 for a rail-car ferry service between Baie Comeau and Québec City — foundered over the failure to secure the necessary permits.

Then, in 1974, La Compagnie de Gestion de Matane (COGEMA), which had been granted letters-patent in 1973, obtained a permit to operate a rail-car ferry between Matane and Baie Comeau, Port Cartier and Sept îles. Even so, COGEMA did not have a suitable vessel until 1977 when they leased a new rail-car ferry from the Canadian National Railway. The 397-foot, 7892.9 gross ton *Georges Alexandre Lebel* began carrying freight cars loaded with newsprint between Baie Comeau and Matane in January 1978. After operating under lease for sixteen years, the vessel was purchased from the Canadian National Railway in 1993.

As a company history, this book is an interesting illustration of successful entrepreneurship, though it is narrowly focused on the political and legal problems of establishing the rail-car ferry service and finding a suitable vessel. Much of the text consists of lengthy footnoted quotations from company, municipal,

provincial and federal reports and correspondence between some of the key individuals. The author also notes that further studies are needed, both of the companies and individuals involved and of federal-provincial politics in Quebec during the 1970s. Technical details of the *Georges Alexandre Lebel* appear in an appendix but references to the many non-rail ferries and coasting vessels which served the north coast industrial communities are "en passant." The only errors noted are minor — a missing footnote number and a missing line of text. More serious is the depiction on "Carte 2" of a large lake near the western edge of the map; in fact, this is the prominent, roughly circular, Manicouagan hills.

David J. McDougall
Lachine, Quebec

Palle Uhd Jepsen. *Harpuner i Arktis: Hvalfangst vedSvalbard i 1600-arene.* Esbjerg: Fiskeri- og Safartsmuseet, 1994. 144 pp., illustrations, maps, photographs (b+w, colour), figures, English summary, notes, bibliography. DKK 248, hardcover; ISBN 87-87453-61-4.

During the 1980s, knowledge about whaling in the waters of Svalbard (Spitsbergen) increased immensely, in particular through archaeological excavations and pertinent archival research in the Netherlands and Norway. Jepsen's book focuses on the opening and peak periods of whaling around this Arctic archipelago.

The history of the political quarrels between whaling nations in the second decade of the seventeenth century, the phase when try-works bases were set up ashore to render blubber and clean baleen, and the subsequent phase when whaling moved offshore in the vicinity of the ice edge, all are well known from previous literature. The shift from inshore or bay whaling to offshore or ice whaling was not solely caused by overfishing, as had been traditionally maintained, but rather by climatic changes as well, occurring in the late 1630s. This is just one of the insights gained from recent research. Another is the revision in the number of people who populated the famous Dutch try-works base of Smeerenburg. Early but non-contemporary sources estimated the number of men at a few thousand, a figure that grew in the course of time until it reached 30,000 in a recent popular work. Archival and archaeological work has reduced this to a much more realistic figure of about 200 men living at the rendering site during the whaling season.

To a considerable extent, Jepsen's book summarizes the recent, revisionist literature on early Svalbard whaling. The basic work by Thor Bjorn Arlov, *Svalbard 1596-1650 i historiografisk lys* (Norsk Polarinstitutt Meddelelser 109; Oslo: NPI, 1988), plus a few minor papers, have not been consulted. On the other hand, Jepsen does acknowledge that, even as recent research was proceeding on whaling around Svalbard, the basic facts of whaling history generally were being redefined by research in Hispano-Basque archives and subsequent archaeological excavations in Labrador. That work has shed light on the important role of Atlantic Canada in the expansion of Basque whaling from the Bay of Biscay to Labrador and Newfoundland, Northern Norway, Brazil, Svalbard, Iceland and Greenland. Jepsen devotes a few introductory chapters to sixteenth-century Basque whaling and its impact on English, Dutch and Danish whaling efforts in the early seventeenth century.

In his epilogue the author briefly takes a look at twentieth-century whaling in the Antarctic, the catch figures of which dwarf the Svalbard "whale oil boom" of three centuries ago. But he rightly criticises the continued campaigns of environmentalist groups against today's community-based whaling for making the uninformed public believe that this small-scale, non-competitive whaling would be in the harmful tradition of Antarctic whaling.

For scholars who are up-to-date with current research, this book offers nothing new. Much of the material has already been summarized in a few works published in English and German. Its usefulness will therefore be limited to a Danish readership. Art historians may also take issue with the picture captions. These are often quite inadequate, confusing artistic techniques, ignoring or mis-translating Dutch or Latin inscriptions on the originals, or failing to identify the source when the original is unknown.

Klaus Barthelmess
Cologne, Germany

David Scott Cowper. *Northwest Passage Solo.* London: Seafarer Books, 1993. 212 pp., maps, colour photographs, index. $26.95, cloth; ISBN 0-850364-29-9. Distributed in Canada by Nimbus Publishing, Halifax, NS.

David Cowper is an occasional mariner of significant achievement — four single-handed world circumnavigations: two under sail, the first east about and the second west about, via the Horn and the Cape; and two under power, both west about, the first via Panama and the Cape and the second by way of the Northwest Passage and the Cape. Each voyage led to an entry in the Guinness World Book of Records. His transit of the Northwest Passage in a converted Royal National Lifeboat Institute (RNLI) lifeboat during the second powered circumnavigation, is the subject of this book.

The narrative opens with a brief description of Cowper's first confrontation with Arctic Ice. A two-chapter ramble then follows through the history of previous attempts, successful and unsuccessful, to navigate the Northwest Passage. Like the *Pilot of Arctic Canada, Volume I,* Cowper, too, fails to mention Larsen and *St. Roch* in his survey. Two chapters relate to Cowper's introduction to the sea, his first three circumnavigations, how he came to know Captain Tom Pullen of Arctic renown, and the germination of a single-handed circumnavigation via the Northwest Passage, starting and finishing in Britain — another first. It is to this endeavour that the latter half of the book is devoted.

Forced by financial circumstances to adapt the RNLI lifeboat in which he made his first powered circumnavigation, Cowper knew that she was anything but an ideal craft for an Arctic adventure. Nevertheless, buoyed by the optimism and self-confidence in which he abounds, he set off in his 12.8 metre craft of wooden construction, terribly wet in any sort of a sea and unsuitable in design for single-handed operation, expecting to transit the Northwest Passage in a single season. In fact, it took him four seasons, and so a hundred pages are needed to describe his many trials and tribulations — some physical, some engineering and some financial — in navigating the Northwest Passage solo. Much is made by the author of his personal definitions of what constitutes a transit and what constitutes solo. I think that most Arctic navigators would agree that following an icebreaker's track, as Cowper was compelled and thankful to do, does not constitute a solo transit.

The maps and photographs serve exceedingly well at enhancing the text. In particular, one can only admire in wonderment the steadiness of nerve required to snap an inquisitive polar bear at a window complete with massive paw on the sill. As one who delights in small boat odysseys, I would have preferred the historical section to have been integrated into the voyage narrative. In so doing, the author would simultaneously have taken one along on all the voyages that have followed a similar endeavour. A more colourful and interesting yarn would surely result.

Apart from its appeal to those who enjoy the genre, this book has one "value" in particular - that of guide to other would-be small boat navigators of the Northern Passage.

Len Forrest
Ottawa, Ontario

Clive Holland (ed.). *Farthest North: A History of North Polar Exploration in Eye-Witness Accounts.* ***New*** York: Carroll & Graf, 1994. viii + 305 pp., illustrations, photographs, maps, sources. US $23, cloth; ISBN 0-7867-0128-5.

This compendium of explorers and ships seeking the North Pole from 1527 to 1985 provides nothing new except possibly for the unsuccessful German-Austrian attempts 1868-1874. Some of the editor's evaluations are curious. He portrays Nansen, the great Arctic traveller, as being endowed with luck in his polar attempts and specifically in getting himself and some of his men from *Fram* off the ice and back on land. It is difficult to believe that Nansen relied on luck.

What is of interest are the eye-witness accounts by the leaders and the men involved in these early and later years up to the time of embryonic polar aviation by airship, including the *Italia* disaster of 1928 led by Nobile. The accounts of the Nares British Arctic expedition 1875-1876 recall the travelling technique of man-hauling sledges instead of using dogs. Man-hauling is brutal and back-breaking work as Scott found out when he perished in his attempt to be the first to reach the South Pole in 1912.

Amundsen's dog sledges made the run and back. The comment of the time was "you can always eat dogs — you can't eat sledges."

The book certainly describes the difficulties, hardships and starvation which were the lot of the early expeditions. However, the Royal Navy after the Napoleonic Wars had surplus ships and crews available, and so Arctic exploration and the chance of reaching the Pole seemingly became irresistible for many expeditions. There did not seem to be much interchange of information between the many international expeditions concerning their various failures and successes in reaching the high latitudes, and with good reason — secrecy. The Peary-Cook controversy is once again aired in twenty-four pages and presumably will never be resolved.

There is a problem with the book. The source material is not directly connected to the eye-witness accounts so the reader is left pondering on the sources of these interesting accounts. While their accuracy is not in question, footnotes would have dispelled any doubts and answered any questions. However, for the most part, the editor has done well in providing insights into, at times, the awful naivety of many of the expedition leaders who had no idea what their chances were to reach the Pole and in fact what they were up against.

The book ends with an account of the editor's experience as lecturer on board a Russian nuclear powered icebreaker of 75,000 horse power carrying tourists to the North Pole. In fact the Russians gave up attempts to reach the Pole in earlier years until they built the ships that could get there effortlessly.

Tom Irvine
Ottawa, Ontario

D.D. Hogarth, P.W. Boreham and J.G. Mitchell. *Mines, Minerals & Metallurgy: Martin Frobisher's Northwest Venture, 1576-1581.* Mercury Series Directorate Papers No. 7; Hull, PQ: Canadian Museum of Civilization, 1994. xiii + 181 pp., illustrations, maps, figures, tables, references, appendices, index. $21.95, paper; ISBN 0-660-14018-7.

The aim of the Mercury series is the rapid dissemination of information pertaining to the disciplines in which the Canadian Museum of Civilization is active. This volume is devoted to three voyages made under the command of Martin Frobisher in Elizabethan times. What was conceived originally as a voyage of exploration developed into a quest for riches. Between them the authors have compiled a comprehensive account which includes the actual voyages, the assaying of the rocks collected, a description of contemporary smelting methods and the consequences of the events.

Within the compass of this modest volume the authors confine themselves to summarising the voyages which are covered in greater detail in Hakluyt's *Voyages* and in the Hakluyt Society's edition of Frobisher's logs. Briefly, in 1576 Frobisher sailed from London in command of the *Michael,* 25 tons, the *Gabriel,* 20 tons and a 7-ton closed-deck pinnace. The total complement was thirty-seven. The pinnace was lost in a storm and the *Michael* lost her bearing and returned home. The purpose of the voyage was to discover a Northwest passage to the Orient. Arriving off the coast of Baffin Island in mid-August Frobisher was attracted to the 500-kilometre wide strait that we know today as Frobisher Bay. Because of ice and the lack of a favourable wind a landing was effected on the Hall Islands. It was here that one of the seamen picked up a lump of black rock, believing it to be sea coal but which subsequently was found not to be combustible and was brought home as a souvenir. The first assayer to test the rock pronounced it to be rich in gold. Despite the fact that none of the seven other assayers who subsequently examined the sample could find any evidence of precious metal, word spread that Frobisher had found a source of natural riches. Soon, the Cathay Company was formed for the sole purpose of exploiting the "find."

