BOOK REVIEWS

Victor Suthren (ed.). *Canadian Stories of the Sea*. Toronto: Oxford University Press, 1993. ix + 278 pp. $17.95, paper; 0-19-540849-7.

Indelibly etched in my memory is my first reading assignment in History 101. It was a book on the major rivers of Europe. Such knowledge, the professor claimed, was essential to the study of European History. This book edited by Victor Suthren might not, perhaps, be essential, but it would certainly be beneficial for students of Canada. Unlike much assigned reading, this collection is a sheer delight to read, capturing, as it does, not only a lot of Canadian history but much of its culture as well. In all of this Canada's rivers, lakes and ocean waters play a major role.

Suthren has gathered together thirty-two stories in eight distinctive groupings: The First Peoples; The Newcomers; Blood On The Waters; Making A Living On The Sea; Special Ships; Going It Alone; Dark Shadows: Modern War At Sea; and The Modem Sea: Harsh Workplace, Beckoning Playground. As these chapter titles make evident, the time span and the topics are broad in scope. Not content to start the collection with the arrival of the first European settlers, the editor reaches back to oral history and legends of the First Nations. The reader is then treated to classic glimpses of episodes that form important parts of the Canadian mosaic. We are reminded that Jacques Cartier not only commented on the abundance of fish he found on his exploration along Canada's east coast, but also on the bird life. "All the ships of France might hold a cargo of them without once perceiving that any had been removed." (p.30)

Of note too is that not all the chosen episodes are located on waters contiguous with Canadian soil, but all are directly related to the national life. A good example is Joshua Slocum's lone trip around the world. The segment the reader is treated to finds the Nova Scotian sailor in the South Atlantic, while John Voss, another intrepid Canadian small boat voyager, is to be found battling mountainous seas in the South Pacific.

The trilogy of World War II accounts at sea by such distinguished chroniclers as Hal Lawrence, James B. Lamb and Joseph Schull provide poignant portraits of the pain and agony of a generation of young Canadians indecently rushed into becoming seasoned seafarers and in the course writing an important chapter in the nation's history. Stories about the Bluenose and the Marco Polo, with the tyrannical "Bully Forbes," will be familiar to many. Others will be an eye-opener, such as the stranding of the Sophia. This compelling account deserves to be widely read as an example of the continuous battle seafarers wage against Canada's unforgiving climate. Equally captivating, but in another vein, is the descriptive account of the lot of the lighthouse keepers before helicopter supply and automation. The editor's choice to illustrate "The Harsh Workplace" is a discerning one, for we are provided with a perceptive and informative picture of the questionable treatment afforded not only native Canadians but also to settlers of Japanese ancestry at the outbreak of World War II. Included in this chapter is an excellent overview of the problems in the fishing industry resulting from advancing technology and gear conflicts.

All this is only a sample of the skilful selection of sea-related stories. I use the word

"selection," not "collection," deliberately because it is quite obvious that the editor has gone to great pains to arrive at this choice. Within this one volume, readers can sample many of Canada's finest writings from the thought-provoking prose of Thomas H. Raddall to the whimsical words of Farley Mowat. An added plus is the fact-packed, bridging narratives provided by the editor. I have nothing but the highest praise for this book and can only hope that Victor Suthren will seriously consider putting together more such volumes. Selections could include stories dealing with the J.D. Lawrence, SS Caribou, Hector and Le Griffon, just to mention a few accounts worthy of recollection.

I unreservedly commend this book for Canadian history students, new citizens, armchair sailors, as well as serious nautical researchers.

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Colin McKay; Lewis Jackson and Ian McKay (eds.). Windjammers and Bluenose Sailors. Lockeport, NS: Roseway Publishing, 1993. 192 pp., introductory essays, illustrations, glossary. $14, paper; ISBN 0-9694180-9-4.