A second voyage, this time sponsored by the Cathay Company, set out, comprised of three vessels: the 200-ton galliass *Ayde* accompanied the *Michael* and *Gabriel* of the previous expedition. On this occasion the haul was 158 tons of "black ore." Stimulated by claims that the ore was rich, a third and even larger expedition was arranged, employing a fleet of fifteen ships. The intent was to bring home some 500 tons of ore and to over-winter on Baffin Island. In fact, over a thousand tons was landed. Gold, how-

ever, remained elusive and the enterprise was not a financial success.

The second half of the book is devoted to describing the metallurgical implications of the finds and an account of visits to the mining sites as well as to the southwest coast of Ireland where one of the returning vessels foundered. The remains of her cargo can still be located on the shore and in Dartford in Kent where some of the surplus rock can be seen to this day built into a boundary wall.

Although principally of interest to geologists, the authors have produced a volume that students of the Elizabethan maritime history will find particularly useful including as it does brief descriptions of the careers of those involved, not only people of quality but also the ships' captains and their subsequent service.

Norman Hurst
Coulsdon, Surrey

C. Stuart Houston (ed.). *Arctic Ordeal: The Journal of John Richardson, Surgeon-Naturalist with Franklin, 1820-1822*. Montreal and Kingston: McGill-Queen's University Press, 1984. xxxiv + 349 pp., illustrations, maps, figures, appendices, notes, select bibliography, index. $49.95, cloth; ISBN 0-7735-0418-4; $22.95, paper; ISBN 0-7735-1223-3.

C. Stuart Houston (ed.). *To the Arctic by Canoe 1819-1821: The Journal and Paintings of Robert Hood, Midshipman with Franklin*. Montreal and Kingston: McGill-Queen's University Press, 1974. xxxv + 217 pp., illustrations, plates (colour, b+w), maps, appendices, notes, select bibliography, index. $22.95, paper; ISBN 0-7735-1222-5.

The Arctic Land Expedition, under the leadership of John Franklin, was dispatched to the Canadian Arctic in 1819 and charged with the task of charting the as yet unknown coastline east of the Coppermine River. Franklin's crew travelled overland from York Factory to Cumberland House and on to the Great Slave Lake and Fort Providence. The expedition reached the mouth of the Coppermine River, and then travelled east to Bathurst Inlet and Melville Sound. While Franklin's effort was a scientific success, it was racked with controversy. Midshipman Robert Hood was murdered by an Iroquois crewman and eleven of the party perished from starvation; the expedition spent much of its time in the Canadian Arctic in misery and want.

The Arctic Land Expedition has been well-documented. Much of the attention has focused on John Franklin's account *(Narrative of a journey to the shores of the Polar Sea, in the years 1819, 20, 21, 22...)*. C. Stuart Houston, one of Canada's best editors of exploration journals, had brought forward two additional documents from this famous expedition. The first, by Midshipman Robert Hood, was initially published in 1974. The second volume, the journal of surgeon-naturalist John Richardson, was released in 1984. McGill-Queen's University Press has now reprinted both volumes in paperback, thus ensuring that these important and fascinating books remain in print.

Because of the nature of the 1819-1822 expedition, and John Franklin's notoriety, some will be tempted to see these as subordinate volumes, to be read primarily in conjunction with Franklin's more famous work. This would be unfortunate, for while both books contribute to a better understanding of Franklin's writing and of the expedition's tragedies, they stand separately as fine examples of the explorer's narrative. Richardson's (which runs from August 1820 to December 1821) is the more detailed of the two and is filled with scientific observations. Hood's journal covers the earlier period, beginning in 1819 and ending in September 1820 and provides a compelling narrative of the expedition's northward advance.

The authors provide detailed accounts of their travels, descriptions of the landscape and, particularly in Hood's case, of the activities and customs of the indigenous people in the region. Hood's judgements of the indigenous population are often hard and quick, lacking the perspective and understanding that fur trade workers gained from their longer tenure in the Northwest. Consider his description of the "Stone" (Assiniboine) Indians: "The Stone Indians are addicted to odious and abominable vices, arising from extreme deprivation of the passions, and, if their prowess has given them a superiority over the Crées, their dispositions have placed them lower

in the scale of humanity." (Hood, 89) At the same time, however, Hood's words are fine examples of British attitudes toward northern native peoples.

In keeping with their stoic approach to Arctic experiences, the travellers' personal suffering rarely shows up on the pages of their journals. Consider Richardson's almost laconic account of yet another day of hardship in the Barrens: "Some deer were seen in the morning but the hunters failed in killing them and in the afternoon we fell into the track of a large herd which had passed the day before but did not overtake them. In consequence of this want of success we had no breakfast and scanty supper, but we allayed the pangs of hunger by eating pieces of singed hides. A little Tripe de roche was also obtained. These would have satisfied us in ordinary times, but we were now exhausted by slender fare, and travel, and our appetites had become enormous." (Richardson, 236) Only when their trials are examined over time, and placed in the context of the great distances travelled under very trying conditions, does the full impact of their hardship become evident.

Houston's edited volumes are noteworthy for their careful attention to detail, meticulous annotations, and excellent introductions and commentaries. *Arctic Ordeal* and *To the Arctic by Canoe* are superb examples of the value of exploration narratives and of the additional rewards that accompany extremely well-edited journals. Houston has, as well, paid close attention to the scientific observations of these Arctic explorers, thus ensuring that their scientific notations were not eliminated. The publisher has reproduced the paintings in Hood's journal and the pictures of landscapes and birds that so enrich Richardson's writings. *To the Arctic by Canoe* and *Arctic Ordeal* are fine volumes, and will be greeted with delight by armchair explorers, scientific observers, and historians interested in European experiences of the Canadian Arctic and sub-Arctic and will serve as valuable primary sources for those seeking to understand both the nature of Arctic exploration by Europeans and the first years of indigenous-newcomer encounter in the Canadian North.

Ken Coates
Prince George, British Columbia

C. Stuart Houston (ed.); I.S. MacLaren (commentary). *Arctic Artists: The Journal and Paintings of George Back, Midshipman with Franklin, 1819-1822.* Montreal and Kingston: McGill-Queen's University Press, 1994. xxviii + 403 pp., maps, illustrations, colour plates, appendices, notes, index, cloth; ISBN 0-7735-1181-4.

The citizens of Saskatchewan must be a versatile lot. The historian Janice Potter-MacKinnon serves as Provincial Treasurer, while Dr. Stuart Houston, professor of Medical Imaging at the University of Saskatchewan, has done more for the study of Canadian history than many a 'professional' historian. *Arctic Artist* is the last in a trilogy of journals written by Franklin's officers on the first Arctic Land Expedition to have been edited by Houston. The first two, *To the Arctic by Canoe: The Journal and Paintings of Robert Hood...* and *Arctic Ordeal: The Journal of John Richardson...* (see previous review) can be warmly recommended, as can Rudy Wiebe's fictional account of the same expedition, *A Discovery of Strangers.*

The first Arctic Land Expedition journeyed overland from York Factory to the mouth of the Coppermine River and from there travelled east in canoes to map the Arctic coastline. This courageous experiment was of limited success; half the party of twenty did not survive the expedition. George Back's journal is the only one which provides us with a record of the entire expedition, albeit that Back and Franklin were not in company the whole time. It was thus a major source for Franklin's published *Narrative* (1823). As the only journal of the three not intended for publication, it has an engagingly unbuttoned air. Back, moreover, was a writer of talent. He had a keen eye, noting, for example, the resemblance of musk oxen to gigantic guinea pigs, (p.93) and also a sympathetic heart. He remarked how the Yellowknife Indians lived "always on the wing of anxiety" (p.93) and his vivid appreciation of the sheer hell of a voyageur's life serves to shame any of us who have glibly referred to our rivers as the highways of Canada.

Both editor and publisher have done this important historical -document proud. *Arctic Artist* gives the text of the journal, based on

manuscripts in the Scott Polar Research Institute and the McCord Museum, but it also gives much more. There are a thoughtful introduction and postscript by Dr. Houston, which treat the possibility of cannibalism in an admirably non-sensational way. There are texts of a letter from Back to his brother, written at Fort Chipewyan in May 1820, of Back's narrative poem about the expedition and of Back's obituary in his home-town newspaper, the *Stockport Advertiser*. There are also copious extracts from Hudson's Bay Company post journals referring (often in somewhat irritated tones) to the expedition.

There are four clear and helpful maps (although the drawer does not seem to be given the acknowledgment that he or she deserves). The arrangement of the notes deserves praise. Longer notes are relegated to the back, to be read as and when one pleases. The footnotes, which can be read without breaking stride, are short and usually explanatory, although sometimes the editor quietly expresses an opinion or gives additional facts, as in a note to the entry for 26 August, 1821, where we learn that on this day Back changed his underwear for the last time until 23 December! Passages from the journal which vary from Franklin's *Narrative* are printed in bold face which allows for ease of comparison but does not, as one might expect, distract from the enjoyment of the text.

A highlight of the book are the forty-nine plates, nearly all in colour and nearly all taken from Back's sketchbooks. (Originally in the possession of a descendant, these have been in the National Archives of Canada since 1994.) Along with the plates is a commentary by lan MacLaren, an authority on the painting and writing of Europeans such as Hearne and Kane and their encounters with the northern wilderness. His commentary adds greatly to our understanding of the journal, the sketches and the young naval officer who created them.

Arctic Artist reveals much about a major historical episode, heroic and horrific by turns, as well as much about our north and those, both aboriginal and European, who have lived there. But for many readers, the greatest pleasure will be in coming to know George Back.

Anne Morton
Winnipeg, Manitoba

J.F. Bosher. *Business and Religion in the Age of New France 1600-1760: Twenty-two Studies.* Toronto: Canadian Scholars' Press, 1994. xiii + 530 pp., maps, tables, figures, note on sources, index. $41.95, paper; ISBN 1-55130-034-6.

In this book, J.F. Bosher has gathered (and sometimes revised and translated) twenty of his previously published articles and given us two new pieces as well. The result is a very valuable overview of nearly thirty years' work by one of the leading historians of early modern Franco-Canadian trade. Buttressed by thorough and painstakingly documented genealogical data and equally detailed insights into governmental policies, Bosher's arguments on the relationships between the state, religious belief and commercial enterprise deserve close attention. His most important contribution is to show through concrete examples how the smallest units in the French economic system — merchants with their families — interacted with the largest unit — the state with its imperial designs. Linking these two via a thousand capillaries were money and, as Bosher emphasizes much more strongly than most economic historians, religion.

Including religious and cultural matters allows Bosher to offer, for example, compelling new ideas on the rise of La Rochelle as the main, almost the exclusive, port for the trade with New France. In his major new article, "The Counter-Reformation in France 1620-1660", and again in "La Rochelle's Primacy in Trade with New France, 1627-1685", "The Imperial Environment of French Trade with Canada, 1660-1685" and "The Franco-Catholic Danger, 1660-1715", he asserts that La Rochelle's near-hegemony in that trade was due primarily to the intertwined political and religious policies of Louis' XIII and XIV, not to inherent geographical or entrepreneurial advantages. Specifically, the elimination of the Huguenot community at La Rochelle and the establishment of Quebec were seen by these monarchs and their ministers as linked goals: "During the years of the Counter-Reformation, Quebec was viewed as a mission to pagan tribes, La Rochelle as a mission to Protestant heretics." (p.43) Bosher argues convincingly that religious considerations were important in the imperial and commercial calculations of Richelieu and Colbert ***(ppASJf,***

232-5) and forcefully reminds us that, for seventeenth-century rulers, economic, political and religious motives were tightly enmeshed.

On the other hand, missionary zeal seemed to play little, if any, role for the merchants in the trade with New France, though religious concerns were never far from their minds. Although the average seventeenth- and eighteenth-century merchant was very religious, as evidenced by numerous pious exclamations in business correspondence, the possession of a great many religious books, etc., private piety and the almost uniform marriage within one's faith did not mean intolerance in commercial matters. Protestants and Catholics, and for that matter Jews, did business with each other and created a tenuous yet real multi-ethnic transatlantic mercantile community (pp.51, 235, 463). It appears to have been the state's mercantilistic practices, such as Colbert's port and tariff policies, rather than its religious aims which attracted the individual merchant.