In the Maritimes, the Golden Age of Sail was followed by what might be termed the Golden Age of the Sea Story. From 1900 to 1930, a number of writers turned to the celebration and exploration of the region's experience in the shipping and fishing industries. Most of these authors were natives or residents of the Maritimes, and several had spent some time at sea. The leading figures in this movement were Colin McKay, Albert Hickman, Frederick William Wallace, Archibald MacMechan, Arthur Hunt Chute, and — towards the end of the period — Frank Parker Day and Thomas H. Raddall. (At the same time that these writers were publishing Maritime sea stories, Norman Duncan, Wilfred Grenfell, Theodore Goodridge Roberts, and Erie Spencer were writing similar stories about Newfoundland and Labrador.)

Generally, these authors were recognized masters of sea literature in their day; most sold to a variety of magazines in the United States, Canada and the United Kingdom, such as *Adventure, Sea Stories, McClure's, Century, Canadian Magazine*, and *Blackwood's*. All but McKay also published at least one sea novel or story collection. Today, with the exception of Day and Raddall and, to some extent, Wallace and MacMechan, these writers are largely forgotten. Only one is represented in Victor Suthren's new anthology of Canadian sea stories. Most of their work has long been out of print, much of it buried in difficult-to-obtain and unindexed pulp magazines.

The most neglected of all has undoubtedly been Colin McKay. One of the earliest practitioners of the Maritime sea story and a proud descendant of a renowned Nova Scotian shipbuilding family, McKay was described in Henry J. Morgan's Canadian Men and Women of the Time (1912) as "famous as the writer in McClure's, Ainslee's, etc." Despite such recognition, McKay disappeared from Canadian literary history after his death in 1939. Now, thanks to the new collection Windjammers and Bluenose Sailors, McKay's contribution to Maritime (and maritime) literature may finally receive its due. Co-edited by Lewis Jackson and Ian McKay (no relation), the book rescues from obscurity fifteen of Colin McKay's sea stories and two poems. Published mostly between 1899 and 1913, these gripping tales of daring feats and quiet heroism reveal a deep knowledge of the sea and an obvious sympathy for the common sailor that McKay acquired during his many years of seafaring. To some degree, the stories also reflect his commitment to the socialist cause. Though slightly uneven, all are worth reading. Most demonstrate the strong powers of description and the narrative skill that prompted the American editor and publisher S.S. McClure to praise McKay's "tremendous ability in writing of the sea." A few, such as "The Wreck of the Cod Seeker," "Coming on the Coast," "Out of Herring Cove," and "At

the Reefing of the Topsails," rank among the best Maritime sea stories.

Two introductory essays by the editors precede McKay's stories and poems. The first, by both Jackson and McKay, provides some useful information about McKay's life and literary output. The second is by Ian McKay, who is presently at work on a separate collection of Colin McKay's writings on political economy. The essay is a rather lame piece of revisionism that attempts to portray Colin McKay as some sort of politically correct adventure writer, a New Man bent on exposing "the dark side of the Age of Sail." Readers would have been better served by another Colin McKay story or by a longer version of the first essay — one with more details about Colin McKay's life and more information about his writing, including those sea stories not included in this collection.

Nevertheless, *Windjammers and Bluenose Sailors* is recommended. Jackson and McKay have reclaimed a significant voice in Maritime literature, compiling the collection that Colin McKay himself had hoped to produce but never managed to see into print. The resulting volume is an important addition to the growing body of writing about the Maritimes and the Age of Sail, golden or otherwise.

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Larry McCann (ed.), with Carrie MacMillan. *The Sea and Culture of Atlantic Canada: A Multidisciplinary Sampler*. Sackville, NB: Centre for Canadian Studies, Mount Allison University, 1993. 156 pp., illustrations, figures, photographs. $15.95, paper; ISBN 0-88828-098-X.