The mutual dependence of the merchant and the state is a *leitmotif of* this collection; Bosher addresses this interdependence in detail in pieces such as "Government and Private Interests in New France" and "The Treasurers of the Navy and Colonies under Louis X V : Rochefort and La Rochelle." His exhaustive archival legwork pays off again as he traces the alliances of individual merchants, financiers and government officials and, most importantly, the flow of payments among these figures. Bosher thereby uncovers a world where corruption was endemic, indeed almost inherent in the system, in part because there was no barrier between private interest and public function. The controls enforced by a modern civil bureaucracy were almost wholly lacking; as just one result, naval accounts were normally ten to twelve years in arrears! Bosher goes beyond simply presenting the evidence, however, and explores why the *ancien regime* tolerated such a blurring of what we today term the public and the private, and he explores the ramifications of that blurring for the operation of the French navy and the fortunes of French commerce. In "Financing the French Navy in the Seven Years' War," for example, Bosher raises important questions about the ability of France to wage naval war at that critical (especially for Canada) juncture. We are reminded that Canada may have been lost for France at the treasury-box as much as on the Plains of Abraham.

Bosher might possibly have pushed such a thought even further than he does. He feels that the English fiscal system was almost as corrupt as the French, pointing out how many of England's great eighteenth-century naval heroes were prize-seeking quasi-public entrepreneurs as well, (pp.491-2) and implies that other factors may have been the decisive ones in the Anglo-French struggle. John Brewer's path-breaking 1988 book *The Sinews of Power: War, Money and the English State, 1688-1783* suggests, however, that England by mid-century was organizing just the sort of publicly accountable tax-collecting bureaucracy Bosher finds so blatantly missing in France. This is a very minor criticism, of course, as is the observation that the reader is left wondering why the Crown supported the sea-ports, apparently including La Rochelle, so little during the early eighteenth century compared to its often fierce involvement in the previous century (see "The Paris Business World and the Seaports under Louis X V").

One must look hard, however, to find flaws in *Business and Religion in the Age of New France*. There is a wealth of data here for maritime historians, well presented in excellent maps, genealogical charts, notes, and tables of ship and commodity movements. Cropping up in different articles, and often seen from different vantage-points, are a number of mercantile families whose histories Bosher makes the history of New France (and vice versa). That linking of the familial with the public-political is one of the two main accomplishments of the book. The other, epitomized by the opening chapter entitled "Writing Early Canadian History," is Bosher's call for recognition that nationalistic historiography misses crucial elements of the story, insisting that disciplinary divisions reflecting *ex post* national boundaries do not conform with the realities of early modern transatlantic trade. In short, Bosher has once again woven together with an expert hand a great many strands to illustrate that maritime and commercial history are crucial to our understanding of the states the Europeans founded in their New World.

Daniel A. Rabuzzi
Baltimore, Maryland

Kenneth McPherson. *The Indian Ocean: A History of People and the Sea.* Oxford, Delhi and New York: Oxford University Press, 1993. x + 318 pp., maps, bibliography, index. Rs 410, Cdn $51.50, cloth; ISBN 0-19-563374-1.

This is an ambitious and comprehensive history of the Indian Ocean region, one that confronts the many intellectual and historical dilemmas which make a single study of this region such a daunting challenge.

In order to avoid the oft repeated pattern of making the history of the Indian Ocean seem like little more than a succession of regional histories (The Gulf, South Asia, East Africa, Southeast Asia, *et at),* the author structured his volume around an analysis of the human history of the Indian Ocean in which the emphasis is on finding cultural and economic commonalities. He seeks to define the Indian Ocean as a single region identifiable in the first instance by an economic unity brought about by maritime trade historically rooted in trading patterns fixed by seasonal monsoons. Within that region he of course acknowledges the broad range of cultural diffusion, but his argument stresses the integrating nature of climate and trade.

McPherson makes his argument about the formation and then sundering of this region in four main chapters. The first deals with the early maritime trade of the Indian Ocean up to the beginning of the common era. Here he neatly blends a variety of local histories with changes in shipping technology that led toward the development of merchant activity and an evolving maritime tradition. The second main chapter deals with the flowering of civilizations and long-distance trade within the Indian Ocean basin before the arrival of Europeans. Great emphasis is placed on the vital role played by Islam in integrating trading networks throughout the region (and indeed as far as China) in what McPherson calls a "maritime Silk Road." The strongest contribution of the book may well be the powerful argument he makes about the thriving and dynamic nature of the Indian Ocean region before the arrival of external powers.

The third and fourth chapters lay bare how this Indian Ocean world was first disrupted, then fundamentally altered by external intrusion. In the first instance the Portuguese, Dutch, and English collaborated with indigenous merchants who remained vibrant and independent for some time to come. But the process of linking Indian Ocean goods to both the Atlantic and Pacific worlds had begun, and McPherson argues that European penetration from the fifteenth to the seventeenth centuries laid the groundwork for the European hegemony over the region from the eighteenth century onward. The fourth chapter, "From Commerce to Industrial Capitalism," traces the familiar story of the growth of European territorial empires, the decay of self-sufficient Indian Ocean states and economies, and the integration of Indian Ocean commerce into a dependent role within the capitalist world economy. McPherson suggests how resistance was mounted in one way or another but he clearly shows that the traditional self-sustained trading world of the Indian Ocean was lost.

This is a strong piece of writing that is as much an interpretative essay as a rigorously documented scholarly study. Specialists of all the subregions of the Indian Ocean world can doubtless find fault with various interpretations but this, to me, does not really detract from the strength of the work. By emphasizing the commonalities of the region, and by integrating such varied influences as the seasonal monsoons and the evolution of ship-building techniques, McPherson has, I think, conclusively demonstrated that an Indian Ocean region developed and existed for a very long time. The challenge for modern students and proponents of the Indian Ocean region is to see if contemporary integrating ideas can pose any realistic alternative to the disruptive forces of recent centuries.

Larry W. Bowman
Storrs, Connecticut

Jacob Wallenberg; Peter Graves (trans.). *My Son on the Galley.* Norwich, UK: Norvik Press, 1994. 192 pp., illustrations, notes, bibliographical note. US $24, paper; ISBN 1-870041-23-2. Distributed in the United States by Dufour Editions, Inc., Chester Springs, PA.

Jacob Wallenberg's interesting and humorous account of the Swedish East India Company's ship *Finland's* 1769-71 voyage from Goteborg to Canton is now available in English. Peter

Graves has not only made the excellent translations of the author's prose and verse but he has written the interesting introduction.

Following his "grand tour of Europe," Wallenberg (1746-1778) became *Finland's* chaplain for the voyage. He was a humorist, moralist, a well-educated man, and a keen observer. He describes life on board, the diet provided by the owners, and the crew's seasickness. There is a vivid account of the hurricane that struck *Finland* off the Scottish coast, resulting in shelter and repairs in Norwegian waters. During the stay, Wallenberg attended two weddings, the one of an elderly man and a very young bride, and warns of the dangers to old men taking young brides. During the voyage to South Africa, the sight of a possible privateer caused *Finland's* sixteen guns to be manned. When the strange vessel hoisted the British ensign, it was to Wallenberg's clear regret that battle had been averted. The stay in Capetown gave Wallenberg the opportunity to explore the areas settled by the Dutch and Germans. He admires the settlers' neat houses and vineyards, but noted that they did not brush their hair and had spittoons in each room. He regarded the settlers as greedy for money, possibly because they halved the usual fee paid to visiting clergy for a sermon after discovering Wallenberg playing cards!

Although Wallenberg viewed the Dutch as "barbaric and uncivilized," he believed their training of merchant seamen to be of high order. He also asked for greater appreciation for Swedish seafarers "that risk so much to bring to Sweden luxuries such as silk, tea, coffee, rhubarb for ruined stomachs and cinchona bark to cure ague." He noted that the Dutch had a monopoly of the pepper trade. The voyage to Canton receives a scant two pages and the stay in Canton three. Wallenberg found Europeans were only allowed to meet Chinese "craftsmen, merchants and a host of mandarins."

The translator provided ten pages of useful notes that contain explanations, information, and references to the classics quoted by Wallenberg. All this makes the book thoroughly enjoyable, and one to be recommended to all interested in eighteenth-century merchant ship voyages.

Dan G. Harris
Nepean, Ontario

David Syrett and R.L. DiNardo (eds.). *The Commissioned Sea Officers of the Royal Navy 1660-1815.* Occasional Publications of the Navy Records Society, Vol. 1; Brookfield, VT and Aldershot, Hants: Scolar Press for the Navy Records Society, 1994. xix + 488 pp. US $127.95, cloth; ISBN 1-85928-122-2.

In 1950 the Admiralty Librarian David Bonner-Smith compiled the first such list of Commissioned Sea Officers, and that trusty volume provided a comprehensive compilation of the official passages of naval officers from rank to rank. Always of value, such a work was bound to be, as such preliminary attempts are, incomplete and even, on occasion, inaccurate. With tenacity the team of David Syrett and R.L. DiNardo have sought to correct every blemish of the earlier attempt and, quite ambitiously, to go much farther. Their aim has been to prepare a full and accurate list, still within the confines of the period 1660 to 1815. The period under review was a crowded and violent one, and although the historical sources are not always complete and accurate, the compilers have toiled to excess in pursuit of full particulars. Using primary sources, lists of office holders, and, in particular, the *London Gazette,* they have completed their task admirably. In their documented introduction they explain the relative value of their sources. This valuable reference will have a long life, and it is highly recommended.

Barry Gough
Waterloo Ontario

Nick Nyland. *Skorbug, beskejter og skibskirurger: Trxkaf sefartsmedicinens historic* Esbjerg, Denmark: Fiskeri- og Safartsmuseet, Saltvandsakvariet, 1994. 96 pp., illustrations, figures, photographs. DKK 175, hardbound; ISBN 87-87453-63-0.

In this book (the title of which translates into *Scurvy, hard tack and ships' surgeons),* the author, a Danish physician, investigates some aspects of naval medicine from a sociological point of view.The book is not a work of strict academic research and, as such, this allows the writer the freedom to advance some quite bold and intriguing propositions. He concentrates

mainly on the period from 1500 until the turn of the last century, and, although seen most often from a Danish perspective, the conditions and circumstances he describes would, in general, probably have been valid for the majority of seafarers of northern Europe during that period. He ranges over a very wide field, one that encompasses the diseases and afflictions that would befall the mariner, down to the lot of the simple fisherman as well as the trial and tribulations of the emigrant en route to the New World. Unfortunately, in his enthusiasm for his subject, Nyland does tend at times to be a little careless with his facts: he is on uncertain ground in regard to the correct use of signal flags; and quinine most definitely did *not* eradicate malaria. Nonetheless, as a whole this slim volume provides interesting and comfortable, if undemanding, reading, and it should be noted that the illustrations are particularly well-chosen.

Peter von Busch
Karlskrona, Sweden

Albert Clarac. *Mémoires d'un médecin de la Marine et des colonies (1854-1934).* Vincennes: Service historique de la Marine, 1994. vi + 273 pp., maps, illustrations, photographs, appendices, bibliography, index.