This slim collection of five essays is the product of two symposia held at Mount Allison University over the winter of 1989-90. The organizers' operating assumption is that there is an identifiable "Atlantic culture" and that the sea plays an important role in its definition. In a region otherwise united by little more than a common antipathy toward and dependency upon Ottawa, the sea does provide a bond of experience. After all, most people live within sight of the sea; few are beyond an hour's drive of it; and, until recently, many derived their livelihood there on. It simply must be influential. Yet Sackville writer J. Alexander Burnett, when preparing the Afterword for this collection, says he was struck by how few oceanic allusions he could recall from his own exposure to the arts and artists of Atlantic Canada. Is the sea in fact influential? Does it in fact unify?

It should not be expected that such profound questions of cultural history will be answered in five exploratory papers. There are, nevertheless, a few interesting issues raised. Maria Tippett's essay, for example, "Organizing the Culture of a Region: Institutions and the Arts in Atlantic Canada, 1867--1957," argues that the web of associations, societies, and councils that provided the moral, technical, and financial support for so many Atlantic writers, artists, and musicians bound them more closely to international professional norms than to regional sensibilities. If true, external standards would help determine the influence, if any, of the sea.

In the event, it is extraordinary the extent to which images, especially seaward images, of Atlantic Canada are the product not of home-grown and resident artists and writers but of expatriates or visitors. One thinks immediately of J.F.B. Livesay's popularization of Peggy's Cove, so brilliantly analyzed by Ian McKay in an article in the *Journal of Canadian Studies* in 1988. Here Peter Neary's essay, "American Argonauts: Frederic Edwin Church and Louis Noble Legrand in Newfoundland and Labrador, 1859," describes two visitors in search of icebergs to paint (one resultant image graces the cover). More comparative in approach is Kathryn Hamer's "Marginal Land/Sea/Scapes in French and French-Canadian Literature," which is too cursory to be useful. For the moment, one is uncertain whether literary and pictorial images of the sea are truly indigenous, let alone

central to a regional culture.

In the search for the influence of the sea, however, this volume does not restrict itself to the products of writers and painters. In "The House that Poor-Jack Built: Architectural Stages in the Newfoundland Fishery," Gerald L. PoCius finds in an ubiquitous outport structure evidence of a profound association with the sea. So, too, does T.K. Pratt in language. His "Sea, Land, and Language: Shaping the Linguistic Character of Atlantic Canada" suggests how deep and pervasive — and how unconscious — the sea is in the structure of basic communication. Together these two articles indicate that the real measure of the sea's influence is to be found at a more basic level.

Burnett's wise Afterword provides a fitting tale by way of closing. An old Newfoundlander once told him of two woodsmen working in the island's interior who, never having been to the coast, one day set out to have a look at the sea. Upon arrival the first says, "Well b'y, there she is." To which the second responds, "Yes my son, and what ye sees there, that's just the top of 'er."

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Michel Mollat du Jourdin; Teresa Lavender Fagan (trans.). *Europe and the Sea.* Oxford, UK and Cambridge, MA: Basil Blackwell, 1993. xiii + 269 pp., illustrations maps, glossary, bibliography, index. £19.99, US $24.95, cloth; ISBN 0-631-17227-0.

Europe and the Sea is a meditation on the role of the sea in European history and its influence on the European psyche by one of the deans of maritime history, Michel Mollat du Jourdin (Professor of History at the Sorbonne and probably best-known to readers of this journal for his stewardship of the International Commission for Maritime History colloquia in the 1950s and '60s and his 1990 *Everyday Life among the Sailors of the Atlantic from the Middle Ages to the Sixteenth Century).* Part of a new series intended for non-specialists entitled "The Making of Europe," *Europe and the Sea* consists of two parts: a survey of European maritime history from the Greeks to the present (though focused heavily on the Middle Ages) followed by a series of reflections on the social and cultural characteristics of Europe's maritime communities and how those might be instrumental in aiding the construction of a common European mentality. Braudelian in scope, and often in style, and informed by Mollat du Jourdin's great erudition, the volume contains many evocative passages and much to ponder at the level of sweeping abstractions. *Europe and the Sea* does not, however, manage to synthesize its disparate observations and is further weakened by uneven organization; perhaps the nature of the topic makes generally applicable conclusions difficult.

Maritime specialists will find little new here, which is to be expected given the audience for whom the book was written. The lack of footnotes is, nevertheless, a problem; there is no evidence offered for many points that will surely arouse the doubts of non-specialists as well, for example, for the claim that "on the black slavers of the eighteenth century more whites than blacks died." (p. 164) The translation is choppy but the maps are plentiful and well-drawn.

Mollat du Jourdin's strength lies in his ability, based on his use of a wide variety of sources including those literary and iconagraphical, to capture a general trend or facet in a single example. To give a small indication of the potpourri of topics so covered: Adam of Bremen describing the mists of the Baltic in the eleventh century (p.39); the *carta Pisana* and the *portolans* c. 1300 (p.37); the international composition of Magellan's crew (p. 104); caloric intake for sailors in the fourteenth century (p. 158); marine votive offerings (pp. 165-6, 213); twinning by ports of differing nationalities such as the sixteenth-century *Contratacion* between Nantes and Bilbao (p. 173); Anglo-French cooperation on the Channel lighthouses even in times of war.

(pp. 182-3)

The author recites with verve the main points of medieval maritime activity, especially the convergence, as he sees it, in the late thirteenth-early fourteenth centuries of northern and southern seafaring cultures. (pp.57ff) He is especially good at relating commercial, naval and technological features to one another, as in his discussions of early harbour types (pp.73-76) and ship design (pp.89-95). Also felicitous is his emphasis on the importance of the fisheries and coastal salt-works (pp.63-4, 104, 107, 140ff). The post-Columbus era, on the other hand, receives only cursory attention, truncating his survey and isolating his concluding remarks on present-day Antwerp and Rotterdam.

The most intriguing, and also most frustrating, parts of the book are the author's reflections on the interplay between man and sea in European history. The overarching theme of the book, in keeping with the "Erasmian" thrust of Blackwell's new series, is to show how crucial the sea has been to the creation of a uniquely European culture. Hence, there are references to "the maritime predispositions of Europe," (p.6) "the role of the sea in the construction of Europe, and subsequently in the awakening of a European personality" (p. 109) and "[from the sea European individuality is born." (p. 115) Mollat du Jourdin is indeed almost lyrical in describing the psychological roots of Europe's drive to dominate the waves, duly noting war and profit but also assigning a pre-existing and complementary function to what he dubs "a field of dreams" (p.40) and "the search for distant islands." (p. 105) Citing Celtic, Scandinavian and Medieval Christian myths and teachings, he sees European expansion onto the sea propelled by the wonder and desire for an idealized state beyond the horizon, e.g., the Antilles and Hy Breasil, a desire he asserts is "the universal myth of the island." (p.41)

Such generalizations lead the reader to wonder, however, just exactly what is uniquely European in Europe's relationship with the sea. If such drives are universal and the sea gives rise to certain cultural forms among those who reside by it, why did the Chinese develop so differently after 1480? After all, *all* continents have coastlines, even if it were true, as Mollat du Jourdin claims in his opening pages, that there is more coastline per inhabitant in Europe than elsewhere. Important recent works (none of them in *Europe and Sea's* bibliography) by P. Curtin on cross-cultural trade, K.N. Chaudhuri on indigenous commerce in the Indian Ocean and J. Abu-Lughod on medieval trade systems document the fact that non-European societies also interacted vigorously with the sea while developing distinctive cultures of their own.

Europe and the Sea raises many interesting speculations and includes a wealth of detail, much of it drawn from sources not routinely used by maritime specialists. These details are not, however, marshalled into a convincing whole; Mollat du Jourdin's effort is stimulating but ultimately unsatisfying.