Though a naval doctor, Clarac disliked life at sea and succeeded in having all of his postings (after the first) on land. His *Mémoires* are a potpourri of impressions and comments, covering the health service and his career as well as all that he sees in passing, often with a backdrop of contemporary events. He observes political undesirables from the Commune being sent to New Caledonia. He is a witness to the solidification of France's colonial power. He is present in the penal colony of which Devil's Island was a part when Dreyfus was there (though apparently Dreyfus was too well isolated for them to meet). And his administrator's perspective on the First World War is conveyed with surprising force. The book falls into three broad areas. First, there is Clarac's youth and early career. Here we see him tenaciously continuing his studies and progressing through the ranks. His postings at this time are in his native Martinique, which he adores, in Guyana and in Senegal. The second period is when he reaches the assurance of maturity, in Madagascar and then in Indochina. In Madagascar we sense something of the vigorous administrative style of the Governor, Gallieni, whom Clarac admired, when he is called upon to take draconian measures to deal with an outbreak of the plague. In Indochina, the feeling of authority is accompanied by greater serenity, and he becomes much more expansive about a country he finds enchanting. The third period is very sombre. He returns to France in 1914 shortly before the outbreak of war, and finds himself, not, as he had hoped, in a front-line position, but an administrator of military health services in the Bordeaux area. The sun-bathed atmosphere of his years in the colonies is now replaced by a sense of personal loss after the death of his son, of contempt for the incompetence of politicians, generals and administrators, and of outrage at the enormity of the human costs of the war.

These are perhaps the most moving pages of the entire work; the reserve of some of his earlier writing is set aside as he rails at the stupidity that surrounds him. His bitterness peaks when he is finally replaced to make way for younger blood to reorganize the service. The book is remarkably discreet about Clarac's personal life (his marriage, for example, is mentioned only in a footnote). How much was cut in the process of editing is not clear: unfortunately there is no introduction on the establishment of the text, merely a note at the beginning of the final chapter pointing out that some material from that period was dropped because of its private nature. It is a pity that the work of the editor, Genevieve Salkin, is not recognized on the cover or the title page: this is a substantial effort that deserves credit. The presentation of the footnotes is confusing; many are in the first person and clearly by Clarac, but others refer to him in the third person and are presumably by the editor (pp.36-37, for example), while in others it is impossible to tell to whom the voice belongs (the one reporting the birth of a daughter on p. 57 sounds oddly distant for it to be by Clarac). And one wonders why there are no credits for the photographs and illustrations. But this is an engaging book, despite a sometimes bureaucratic style, offering a tapestry as rich as it is broad of a career spanning sev-

eral continents. It will be of interest both to the general reader and to medical historians, though probably more to the former than to the latter.

Michael Wilkshire
St. John's, Newfoundland

Karl-Theo Beer (intro. & ed.). *Samoa eine Reise in den Tod: Briefe des Obermatrosen Adolph Thamm, S.M. Kanonenboot* Eber *1887-1889.* Hamburg: Ernst Kabel for the Deutsche Schiffahrtsmuseum, 1994. 158 pp., illustrations, photographs, appendices. DM 32, cloth; ISBN 3-8225-0273-1.

The great typhoon of March 1889 that devastated the anchorage of Apia (Samoa) and caused the loss of several German and American men-of-war has been written about frequently. This book views the disaster from a new angle, because it consists of letters written to his parents by a member of the crew of SMS *Eber,* one of the victims of the typhoon.

In clear and vivid prose, Adolph Thamm describes, from a lower-deck perspective, the long voyage to the Pacific, excursions among South Sea Islands (all in the interest of German colonial acquisitions) and the ship's final stay at Samoa. There the crew became involved in encounters — sometimes bloody ones - with local natives, and Thamm witnesses the draconian punishments dealt out to the inhabitants. He is also conscious of the conflicts with other aspiring colonial powers which, like the Germans, were trying their best to get the local islanders on their side by whatever nefarious means. Thamm's letters give a fresh outlook on this colonial affair, one in which, from hindsight, the so-called civilized nations did not cover themselves with glory.

Besides this view of greedy colonial powers, Thamm also gives readers a marvellous insight into life below decks of a German gunboat crew of the period. The *Eber* was a vessel of barely eight hundred tons with an overall length of just about fifty meters, powered by a compound engine and rigged as a barque. Crammed into the ship was a crew of eighty-one, whose hands were full getting the *Eber* all the way into the Pacific and keeping it going among the islands of the South Pacific, where coal and water were always at a premium. We have heard much about "gunboat policy," but here we learn just how raw life on one of those nineteenth-century gunboats actually was.

Thamm did not survive the loss of SMS *Eber,* but the editor wisely includes a contemporary newspaper account of the catastrophe as well as the official report of the only surviving officer of the *Eber.* He also provides a brief history of German colonial policies in the Pacific, a biography and technical description of the *Eber,* and a bibliography of German books on the subject. The result is an altogether fascinating volume. Yet I would have liked to know more about Leading Seaman Thamm. What was his background? His letters, written under most primitive conditions, show him to be a man of no mean education and capabilities. His brother had his letters published privately soon after Thamm's death, and this modest volume, rediscovered by chance, prompted the editor to arrange its reappearance.

The editor, the publishers, and the Deutsche Schiffahrtsmuseum are to be congratulated for rescuing these pages from the past and for making them available again in such a fine manner and with such a wealth of contemporary illustrations and photographs. Will we see an English translation of their efforts? I sincerely hope so.

Niels Jannasch
Tantallon, Nova Scotia

Hervé Coutau-Bégarie (éd.). *L'évolution de la pensée navale IV.* Paris: Centre d'analyse politique comparée, 1994 [Fondation pour les études de défense nationale, Hôtel National des Invalides, 75007 Paris]. 232 pp., figures, tables. 200 FFr, paper; ISBN 2-7178-2675-0.

Professor Hervé Coutau-Bégarie of the Institute of Comparative Strategy has edited a fourth volume dealing with the evolution of naval thought. As in his previous volumes, the individual articles cover a wide range of topics and provide a remarkable chronological and topical range of issues. Rarely in a collaborative work does the whole equal the sum of its parts, but in this case the editor succeeds admirably.

The volume is divided into three general

sections. The first deals with the growth and development of naval doctrine in the sixteenth century, the second with French naval thought in the late nineteenth and early twentieth centuries, and the final chapters explore naval thought in the Netherlands, Sweden, and Finland.

It is not possible in a short review to do justice to each individual contributor. It is however worth noting that all of the articles are thoughtful and informative. The juxtaposition of article groupings stretching from sixteenth-century Venice to twentieth-century Finland may at first glance seem incoherent, but in each case the authors describe how individuals and systems dealt with the inter-related problems of technology, tactics, and the roles and missions of navies in particular geographic and political environments.

The articles dealing with the sixteenth century demonstrate that naval thought was far more than land warfare extrapolated to a naval environment. Thinkers dealt with naval issues as an independent variable with its own internal logic. The section on France deals with the impact of Mahan on naval thinking and effectively contrasts Mahanian blue water strategy with approaches taken by the *jeune école.* As usual the *jeune école* does not come off very well, but adherents held views that were actually more complex and realistic than their detractors assumed. Long ignored, naval thought from the Netherlands, Sweden and, more recently, Finland deals with the problems faced by smaller states. The Netherlands had an extensive colonial empire and merchant marine. Sweden with a long naval tradition typically dealt with the Baltic region and Finland faced the problems of providing the nation with maritime security while using limited resources. Naval thinkers from each country lacked an international audience, so that placing their works before a wider public is a significant service.

The editor intends to produce additional volumes that will focus on the world wars and developments after 1945. If they are as expertly written and compiled as this volume, they will make a major contribution to a broader understanding of the evolution of naval thought.

Steven T. Ross
Newport, Rhode Island

Emily O. Goldman. *Sunken Treaties: Naval Arms Control Between the War.* University Park: Penn State Press, 1994. xi + 352 pp., maps, tables, appendices, bibliography, index. US $45, cloth; ISBN 0-271-01033-9; US $16.95, paper; ISBN 0-271-01034-7.

Erik Goldstein and John Maurer (eds.). *The Washington Conference, 1921-22: Naval Rivalry, East Asian Stability and the Road to Pearl Harbor.* Ilford, Essex: Frank Cass, 1994. 319 pp., bibliography, index. US $29.50, cloth; ISBN 0-7146-4559-1. Distributed in North America by International Specialized Book Services, Portland, OR.

Emily O. Goldman's *Sunken Treaties* and Erik Goldstein and John Maurer's *77je Washington Conference, 1921-22* are two of the first post-Cold War studies of the Washington naval arms control regimen. Nearly three-quarters of a century after the event, historians (and political scientists) are finally able to examine the treaty system as a historical event, rather than as a naive overreaction to the horrors of the Great War, a precipitating cause of World War II, or a case study to support, or dispute, the virtues of nuclear arms control.

Goldman is a political scientist and her work involves a conceptual approach to the subject, a search for models, matrices, and definable processes, though not to the exclusion of well written history. A central feature of *Sunken Treaties* is the author's assault on the technological focus of the Cold War arms control "orthodoxy." Goldman emphasizes the political nature of arms control, arguing that in the early 1920s such considerations were of greater importance to the success of the process than the technical agreements that limited the number and size of battleships. Goldman further contends that because the post-Cold War world has much in common with the 1920s, there is more to be learned from the study of the Washington system than there is from the study of the arms control during the Cold War. Negotiators at the Washington Conference, unlike their Cold War heirs, worked in a multilateral environment and addressed regional security issues, much as global leaders in the mid-1990s wrestle with regional instability in the Balkans,

the Middle East, and South Asia. To quote the "copy" on the back of Goldman's book: "the process of arms control can transcend the narrow goal of regulating the military balance and become a constructive tool for restructuring power relationships." To achieve such a goal, Goldman concludes that the effort must be linked to an effective conflict resolution process, a failing of the 1920s system.

While Goldman convincingly makes the case for the relevance of the Washington treaty experience to the post-Cold War world, her conclusions at times seem overdrawn. Her definition of the Cold War arms control "orthodoxy" is somewhat narrow, bordering, perhaps, on becoming a straw-person. Nor am 1 convinced that the situation facing the world in the mid-1990s is akin to that of 1920s, the decade when arms control succeeded. A good case could be made for a parallel with the 1930s, when, by her own admission, the arms control process collapsed. Perhaps the weakest aspect of Goldman's book is the Anglo-American focus of her research, this despite a stated effort to eschew the superpower focus of the Cold War orthodoxy. Goldman relies exclusively on primary sources located in United States and British archives, the superpowers of their day. Secondary sources, nearly all of which are English-language, form the basis for her discussions regarding Japan, France, and Italy.

Goldstein's and Maurer's anthology, *The Washington Conference, 1921-22,* takes a much more multinational approach. The work includes two chapters on Great Britain, one on the imperial Dominions (Canada, Australia, and New Zealand), two on the United States, and one each on Japan, France, Italy, and China. The editors called on many of the "usual suspects," including Sadao Asada, William R. Braisted, Thomas H. Buckley, Michael Graham Fry, and B.J.C. McKercher, all of whom have previously published work that either directly or indirectly addressed the subject of post-World War I arms control. Each of these authors produced an original essay, based on primary archival research, most of it in the language of the country in question, that collectively provides the reader with innumerable insights into the genesis, and the demise, of the Washington process.

In a concluding chapter, editor John Maurer pulls together the anthological effort. Maurer examines, and rejects, the question of the inevitability of arms reduction at the time and explores some alternative courses that might have been followed in lieu of an agreement. Maurer's conclusions about the nature of the Washington process parallel Goldman's. Maurer writes: "The Washington Conference demonstrates that arms control simply cannot exist in a political vacuum: a country's foreign policy objectives and domestic political make-up matter in determining whether arms control is a useful instrument for promoting international stability or a sham." (p.289) Like Goldman, Maurer views the treaty structure of the 1920s as a success. It was not the treaty structure, *per se,* that caused the problems of the 1930s, but, Maurer writes, the failure of politicians to recognize that the political structure that supported the process had dramatically changed, making technical agreements either impossible to reach or irrelevant.