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Hans Vandersmissen (ed.). *Proceedings, Common European Maritime Heritage Congress*. Amsterdam: Rijksmuseum Nederlands Scheepvaart, 1993. 128 pp., photographs, tables, figures, paper.

In 1992 representatives from European countries met in conference in Amsterdam to discuss the state of traditional craft preservation. The evolving European unity is generating opportunities and challenges for standardized regulations and approaches to vessel governance and management. These proceedings, divided into thirteen chapters, one for each of the participating nations, encapsulate the details of support programmes, private and public initiatives, trends and activity in each nation.

Each chapter provides a detailed insight into conditions and advances which might have application in other settings. The editor has also created a small reference guide to

some traditional European craft. Illustrations accompany the text, while captions provide brief identifications and data on the function and development of the design. An overview of the Dutch ICOMOS Survey provides a summary of laws and legislation, change and demolition of protected objects, financial aid, role of government agencies and private associations, in nine of the participating nations. Another summary of an AGB Intomart Qualitatief Survey describes the historical ships and boats of Europe. The responses, which concentrate on existing government programmes, legislation governing historic vessels, fiscal subventions, organizational cooperation and obstacles to progress, were summarized for the congress participants.

These results highlight the need for documenting methodology and coordinating efforts between countries. Three-quarters of the 4,823 historic ships are located in the Netherlands. Many of the responding organizations maintain a single vessel, but have interest in the activities of the other organizations, but most countries have an umbrella organization of some sort which often has a very low public profile. Lack of standards for preservation and fiscal constraints were identified as major barriers to progress.

The congress participants concluded that the future of preservation lays with private efforts assisted by government subventions. The need for better documentation, registration, and coordination was clearly identified by most of the participant nations. A permanent focus of coordination was established at the Nederlands Scheepvaart Museum to act as a secretariat promoting future cooperation.

No information was provided about availability and ordering of copies of the proceedings. This publication would make a very useful addition to the library of a heritage policy-maker/analyst, although their findings were not all that surprising. Because I am professionally interested in preservation of historic vessels, I found it fascinating to read about the maritime activities in these thirteen countries. However, these proceedings may have only casual interest to aficionados of general maritime heritage.

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Uwe Schnall and Ursula Feldkamp (eds.). *Deutsches Schiffahrtsarchiv XV (1992).* Bremerhaven: Deutsches Schiffahrtsmuseum, 1992. 424 pp., photographs, figures, maps, notes, paper; ISBN 3-8225-0221-9.

Since 1975 the Deutsches Schiffahrtsmuseum (German Maritime Museum) has published collections of scholarly papers; since 1980, they have appeared annually as the museum yearbook. This 1992 volume contains, in addition to an annual report from the museum, no less than nineteen different essays on various aspects of maritime history. The topics present an extremely wide chronological span, from the Old Testament time of Noah to the present. The essays are grouped into seven thematic sections: Reisen und Entdeckung (voyages and discoveries), Schiffsarchaologie (maritime archaeology), Seeschiffahrt (shipping), Schiffbau (shipbuilding), Fischerei und Walfang (fishing and whaling), Navigation, and Volkskunde (ethnology). There is too little space here to do justice to all the essays, and so what follows, are just a few interesting examples selected at random from the rich contents of the book.

Since 1992 marked the quincentennial of the first Columbus voyage, it is appropriate that the yearbook opens with Wolfgang Kbberer's article dealing with the familiar question of Columbus' landfall in the "new world." The author presents a meticulous survey of existing evidence and cautiously concludes that, although some supports the traditional interpretation (that the present Watling Island is the elusive Guanahani), this is by no means certain. This section also includes essays on the Biblical and Babylonian traditions of the great deluge (by Ekhart Beikenhagen) and of a journey to Ceylon in the 1330s and 1340s (by Ananda Abeydeera, Paris).

In the section on maritime archaeology Per Hoffman presents the remains of medieval craft in the Bremerhaven museum, including the famous Bremer Hanse-Kogge, and their current state of conservation. There is also an interesting article by Christer Westerdahl of Copenhagen, describing the Viking navigation techniques on the Russian river-systems.