Despite their differences in approach and content, these two books do complement each other. Goldstein's and Maurer's anthology draws on the topical and archival expertise of ten area experts; Goldman's work profits from having been written by a single author pursuing a single thesis. The essays in Goldstein's and Maurer's work follow a narrative style; Goldman's work is more focused on process. The essays in *The Washington Conference, 1921-22* were written without an agenda, with an eye to the past; *Sunken Treaties* was written with an eye to the present and future. Both are thought-provoking books, excellent additions to the historiography not just of the Washington Conference, but also of arms control in general.

A postscript to potential readers or buyers of Emily O. Goldman's *Sunken Treaties:* Penn State University Press did the author a disservice when it chose a sketch of the US Navy cruiser *Ticonderoga,* CG-47, launched in the late 1970s, as a cover illustration for a book on "naval arms control between the wars." Ignore the cover and read the book.

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James J. Sadkovich. *The Italian Navy in World War II.* Westport, CT & London: Greenwood Press, 1994. xx + 379 pp., tables, photographs, bibliography, index. US $59.95, cloth; ISBN 0-313-28797-X.

Since that fateful day in June 1940, when Mussolini declared war on France and Great Britain, Italy has been dogged by a general perception of her contribution to the Axis cause as a negligible, if not detrimental, one. Stereotypes of Italian ineptitude and cowardice perpetuate these perceptions to this day. With few books in English on the Italian armed forces, it is next to impossible to refute such allegations. It is in the full awareness of this historical imbalance that James Sadkovich attempts both to fill this void and to refute such common denigration with his book, *The Italian Navy in World War II.*

Sadkovich begins with a review of Italian interwar naval policy, a policy that was geared toward a conflict in the Mediterranean with France as the primary opponent. In this light, decisions that have been dismissed as naive or ill-advised, such as the decision not to build aircraft carriers, or the decision to recommission World War I-vintage battleships, make more sense. Some time is also spent on the political issues involved in the war in the Mediterranean after 1939. Since the Germans conceded that the Mediterranean was an Italian sphere of influence, they were loath to help their ally ascend to their own perceived detriment. Thus, Germany was vehemently opposed as early as 1940 to Italian desires to use Vichy ports in Tunisia to save fuel and to utilize the greater capacity of these ports. It was only after the Torch landings that Germany finally acquiesced.

Most of the book concentrates on the actual performance of the Italian Navy from 1940 to the armistice in 1943. Sadkovich intentionally avoids delving into the personalities of the men behind the navy. He defends this approach by pointing out that Italy had only one-fifth the industrial capacity of Germany in 1940 and was similarly deficient in all types of war matériel and natural resources. He indicates that, regardless of martial prowess, no one would have been able to win a war with the resources available to Italy against the opponent that she had. He seeks not to explain how Italy may have won the war, but rather, why she did as well as she did, and to rebut claims of incompetence and ineptitude. Considering the tremendous advantages enjoyed by the British, such as the possession of radar and the ability to read German and Italian encrypted communications, it is remarkable what the Italians were able to achieve.

The Italian navy's primary task was to supply forces in the Balkans and Africa — an unglamorous task which receives little attention in military annals, yet one which, Sadkovich concludes, the Italians did remarkably well. He also covers the various naval engagements between the Italians and the British, and insists that double standards are universally applied when evaluating the Italian performance. Thus, Cunningham has been praised for his wile and prudence when he declined to enter an Italian smoke screen in July 1940, yet Iachino's decision to pursue a similar course in March 1942 is too often taken as confirmation of Italian timidity and the "moral ascendancy" of the British.

Both Allied and Axis primary sources were used to support the author's conclusions as he revises Italy's ill-deserved war-time reputation. Moments of dry reading, as when Sadkovich enumerates shipping statistics, are more than offset with well-written accounts of the naval engagements. This book will be a valuable addition to any naval library because of the rarity of its topic and the honest treatment that it gives.

Joe Barone
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John MacFarlane and Robbie Hughes. *Canada's Naval Aviators.* Victoria: Maritime Museum of British Columbia, 1994 [28 Bastion Square, Victoria BC V8W 1H9]. xiv + 182 pp., photographs. $29.95 (+ $3.95 shipping and GST), paper; ISBN 0-09693001-5-8.

This book constitutes the most exhaustive compilation to date of Canada's commissioned naval aviators. Its scope extends from the Canadians who served in the Royal Naval Air Service during World War I to those who transitioned from the RCN into the Canadian Armed Forces.

The authors' intent was to create a record of every officer who played an aviation role with the RCN or who came to Canada with a

naval aviation background, including Pilots, Observers, Air Engineers, Air Electrical and Air Ordnance Officers. Working from the public record and relying on a vast network of former naval aviators, the authors have identified 1,600 names. For each they include tombstone data of some sort and for many — obviously those who responded with detailed biographies — the information is voluminous. At least two hundred thumbnail photographs are also included. It is the authors' intent that the extensive notes and anecdotal material which they developed on many of the entries be preserved at the Maritime Museum of British Columbia and that further editions will be produced to reflect additional information in response to this volume.

The compilation of directories such as this has gained great support in Canada in the last twenty years. Similar projects have been undertaken to identify Canadians who served in the Royal Air Force and Canadians who died on active service in the RCAF or RAF during World War II. Such basic research is invaluable to the research community in general and with respect to the Canadian Naval aviation fraternity, given its relatively small size and aging membership, it is commendable that so much has been recorded while those concerned are still alive.

As with any prototypical product there are suggestions which can be made for consideration in the next edition. The first includes the desirability of exploiting the capabilities of the data base in which the data is stored. Cross tabulations of names by era of service might be of considerable use. This would allow a user to focus on those records for World War I, for example. A second cross tabulation might be the separation of records by specialization. This would allow the identification of all the Observers. Other suggestions might include the need for care in editorial details as typographical errors are apparent. Some care should be exercised in nomenclatures of periods with which the authors might not be as familiar. The confusion of Naval Wings and Squadrons in World War I is a case in point in the record of William Melville Alexander, a member of the celebrated "Black Flight" of Naval Ten. The authors should also consult the Directorate of History at the Department of National Defence for details of the nearly 1,000 Canadians listed as having served in the RNAS before the formation of the RAF in 1918. This would augment the extent of the directory very considerably. A further suggestion would be to reconsider the format of the book which is somewhat awkward to use.

Notwithstanding these suggestions, this book is a gold mine and should be in the library of anyone interested in Canada's small but effective and extraordinarily cohesive community of naval aviators. If nothing else the careers of many of the officers listed are nothing short of astounding both for their depth and their unusual experiences. It is to be hoped that revisions and additional entries will be reported to the authors for inclusion in subsequent editions.

Christopher J. Terry
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Marc Milner. *The U-Boat Hunters: The Royal Canadian Navy and the Offensive against Germany's Submarines.* Toronto: University of Toronto Press, 1994. xx + 327 pp., maps, photographs, appendices, notes, bibliography, index. $35, cloth; ISBN 0-8020-0588-8.

David Syrett. *The Defeat of the German U-Boats: The Battle of the Atlantic.* Columbia: University of South Carolina Press, 1994. xiv + 344 pp., appendices, notes, bibliography, index. US $39.95, cloth; ISBN 0-87249-984-7.

Two scholarly views on the Battle of the Atlantic are offered in these books. Syrett provides a tightly focused assessment of actual operations in an effort to provide insight into the reasons for the defeat of the U-boats. Despite the apparently all-encompassing title, he concentrates on the months of April through November 1943, sweeping over the first years in twenty-five pages or so and the last parts in about five. In contrast, Milner's book, a sequel to his popular *North Atlantic Run,* studies the role of the Royal Canadian Navy (RCN) at all levels in the last two years of the war, passing over the first part of the war quite quickly.

Hunters is, on the whole, a better work in many ways than Milner's previous book, providing a more balanced and comprehensive review of the RCN. As Milner notes in his preface, the work is not as focused. Changes in the nature of

the shipping war in mid-1943 partly account for this. The last years of the war witnessed an abortive effort to renew wolfpack operations by U-boat Headquarters (BdU) and then a protracted effort to find some way, any way, to continue using U-boats effectively. The employment of essentially guerilla tactics with schnorkel-fitted submarines in coastal waters achieved some success. This type of warfare proved gruelling and unsatisfying for both the U-boats and Allied hunters alike. Searching for elusive U-boats in wreck-strewn waters proved far from glorious. In contrast to the pitched battles around particular convoys at the height of the struggle, late war engagements between U-boats and escorts occurred almost randomly. The author concentrates on these engagements in a generally effective effort to measure the success of the RCN in dealing with this new U-boat threat. It is a sensible choice, but the very nature of the war makes writing a coherent narrative challenging. It is a measure of Milner's skill as a writer and historian that he generally succeeds.

Assessing the RCN's place in a struggle as large and complex as the Battle of the Atlantic is complicated. As Milner describes, the RCN played a secondary but very important role in the campaign. Given the relative sizes of the British and American navies, this fact should not be surprising. Canadians, however, sometimes found this frustrating. When the shipping war seemingly posed a serious threat the Royal Navy would shift resources to deal with the problem. Consequently the RCN's effort sometimes became marginalized.

The RCN's struggle to commission better warships and modernize existing escorts occurred at the same time. The RCN went through a significant equipment crisis in 1942/43 which, Milner argues, was only overcome by commissioning a large fleet of river class frigates in late 1943 and early 1944. Ironically the RCN proved well-equipped to deal with the U-boat effort of 1944, achieving significant success during the less dramatic but still important battles in that period. Unfortunately, no one noticed because Canadian politicians had grown disillusioned with the lack of measurable RCN success during the climactic battles of 1943. In Milner's opinion the RCN again began to fall behind in fitting new equipment in the latter stages of the war. This resulted from several factors: the possibility of a role in the Pacific; a belief that new equipment could not be introduced in significant numbers before the war ended; and perhaps an inadequate capability to identify the importance of new equipment.

Milner explores many themes in addition to those mentioned, including whether the regular navy focused too little effort on the shipping war because of a fascination with post-war considerations. Overall he suggests that the RCN made a credible contribution to the Allied naval effort, despite significant problems. Such an historical evaluation requires a delicate balance between tracing shortfalls and apportioning credit. On the whole, Milner succeeds in achieving that balance. His book is also accompanied by a very well-chosen selection of photographs.

The book, nevertheless, has a few problems. The editing in this book is, to be kind, disappointing. Far too many minor errors slipped into print, especially in some of the maps. There are also weak areas in the analysis. While Milner addresses many of the equipment aspects of the naval war in a skilful way, he does not consistently integrate this aspect with the evolving tactical situation at sea. The most glaring example of this is when he spends three brilliant pages detailing the introduction of towed decoys as a counter-measure against German acoustic torpedoes, and then only one sentence on the development of tactical counter-measures. In fact Milner's assessments of Allied tactics is the weakest area of the book. While some elements may be less than perfect, the book as a whole is a superb effort, adding important chapters to the history of the RCN.

Syrett's operational history is a useful addition to similar works which have been done in the past, such as Rohwer's *Critical Convoy Battles*. He focuses on how and why the German wolfpack system was defeated. As Syrett points out (and Milner's book demonstrates) the German navy had no significant alternatives to their wolfpack system for attacking Allied shipping. German U-boats remained at sea, sinking some ships and causing continued problems for Allied naval authorities until the end of the war, but after the middle of 1943 the U-boats never again sank large numbers of Allied ships.