In the section on shipping, Heintz Burmester, himself a Cape Homer, records the fates of German sailing vessels during World War I. In another interesting article, Frank Broeze describes how the well-known German HAPAG developed between 1886 and 1914 from an Atlantic liner company into a shipping firm with world-wide activities.

Other articles of more general interest include a description by Albrecht Sauer of late medieval navigation techniques, and an overview by Heinrich Stettner of sailors' clothing from 1250 to 1800. However, there are many more good and useful pieces of maritime history than can be described here, and the German Maritime Museum is to be congratulated for an excellent yearbook.

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Alands Nautical Club. *Sjdhistorisk* ***Arsskrift*** *for* ***Aland*** *1992-93*. Mariehamn: Alands SjSfartsmuseum, 1993 [Hamngatan 2, PB 98, SF-22101 Mariehamn, Finland]. 182 pp., photographs, maps, illustrations. 80 FIM, paper; ISSN 0788-799X.

Alands Nautical Club and the Alands Maritime Museum are responsible for this fine yearbook and third volume of maritime history, consisting of ten articles about seafaring Ålanders and episodes in the island's history.

Through one article we get to know Anders Törnqvist, who was placed in command of the 889 nrt barque *Slamat* in July, 1899. Extracts from his diary begin with a voyage from Cardiff to South America with coal. It includes Törnqvist's accounts of the loss of the steering gear in a storm, manning problems and difficulties that arose when the mate shot an intruder in Brazil. In two other articles, an Alands master tells of *Pommern's* last voyage in the Australian grain trade in 1938, while a retired Danish master, G. Sundberg, tells how, at the age of 17, he decided to become a "real seaman" by getting his discharge from a Danish steamer in London and signing on the barque *Winterhude* for a voyage to Australia in 1938. Sundberg describes how the *Winterhude* was held up in the fall of 1939 by a German U-boat while on the way to Stavanger. I thoroughly enjoyed Sundberg's story. Another versatile Alander was C.S. Johansson, who left the sea after being wrecked on New Caledonia and became a prominent builder in Australia. The cathedral at Darwin was one of his creations.

During the Crimean War, the British fleet carried out a series of raids on Finnish ports. Herman Avellan, Chief Pilot for the Brahestad-Leaborg district, was an Alander who was present at the destruction of the shipping, stores and buildings at Brahestad by crews from the British paddle frigates *Leopold, Vulture,* and *Odin.* The town had no defence and no Russian military personnel were present. Ironically, most of the destroyed timber belonged to British importers. Avellan wrote a detailed account of that event, which is now published for the first time. It is an excellent record of a wanton event.

Many Alands skippers maintained that the Swedish Island of Gotland was a hindrance to Aland shipping which traded with the continent. Their proof was that during sixty-two years, fifteen Alands ships were wrecked on Gotland. As a result of his researches, Mr. G. Sundberg, director of Alands Maritime Museum, suggests instead that the island was a life-raft for Alands seamen and not the cause of their disasters.

The yearbook includes discussion of the worst disaster to befall Alands. In 1916, the SS *Skiftet,* employed in the Alands-Abo trade, struck a mine laid by a German submarine. *Skiftet* sank in two minutes, taking eighty-six passengers and crew with her. Most of the

passengers lost were Russian soldiers, including the garrison commander. A happier tale of shipwreck concerns the Danish SS *Vaering,* loaded with lumber for Denmark, which was wrecked in December 1941 on passage through the islands. Many Ålanders helped themselves to the lumber washed ashore; the insurance company took no action against the salvagers. The yearbook includes an article which describes the story of the vessel's salvage and refit in 1947.