This critical period is examined, as Syrett

explains, by following "the sound of the guns." He provides a reasonably detailed account of all the major engagements in the chosen period, which allows readers to see how and why ships and submarines were destroyed. This technique quickly illustrates the diminishing effectiveness of the wolfpack system as Allied weapons, sensors and tactics improved. Syrett demonstrates that Allied technical and tactical improvements simply overwhelmed the U-boat force. German efforts at technical improvements were slow and were usually countered by the Allies shortly after entering service. This quick nullification resulted from a combination of superior intelligence and better Allied harnessing of scientists. In contrast German submariners never truly understood why Allied forces were finding and destroying U-boats with greater dispatch. Similarly, BdU never matched the flexibility exhibited in Allied tactical development, for German tactical innovations of any kind were few in this critical period.

Syrett's focus on the actual engagements provides his observations with punch. On the other hand he consciously avoids the training, scientific cooperation, and research methods which benefitted the Allies so much, and gives only the briefest sketch of German efforts in these areas. Perhaps the strength of the book lies in the way it allows readers to understand the relative worth of the many component parts involved in finding and destroying a U-boat, or in a U-boat locating and attacking a convoy. How intelligence was used by Allied and German naval forces to localise and ultimately destroy their opponents is well shown. Syrett particularly excels at showing the relative worth of various forms of intelligence, for example comparing the ways in which radio direction finding and code breaking contributed to the demise of a number of U-boats.

The book concludes that the German U-boat arm was "out thought as well as out fought by the Allies", (p.259) Syrett provides a solid argument to support his conclusion, based mainly on clear accounts of the engagements between U-boats and Allied forces in the critical months of 1943. The conclusion does not really break new ground, but Syrett has provided solid evidence to reinforce a growing consensus. While this book is narrower than the title suggests, the little devoted to the late war being especially disappointing, it is very good within the bounds which it sets itself.

Both books are worthwhile scholarly contributions to the literature. Those interested in the RCN in World War II should consider Milner's book essential reading. Syrett's book will likely appeal to a narrower audience, but provides a very good overview of operational engagements in the Battle of the Atlantic.

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Gaylord T.M. Kelshall. *The U-Boat War in the Caribbean.* Port-of-Spain, Trinidad & Tobago, 1988; facsimile reprint, Annapolis, MD: Naval Institute Press, 1994. xxii + 514 pp., maps, photographs, figures, appendices, notes, ship index, general index. Cdn $45.95, US $32.95, cloth; ISBN 1-55750-452-0. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

The Caribbean may seem very far from Canada, but German U-boats sank twelve Canadian merchant ships there and damaged two others during World War II. In this book, Gaylord Kelshall tells the story of this often neglected theatre of the war which accounted for fifteen per cent of all merchant ships sunk by enemy submarines. *The U-Boat War in the Caribbean* was originally published in 1988 in limited numbers in the author's native Trinidad. It has been reprinted by the Naval Institute Press without full editorial treatment because of economic constraints. Kelshall is a museum curator with considerable military service who brings a local perspective to the story. He has included in the Caribbean theatre the Gulf of Mexico, the waters around the Bahamas, and the eastern approaches to Trinidad because U-Boat Command considered these areas part of the same campaign.

The Caribbean produced vital supplies of oil and bauxite but American planners, preoccupied by the threat of an air attack on the Panama Canal, ignored the vulnerability of merchant shipping in the region. Five U-boats, designated Group *Neuland,* arrived in February 1942 and found almost no anti-submarine forces to oppose them. They devastated Allied shipping although attempts to bombard oil refineries were

largely unsuccessful. Every merchant ship sinking is recounted in chronological order but the greatest emphasis is given to the exploits of aces like Achilles and Hartenstein who carried out daring attacks in the harbours of Trinidad, St. Lucia, and Aruba. The Germans enjoyed success in the Caribbean much longer than they did off the US eastern seaboard and the rate of sinkings remained high until November. By the end of 1942 enemy submarines had sunk 337 ships of 1.87 million tons in the Caribbean theatre, or one-third of the total for 1942; in return they lost only seven submarines.

The growing might of the United States in the region tipped the balance against the U-boats in late 1942 with the expansion of the convoy system and an influx of aircraft. The Germans renewed their efforts in June 1943 after they had been decisively defeated in the North Atlantic. This time, however, most of the battles were between U-boats and aircraft. In July alone there were almost forty such battles in the Caribbean resulting in the loss of five submarines and, because German tactics at the time were to remain on the surface and fight back with automatic cannon, damage to nearly all of the aircraft involved. Twenty-four anti-submarine air squadrons operated between the Gulf of Mexico and the coast of French Guiana. By the time the Germans began to scale down their effort in September 1943 in the face of crushing American defences, U-boats had destroyed only five merchant ships and two schooners in return for the loss of seven of their own. In addition, Allied forces destroyed eleven of the thirty-two boats devoted to the campaign in transit to and from the Caribbean. From late 1943, U-Boat Command sent only one or two boats there at a time to tie down Allied resources.

The course of events in the Caribbean in 1943 is much less well known than in 1942 and KelshalPs biggest contribution is bringing the scale of the second U-boat campaign to light. His local knowledge and emphasis of the role of Trinidad, perhaps the most important military centre south of the United States, is also valuable. That said, the book is not always reliable on factual details. Two Canadian corvettes were not permanently assigned to Trinidad as the author states but occasionally Canadian escorts stopped there while waiting for convoys to turn around. He has relied on the work of Jürgen Rohwer, an excellent source, but to the extent that many errors have been repeated verbatim. For example, SS *Uniwaleco* was South African not Canadian, and SS *Troisdoc* was Canadian not British. The first U-boat campaign in the Caribbean is identified repeatedly as Operation *Neuland.* In fact, it was designated Operation *Westindien* and the U-boats involved were called Group *Neuland. The* lack of professional editing in the book is apparent. Ship names are not italicized or underlined, an annoying feature in a work that mentions over 700 ships and U-boats. Still, the book is the product of considerable research and the Naval Institute Press is to be commended for bringing it to a wider audience.

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Otto Giese and James E. Wise, Jr. *Shooting the War: The Memoir and Photographs of a U-Boat Officer in World War II.* Annapolis, MD: Naval Institute Press, 1994. xiii + 289 pp., photographs, maps, illustrations, appendices, notes, bibliography, index. Cdn $41.95, US $29.95, cloth; ISBN 1-55750-307-9. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Otto Giese, a retired Master Mariner now living in Florida, had an eventful war: mate of a liner scuttled to avoid capture by the British and of a successful blockade breaker, rating in a submarine in the Norwegian Sea, and officer in one of the fifty-seven "Monsun" boats that operated in the Indian Ocean and Arabian Sea. He visited ports in the United States, Japan, China, and Malaya and the Dutch East Indies.

Giese first went to sea at nineteen in 1933 in the sail training ship *Deutschland.* He became an avid photographer and this book, describing his wartime years, is illustrated with his work. By 1939 he was a mate in the North German Lloyd liner *Columbus,* which was cruising the West Indies when war came. The passengers were landed in Cuba and *Columbus* spent three months in Mexico before attempting to run home. She was intercepted by HMS *Hyperion* and scuttled. A US cruiser conveniently on the scene picked up the crew and delivered them to

New York, from which they were sent to San Francisco and interred. Giese managed to cross the Pacific in a Japanese liner in October 1940, eventually joining the freighter *Anneliese Essberger* in Kobe. This ship sailed for home in June 1941 and, in a long and difficult evolution, fuelled the raider *Komet* in the South Pacific in July, using fire hoses because *Komet* had passed her fuelling gear to another raider. After reaching Bordeaux in September, Giese was encouraged to join the Navy as a submariner.

Early in 1942, and without the usual preliminary submarine training ashore, Giese joined U-405 for sea experience as a rating. Giese describes being depth charged when attacking PQ 18, and the rescue of two German airmen from their liferaft south of Spitzbergen. Following officers' training, Giese joined U-181, one of the 1800-ton IXD boats which sailed for the Indian Ocean in March 1944, serving as second watchkeeper and gunnery and communications officer. His account of service in U-181 includes an intriguing description of the boat's *Bachstelze,* a helicopter kite which lifted an intrepid observer to a height of 150 metres, thus greatly extending the U-boat's "height of eye." The device was streamed while the boat headed into wind and was lifted aloft by rotating blades. Giese describes how the cable snapped while he had the watch. The pilot was safely rescued and, in his characteristic low-key manner, Giese tells us that "Nobody was sorry that the helicopter was gone. It had been more trouble than it was worth", (p. 184)

U-181 eventually joined the flotilla at the distant, improvised base of Penang. There are glimpses of diversions ashore including a tiger hunt in Thailand. U-181 started for home in October and sank an American tanker before turning back because of shaft problems. Preparations were in hand to sail again for Europe with a cargo of strategic materials and an improvised schnorkel mast, when Germany surrendered in May 1945. The German sailors were interred by the Japanese outside Singapore. When Japan surrendered the Germans became prisoners of war and were eventually sent to the U.K. Otto Giese returned to Germany in August 1947.

The book is a collaborative effort between *Giese and James E. Wise, a retired US naval* aviator. The narrative is a blend of first person accounts, at times reading like an uninspired translation (i.e. "watchstander," a literal translation of the German term, instead of something like "watchkeeper" or "those on watch"), with some sections explaining background events, presumably the work of Captain Wise. The book consists of a series of adventures and is not introspective nor particularly perceptive. It also seems stuck in a curious political time-warp. We learn that Giese supported the German ultimatum to Poland in 1939, (p. 12) that he was "angry with the Russians for entering the war against us," (p.74) and that the Japanese surrender "would be our darkest and saddest hour. Little hope remained..." (p.240) Without invoking political correctness it is odd to read such one-dimensional views in a book published in the United States in 1994. Michael Hadley reveals in his new book, *Count Not the Dead* (McGill-Queen's University Press, 1995), that such views are not typical in accounts about U-boat sailors. To be fair, Giese also tells us that he came to lose his respect for Adolf Hitler while doing courses as a POW in England.

The book is produced with characteristic Naval Institute quality, with clear maps. My only disappointment was the manner in which the otherwise fine photographs were reproduced. Giese's title promises something special. Instead, the pictures, many interspersed with a half a page of text, are reproduced on ordinary rather than glossy paper, thereby diminishing their dramatic impact.

Jan Drent
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Jerry E. Strahan. *Andrew Jackson Higgins and the Boats That Won World War II.* Baton Rouge: Louisiana State University Press, 1994. xvii + 382 pp., photographs, bibliography, index. US $29.95, cloth; ISBN 0-8071-1903-2.

The title of this work can be deceptive, for one might conclude that the determined and ambitious A.J. Higgins built aircraft carriers or submarines rather than those small, unusual, and vital vessels that became his specialty. Higgins, an American entrepreneur in the mold of Henry *Ford or Henry Kaiser, demonstrated a remark*able technical and intuitive talent for designing

and building shallow-draft boats in his home of choice, southern Louisiana. In a war that too often focuses on grey-painted behemoths or stealthy submersibles, Higgins' industries developed very agile and successful landing craft for personnel, vehicles, weaponry, and supply transport. His companies also provided the Navy with the best PT-boats of the war, including the very able *Hellcat* model, while earning both the praise of his employees for enlightened labour practices and the gratitude of the Navy for excellence in production and quality. In the course of crafting this biography of the small boat king, author Jerry Strahan employs an engaging style, taking full advantage of his colourful subject in drawing for his reader a vivid picture of domestic industry during the war.

Strahan's thesis rests on the classic perception of the successful self-made American entrepreneur. Andrew Higgins developed a humble business in timber and shallow water transport into an amazing multifaceted firm that ended up building everything from boats to aircraft to helicopters. The author argues that Higgins' intuitive technical and business talent supplied the country with some of the most valuable tools of World War II, despite frequent opposition from the Navy's own naval architects and marine engineers. Indeed, in the most important aspect of the book's central theme, Strahan repeatedly laments the unwillingness of the Bureau of Ships to view Higgins and his associates as superior boat designers.

Notwithstanding its winning style and its subject's obvious importance, this is a fatally flawed book. The author relies entirely on oral histories, some personal papers from the Higgins family and friends, and extensive research in commercial and corporate periodical publications. Important as they are, these sources cannot cover Strahan's failure to explore thoroughly the massive collections of absolutely critical primary naval sources relating to Higgins and his business. How is it possible to discuss the career of a man building ships for the Navy without mining the complete collection of records from the Bureau of Ships (RG-19) held by the National Archives? The behaviour of the bureau under Admirals Van Keuren and Cochrane forms an essential component of Strahan's story. Without a thorough examination of BuShips files, this book can only provide a skewed historical interpretation and a very shallow view of the Higgins-BuShips confrontations. We could also learn so much more about Higgins' ill-fated experience with aircraft had Strahan used the records of the Bureau of Aeronautics, also held by the National Archives.

The same problem arises with Higgins' post-war confrontation with organized labour. At no time does Strahan cite primary sources drawn from the archives of the labour unions to support his thesis that their dogmatic views and competition for the right to represent his workers proved destructive to the company and the country. Without these sources, this study cannot offer a definitive assessment of its subject.

Both Andrew Jackson Higgins and the very valuable boats he produced deserve careful historical analysis and inclusion in the corpus of World War II naval literature. Unfortunately, this book does not measure up to the task.

Gary E. Weir
Washington, DC

Simon Foster. *Okinawa 1945: Final Assault on the Empire.* London: Arms & Armour Press, 1994. 192 pp., photographs, maps, appendices, select bibliography, index. Cdn $34.95, US $24.95, cloth; ISBN 1-85409-203-0. Distributed by Sterling Publishing, New York, NY.

Although intended by the United States Pacific Fleet only as the curtain raiser for the invasion of Japan, the capture of Okinawa in the spring of 1945 proved to be the culmination of the Pacific War. Never before had so many ships and men gathered at one time to assault one small archipelago. Okinawa's strategic position between the Japanese home islands to the north and Taiwan to the southwest made it an ideal base for aviation to throttle the rapidly shrinking Japanese Empire. Its location, however, placed the invaders, especially their naval forces, in grave jeopardy. To support the troops ashore, American and British ships had to remain in narrow sectors off Okinawa for over two months, exposed to fierce Kamikaze suicide air attacks that inflicted enormous damage and casualties. On Okinawa itself the soldiers and marines of the Tenth Army reduced intricate

Japanese defences designed to inflict maximum delay and casualties.

In *Okinawa ¡945,* Simon Foster chronicles the achievement of "The fleet that came to stay." Although he outlines the events of the savage ground war, the author believes that American success ashore was a "foregone conclusion." (p.7). The only question was how rapidly could progress be made. Time became a crucial aspect of the battle. Only at sea, by crippling Allied naval support, could the Japanese hope for victory. Thus the longer the Pacific Fleet had to fight, the higher its losses would be. The US Navy and the Royal Navy met the test. "It speaks volumes for the courage of the officers and men on those ships off Okinawa," the author writes, "that they never faltered." (p.92)

Based on a number of key secondary sources and some archival research, Foster offers a good summary of the complex naval war off Okinawa, emphasizing the multitude of roles that needed to be filled. He plays close attention to organization and tactics. The book analyzes in turn the operations of the close support ships, the radar picket destroyers in their lonely and perilous slots, the carrier task forces in their covering positions east and west of Okinawa proper, and the armada of supply vessels necessary to keep the whole apparatus functioning so far from base. Foster rightly stresses the importance of logistics, hinging upon the transfer of supplies, ammunition, and fuel oil to warships far out at sea.

One useful aspect of the book discusses the contribution of the British Pacific Fleet's carrier task force to the victory at Okinawa. Foster compares and contrasts the US Navy and the Royal Navy in terms of ships and doctrine. He likens the British Pacific Fleet to an "old prize fighter," (p. 153) with a powerful arm and iron jaw, but with weak legs and lack of endurance. The armoured flight decks of the British carriers handily rebuffed Kamikaze air attacks that often crippled the American flattops with their wooden flight decks. However, poor logistics and ineffective resupply at sea proved to be the Royal Navy's Achilles Heel.

Somewhat jarring in *Okinawa 1945* are the numerous typographical errors, particularly regarding names. For example, Ryukyu is always rendered "Ryuku." Nor is the author consistent in his rendering of Japanese personal names. Most appear in Western order, *i.e.* given name and surname, such as Mitsuru Ushijima. Yet others remain in reverse order as used in Japanese: Ota Minoru and Ariga Kosaku. Though well illustrated with photographs, caution must be taken with some of the captions. Photos of the carrier *Franklin,* for example, assert that the ship was struck by a Kamikaze, whereas the text correctly states that bombs dropped from a Japanese aircraft inflicted the damage.

Despite some flaws, *Okinawa 1945: Final Assault on the Empire* remains a worthwhile outline of the immense naval campaign involved in the capture of Okinawa.

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Stephen Conrad Geneja. *77ie Cruiser Uganda: One War - Many Conflicts.* Corbyville, ON: Tyendenaga Publishers, 1994 [RR #1, Corbyville, ON, Canada KOK 1V0]. xii + 282 pp., illustrations, figures, maps, photographs, appendices, glossary, bibliography, index. $41.40, cloth; ISBN 0-9698754-0-1.

On October 21, 1944, the Honourable Leighton McCarthy was on hand to accept the most powerful and modern vessel yet to enter RCN service. That the ceremony took place in Charleston, South Carolina and that the ship was named HMCS *Uganda,* spoke volumes about Canada's relationship with her American and British allies.

A 6-inch, Colony-class cruiser, HMS *Uganda* completed in January 1943. Her Royal Navy career was ended by a radio-guided glider bomb off Salerno in September of that same year. The Admiralty, desperately short of dockyard facilities, sent the ship to Charleston for repair. Britain was also desperately short of personnel for its rapidly expanding fleet. To that end, Canada agreed to man two modern cruisers and two Fleet destroyers. *Minotaur* and *Superb* were originally earmarked for Canadian service but the Admiralty, concerned that delays in their completion dates might jeopardize already half-hearted Canadian acceptance of the deal, recommended *Uganda* as a suitable and available sub-

stitute. *{Minotaur* completed as HMCS *Ontario.)* Incredibly, the Admiralty then pressured the Canadian government to retain the name *Uganda* to avoid offending the citizens of that colony who had earlier purchased some hundreds of pounds worth of ceremonial items for the ship. After commissioning in Charleston, HMCS *Uganda* was immediately loaned back to the Royal Navy for service in the British Pacific Fleet. She visited Halifax for only four days before sailing for training and workups in the Mediterranean. She would not return to Canada until August, 1945.

The British Pacific Fleet was contrived by Churchill to ensure that Commonwealth forces were at least present for the defeat of Japan. Despite the imposing name, it was designated as Task Force 57 on joining the US 5th Fleet in early 1945. From March until May, TF 57 conducted air strikes and naval bombardments against airfields on Formosa and the Sakishima Gunto in support of the Okinawa operation. Later the force launched strikes against the Japanese homeland but was specifically excluded from assisting in the final destruction of the Imperial Japanese Navy.

Uganda left the British Pacific Fleet on 27 July 1945 having "voted herself out of the war" in May. This unprecedented event was occasioned by a Liberal pledge that only volunteers for the Japanese war would be required for active service after the conclusion of hostilities in Europe. Such a deeply cynical election ploy, combined with appalling conditions in a ship that had not been properly modified for the Pacific, almost guaranteed that *Uganda's* young sailors would choose to return home.

At first glance, this book is concerned as much with the crew as with the ship. Geneja often mentions the Uganda Veterans Association and the book is full of pictures of very young sailors, mostly drawn from personal collections. But the text merely hints at the atmosphere on board, relationships between officers and ratings and the question of why the crew elected to leave the war. Geneja's evident bitterness about this collective decision, which he did not support, is directed mostly against Mackenzie King.

The Cruiser Uganda is more a work of retrospection, or perhaps introspection, than a work of history. The author, who joined the ship in Charleston as a 17-year-old Ordinary Seaman, has tried to recreate *Uganda* as she existed through 1944-45. He provides a day-by-day account of ship's operations interspersed with vignettes of messdeck life. Text boxes examine topics as diverse as the torpedo, the Mark V Liberator, the boatswain's call and the ritual suicides of Generals Ushijima and Cho on Okinawa. Separate chapters cover RCN involvement in the Battle of the Atlantic and *Uganda/ Quebec's* postwar service as a training cruiser. The broad scope of Geneja's interests and insufficient editing have resulted in a somewhat unfocused text.

To his credit, Geneja has written and published a book with many good quality illustrations and photos entirely at his own expense. *The Cruiser Uganda* will have definite appeal for those who fondly remember the RCN as a "big ship" navy. The book may also find a wider audience as younger Canadians, encouraged by the Canada Remembers project, try to determine how and why their grandfathers went to war.

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Peter A. Soderbergh. *Women Marines in the Korean War Era.* Greenwood, CT: Praeger Press, 1994. xxiv + 167 pp., photographs, appendices, bibliography, index. US $45, cloth; ISBN 0-275-94827-7.

Women Marines in the Korean War Era represents both the best and the worst of historical writing on the role of women in the military. At its simplest level, the work is a regimental history of the WM, or Women Marines, in a period of transition from the end of World War II to the end of the Korean War. The events and politics that determined the status of the women are described against a backdrop of developments within the Marines and the US military as a whole. With these relations established, the author proceeds to contextualize the women's service in terms of both the Korean War and contemporary American society. It is at this point that the work becomes muddled. Endless lists of chart-topping songs, popular movies and other easily quantified cultural signposts are included for no apparent reason other than to

"bring back a by-gone era." The progression of the war and the battles fought by the [male] Marines are inserted into the text abruptly as if to remind the reader that the importance of studying service women during these years is because of their role in the war. Yet this is precisely where the work fails.

No attempt is made to describe what role, if any, these women served during the Korean War. Their existence was not precedent-setting; Congress had deemed that women could serve as "regulars" at the end of World War II. Only 2,700 women served in the Marines during the Korean War, a number well below the established quota. Their jobs were mundane — most worked as clerks, supply technicians, cooks or drivers. None were apparently sent into the combat zone (nurses are specifically excluded from this study.) In contrast to their male counterparts, overseas postings brought luxury and a chance to visit such exotic locations as Hawaii, Rome and Brussels.

Studies of servicewomen in the 1950s are rare and this book could have been an important link in the evolving field of women's military history. The author, unfortunately, has declined to analyze even the most basic elements of the conditions of service. Pay, discipline, promotion rates, trades training and length of service remain unexamined. There is a lengthy discussion of after-hour jobs available to any WM who wanted to make a little "pin-money" but no mention of why the women felt it necessary to work at part-time jobs after a full day's work for the Marines. Credit is due, however, to any work which deals directly and honestly with controversial issues such as pregnancy, homosexuality, racial and sexual harassment. Not only are these issues discussed, but letters from veterans lend an air of authenticity that is absent in other accounts of women in the military.

Women Marines in the Korean War Era offers the reader no insight into the historical significance of WMs during the Korean War and after. Its value stems, instead, from a clear and concise account of the politics of the corps' continued service, a frank discussion of controversial issues and letters from veterans that document the women's attitudes and experiences. Despite its limitations, the book should serve as an example to Canadian military historians who have not yet documented the role of Canadian servicewomen during World War II, much less during the Korean War era.

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John Wilson Lewis and Xue Litai. *China's Strategic Seapower: The Politics of Force Modernization in the Nuclear Age.* Stanford, CA: Stanford University Press, 1994. xvii + 393 pp., maps, figures, photographs, appendices, notes, bibliography, index. US $49.50, cloth; ISBN 0-8047-2303-6.