Captain J. Hagberg's article covers the Alands shipping losses in World War I. The situation became much more complicated in 1918, when Finland used the opportunity of the Russian Revolution to seek its independence, only to slip into a civil war itself. When both Sweden and Germany became involved, America, France and Portugal all decided to hold sailing ships owned by Gustaf Erikson of Alands for nine months until the political situation in Finland became clear. Another contribution to the yearbook concerns the sewing of eighteen new sails for the *Pommern* and a full suit for *Albanus* that required 907,680 stitches by seventy-seven volunteers! The volume also includes the annual reports of Alands Nautical Club and the Alands Maritime Museum.

Each chapter is followed by a summary in English. This fine yearbook has something for everyone interested in maritime history.

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Morten Hahn-Pedersen (ed.). *Sjoeklen 1992: Årbog for Fiskeri- og Sefartsmuseet, Saltvandsakvariet i Esbjerg [Yearbook of the Fisheries and Maritime Museum, Esbjerg].* Esbjerg, Denmark: Fiskeri- og Sofartsmuseet, Saltvandsakvariet, 1993.224 pp., photographs, illustrations, figures, tables, maps. DKr 198, hardbound; ISBN 87-87453-66-5.

1993 saw the 125th anniversary of the decision by the Danish government to build the Port of Esbjerg on the southern stretch of the west coast of Jutland - a port which quickly became the centre for the export of Danish agricultural products to England and, in addition, the home port for a large fleet of fishing vessels. In the same year, the Fisheries and Maritime Museum celebrated its own 25th anniversary, and this enlarged *Yearbook* is in itself a symbol of the growth of the port, the town and the museum. Eight of the ten articles in the *Yearbook* are concerned with the history and life of the port. The first four articles, which fill about half the publication, are structured around a chronological sequence, and the main angle of approach is economic history.

Curator Poul Holm leads off with a useful and well-documented account of the development of ports in south-west Jutland in the years 1200-1867. This period was dominated by the old town of Ribe, which in the Middle Ages was the second largest port in Denmark and a leading distributor of trade between north-west Europe and western Jutland. From Ribe, horses, cattle and fish went south by land and sea. By the late sixteenth century, several factors caused Ribe to lose its importance: ships became larger; local natural harbours silted up; war and the plague in the seventeenth century reduced the population of the town; and the sea trading routes avoided the west coast of Jutland. These conditions did not alter until the beginning of the nineteenth century. Steamships required port facilities, and the increasing interest in exporting agricultural products to England led to a number of plans for a state-owned port situated on the west coast of Jutland. However, the location of this port was not decided until Denmark was forced in 1864 to cede Schleswig-Holstein to Germany. Esbjerg was founded as a bulwark against German dominance in southern Jutland and to strengthen trade with England.

In the next article, Morten Hahn-Pedersen, Chief Curator of the museum, describes Esbjerg as it was in the years of establishment and development, 1868-1914. The port was a dock harbour and therefore free of ice, but it

was especially the re-organisation of Danish agriculture in the 1880s and '90s which led to an increase in the amount of goods handled. Instead of corn and cattle, secondary animal products such as bacon and butter were now being exported. In addition, fishing quickly became an important element in the life of the port, although this had not been envisaged when the port was established. Hahn-Pedersen stresses the need for a more thorough analysis of the role played by financier C.F. Tietgen in establishing the port. He was the leading Danish businessman of the time, and took the initiative to start the DFDS shipping company which, from 1875/76, secured almost a monopoly of both domestic shipping and the fixed routes between Esbjerg and Great Britain.

From the 1920s until the 1950s, Esbjerg did not undergo much change, though an essay by Henrik Bredmose Simonsen shows how, despite the shifting fortunes of fishing and agricultural exports, both port and town, became the regional centre for fishing and trade, and also to an increasing degree for industry and capital. The period after 1950 is briefly described by Poul Holm and Morten Hahn-Pedersen in cooperation. The decades after World War II saw the growth of commercial fishing and the use of progressively larger vessels. However, the last decades have been a difficult time for the industry, with a considerable reduction in the numbers of traditional Danish wooden cutters and of medium-sized steel trawlers (ca. 150 BRT). A more concentrated approach has also affected shipping, and from the end of the 1960s, agricultural exports to England were turned over to container transport. Since then, Esbjerg has also been the base port for Danish efforts to find and utilise North Sea oil.