I recall looking at my bookshelf the night the Berlin Wall came down and thinking that all my books on the Soviet Navy had been relegated from current affairs to history. An epoch had ended. Then I was informed by a senior officer from a foreign navy that there remained an evil empire to contend with. In his words, "there's still the Chinese." Lewis and Xue demonstrate there is something to that concern. Even as the West prostitutes its ideals in search of economic gain in China, the Middle Kingdom remains a menacing enigma. However long the transition to democracy may take, the Chinese Communist Party has managed to set course for a Chinese blue-water navy in the early twenty-first century. The development of such capability reverses roughly five centuries of Chinese policy. The blue-water navy abandoned by China in the fifteenth century is now being reconstituted.

Lewis and Xue provide a fascinating look at Chinese naval development with a particular focus on its nuclear strike component. China hands are undoubtedly aware of their previous collaboration, *China Builds The Bomb* (Stanford, 1988). That *tour de force* has now been followed by another. Following the introduction the book is separated into three sections. Part One addresses China's nuclear submarine program from its initiation in 1958 to 1993. The discussion blends analysis of the technical hurdles with the politics of research, development and production. Part Two addresses the research, development and production of missiles and warheads, with particular attention to the transition from liquid fuels to solid and the problems associated with development of the guidance and

flight control systems. Part Three moves away from technological matters to address wider issues of defence and Chinese national strategy.

These seemingly disparate issues are well integrated in the final section of the work which illustrates that, despite Party efforts to have politics lead development, the particular problems of expert knowledge and technical acumen did not always lend themselves to solutions dictated by the political masters. In demonstrating the visceral, tempering consequences that the real industrial and technical hurdles posed for the political leadership this work makes a major contribution to the understanding of China's wider industrial development during this period. In building the nuclear navy, willpower alone proved insufficient. Harnessing the design and production capabilities proved to be great hurdles. Other navies have faced similar problems, many rather less successfully. This comparative element is not played up by the authors but will undoubtedly occur to readers.

The work is at its best in detailing the consequences of Mao's theory of People's War on Chinese naval policy. Mao had asserted that right political leadership could force China's rapid industrialization, surpassing Britain in two to fifteen years. The real problems of doing so were driven home to the highest levels of the Party by the blunting of China's military designs. Technological hurdles tempered political rhetoric and expectations. The naval challenges helped compel the Chinese leadership to abandon many of the blithe assumptions underlying Mao's theory of "Peoples War," particularly the fixation on the defensive deployment of obsolescently equipped mass peasant armies. Mao did not labour long under this illusion, but his radicalised successors took them to heart. Mao's successors proved less flexible in matching theory with reality. The rise of the continentalist Gang of Four retarded China's naval building programmes, purged scientists and officers and set back the clock. Although the Chinese nuclear programme suffered as a result of the Cultural Revolution, many of its technical leaders and scientists weathered the storm and became an important pool of expertise once the radical elements were quelled. Through the 1980s the navy's fortunes improved and support for the submarine-launched missile programme led to the successful tests (1982) and first deployment of missile boats in 1988. The Chinese leadership today appears bent on creating a truly blue-water strategic force.

Readers of this journal interested in contemporary China or issues of technological expectations and strategic theory should find this a very valuable source.

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Stephen Brewster Daniels. *Rescue From The Skies: The Story of the Airborne Lifeboat.* London: HMSO, 1994. xiv + 241 pp., illustrations, photographs, figures, maps, appendices, glossary, index. £25, cloth; ISBN 0-11-772761-X.

Stephen Brewster Daniels' book is the culmination of a lifetime of practical experience and ten years of diligent research. A chance visit to the RAF Museum, Hendon, evoked memories of his boat-building days and prompted research into the little known story of the airborne lifeboat.

The author was born just outside Great Yarmouth in 1917. After serving his boat-building apprenticeship locally he moved to Limehouse in 1939, where he set up a new boat-building yard. There, he built over twenty small naval craft and made masts and spars for RAF stations and merchant ships. In 1942 he designed a 26-foot ship's lifeboat and brought it into production. He also worked with Lloyds on the design of reversible life-rafts for merchant ships and oversaw their production. Following extensive damage to the London docks, he returned to Norfolk, to work on airborne lifeboats.

Daniels begins by tracing the early years of Air/Sea Rescue. He points out that prior to the war the Services were woefully unprepared for recovering downed airmen compared to the Luftwaffe, which had a Sea Rescue Branch, consisting of float planes and marine craft. Although the RAF did possess some motor launches to recover downed airmen, they were few in number. The Coastguard, the Lifeboat Service, the Royal Observer Corps, and the plethora of merchant ships and fishing vessels could be counted on to lend a hand but no overall Air/Sea Rescue organization existed. The

genesis of the airborne lifeboat was the ever-increasing number of Allied pilots ditching into the sea. "In the last three weeks of July 1940, during the Battle of Britain, 220 airmen were missing or killed over the southern North Sea and the eastern Channel; this was a loss rate which could not be tolerated...." (p.3)

The success of air/sea rescue hinges upon rapid location and recovery of the individual before hypothermia sets in. To ensure the airman's survival prior to recovery, the RAF began producing a number of devices designed for just that. Thus, the Thornaby Bag was a parachute container padded with kapok to keep it afloat and stuffed with tins of self-heating soup, drinking water, cigarettes and other comforts. Certainly, the Thornaby Bag provided some measure of comfort, primarily psychological, to the downed airman but it did little to stave-off hypothermia. To save the pilots from hypothermia it was necessary to get the men out of the water and provide them with food, medical supplies and shelter from the elements. The airborne lifeboat seemed the perfect solution.

Group Captain Waring, RAF, and Lieutenant Robb, RNVR, came up with the original concept for the airborne lifeboat in late 1941, but it required Uffa Fox, a renowned yacht designer, to bring the scheme to life. After two years of hard work and constant bureaucratic red-tape he produced the first workable airborne lifeboat — the Mark I. During the course of the war the Mark I went through myriad design changes but the basic concept remained the same: a self-righting boat light enough to be carried by aircraft of the day, outfitted with sails and a small inboard-motor. It also had to be sturdy enough to withstand the impact of the drop. In addition, it had to be capable of carrying the following stores: medical supplies, wireless equipment, food and water, distress signals, waterproof suits, and navigation aids.

A post-war Coastal Command report noted that approximately 2,400 aircraft were lost over the sea during the last two years of the war and that the airborne lifeboat was used in only 2 per cent of the air/sea rescue missions. It should be noted, however, that the report only examined ditchings in and around Great Britain. Moreover, it remains unclear whether the 2,400 aircraft lost at sea were lost in the same geographic area as covered in the report. Regardless, Daniels shows that during the course of the war the RAF carried out ninety-seven rescue missions worldwide and dropped 113 lifeboats, including fifteen USAAF lifeboats in the Pacific theatre. Fully 60 per cent of the drops were considered successful; more importantly, approximately two to three hundred Allied airmen were rescued.

This book is filled with minute details, from the proper drop procedures for the airborne lifeboat to tracing the whereabouts of the boats after 1945. At times I was overwhelmed by the particulars of each and every rescue mission. This is due, in part, to the author's approach, namely to rescue the airborne lifeboat from obscurity itself. That said, I recognise that the book is a labour of love and that Daniels has accomplished his mission: to examine the contribution of the airborne lifeboat within the Air/Sea Rescue milieu during World War II.

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Dennis Noble. *That Others Might Live: The U.S. Life-Saving Service, 1878-1915*. Annapolis, MD: Naval Institute Press, 1994. xix + 177 pp., illustrations, photographs, tables, notes, selected bibliography, index. Cdn $38.95, US $27.95, cloth; ISBN 1-55750-627-2. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

This is a distinguished and highly readable history of the US Life Saving Service over the nearly forty years of its independent existence. The subject involves thrilling tales of great heroism and dramatic rescues even if the author rightly comments that such a career consisted of long periods of boredom punctuated by brief episodes of terror. The work is one of solid scholarship that vividly illustrates the development of the American coastal rescue service.

Dennis Noble's careful research reveals numerous, if not innumerable, heroic rescue efforts, but he wisely elects to use as examples those which particularly illustrate some aspect of men, boats or equipment in the USLSS. Noble opens with a stimulating discussion of the "Volunteer Years" (1848-1871) when the haphazard and undisciplined nature of American coastal rescue efforts frequently contributed to

vast loss of life and property. The era began when statistics revealed that from 1839 to 1848, there had been 338 shipwrecks in the approaches to New York Harbour alone, with another 159 on the New Jersey coast. Such figures helped persuade a conservative and lethargic Congress to pass a bill authorizing $10,000 to place surf boats, rockets and carronades along the coast.

But these measures were unsatisfactory because equipment was provided but not crews. The creation of the USLSS edged closer with the appointment of Sumner Increase Kimball as its first (and only) superintendent in 1871. Kimball was a strictly honest, knowledgable, bureaucrat who ran the service with an iron hand. He insisted upon conscientious, dependable members in the USLSS and, on the whole, was rewarded with excellence. A touch of genius on Kimball's part was the hiring of a professional journalist, William D. O'Connor, as Assistant Superintendent. O'Connor was encouraged to publicize the USLSS in every way that he could. It remains extraordinary that O'Connor's *Annual Reports* for the USLSS were regarded as such good reading that extra printings of this government document became normal.

In 1877-78 the loss of the ships *Huron* and *Metropolis* and 183 lives off the North Carolina coast exposed shortcomings in the service. With O'Connor's help, Kimball drove the point home to Congress, and the formal extension of the USLSS around the sea and Great Lakes' coastlines of the United States ensued. Kimball faced numerous challenges of men, equipment and financing during his long tenure. A critical shortcoming of the USLSS underlined by Noble is that Kimball never was able to obtain a pension system for his men from Congress. The times simply were not conducive for such a level of government paternalism or gratitude. A minor concession after 1882 was that a widow could receive one year's salary as compensation for the loss of her husband in the service.

That Others Might Live is an outstanding contribution to the literature of American oceanic history. It is interesting throughout, and thrilling in parts. The book is well worth inclusion in any personal or academic library.

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William R. Wells II. *Shots That Hit: A Study of U.S. Coast Guard Marksmanship 1790-1985.* Washington, DC: US Coast Guard Historian's Office, 1993. 168 pp., tables, photographs, bibliography. Available to non-profit organizations such as libraries at no cost; cloth.

William Wells' book is a substantive history of not only marksmanship within the US Coast Guard but also of the evolution of the Coast Guard itself. Wells' text chronicles the development of the US Coast Guard, with an emphasis on the arms utilized by its men and officers, from its beginning as the US Revenue Cutter Service to the present day.

The author has obviously done extensive research through records which were "a confused mass where weapons records are interspersed with letters and bills for sails, cookstoves, paints and medicines." (p.1) He has organized this into a very readable, well-documented text with both interesting footnotes and a complete bibliography. In particular, the author has detailed the standardization of small arms weaponry in the USCG from its early days ("without regard to uniformity," p. 12), through the Prohibition Era ("The old, often rusty, equipment," p. 43) and World War II to the present.

Despite the many historical circumstances in which the use of small arms training and marksmanship had a very practical application, a significant portion of *Shots that Hit* concentrates on target shooting competitions comparable to the Bisley competitions, i.e. inter-force competitive matches. From this discussion it would appear that the focus of marksmanship training and usage in the USCG through most of this century has been training special cadres to compete against Navy, Marine and Army units rather than general training of the Coast Guard crews for realistic "at-sea" shooting.

Because of this emphasis, this book will appeal to readers interested in target shooting along the Bisley competition style more than those that are interested in the history of marksmanship at sea.

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