These historical surveys are followed by two articles presenting the results of interviews of port employees from 1992 onwards. To a certain extent they provided excellent insight into the way life at the port has changed during the last forty years, and in giving an impression of how those who work at the port have experienced this period. Unfortunately, the authors have not made use of this opportunity to present a picture of life at the port as a whole. Two further articles relate to the two anniversaries. Lindy Tanvig looks at the way the "oil adventure" has affected the port and the town, while V.V. Leisner, the head of port administration, presents his view of what the immediate future has to offer. In the final two contributions, Thyge Jensen of the museum's educational service presents a picture of the island of Mando from the point of view of human ecology, while Sven Tougaard, a biologist, offers a half-way status report on a research project concerning the seal population in the Waddensea. The *Yearbook* ends with a full account of the museum's activities in 1992.

Sjoeklen 1992 offers much of interest to other than Danish readers, particularly in the first four contributions. The first article especially is a good example of how the adoption of a long time perspective can improve the understanding of the history of a region. This article, together with the three that follow, offer the reader, sometimes only by implication, the opportunity to understand how the interaction of such factors as market forces, new technology, centralised planning and changes in national boundaries can affect the development of a port.

Hans Jeppesen
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Keith Julier. *The Period Ship Handbook.* Annapolis, MD: Naval Institute Press, 1993. 205 pp., line drawings, photographs, index. Cdn $40.95, US $29.95, paper; ISBN 1-55750-678-7. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

While his stated aim is to encourage would-be kit modellers and the hesitant beginning ship model builder to take on more ambitious projects, Keith Julier warns that the complete beginner should not be too ambitious in selecting a project. Despite the ambiguity, one would expect an instructional-type book to

help develop a solid groundwork of basic skills before proceeding to more advanced projects. This, however, is not the case.

Following a brief introduction and sections on tool and kit selection the book is, in fact, a series of extended reviews of eleven European-designed and manufactured kits by companies such as Amati, Artesania Latina, Billings, Corel, Euro Model Como, and Panart. All eleven kits were previously featured in articles written by the author and published in the British magazine *Model Boats*. Few of the kits are suitable choices for a beginner. They include a Thames barge, two whaleboats, a Faroes yawl, the whaleship *Charles W. Morgan,* USS *Constellation* and the First Rate *Royal William* of 1719. The kits are followed by a twenty-two page summary of building techniques and an index.

Julier selected Euro Model Como's kit of the First Rate *Royal William* — the most complex of the eleven — as a means of discussing his building techniques. He chose it because it incorporates most of the techniques necessary to build the other models in the book. However, the seventy pages of text describing his approach is heavily laced with terminology that would be totally alien to the novice. A detailed glossary would have gone a long way to alleviate this situation. The builder must establish the approach and build sequence and would have to depend on his own skill and experience to build the model. Woe betide the novice who tries this kit. Julier also indicates that it includes seventeen sheets of plans, in Italian; the use of English is limited to sheets pertaining to the model, to the original vessel, a few pages of historical notes, and two pages of instructions.

The other reviews in the book are at best brief, frequently covering the same basic material and offering little in the way of instructional support. Valuable space is wasted because the same illustrations appear over and over, some as many as five times, in different reviews. Considering the kits reviewed, the Billings kit of the Thames barge *Will Everard* would have been a better choice as an introductory subject, especially since it is one o;' the few that the author indicates is within the scope of the beginner. Had more than the six pages devoted to the review of this kit been allotted to provide an in-depth, step-by-step approach to the techniques needed to build and finish the model, followed by a much more extensive review of a slightly more difficult kit, the book would have served a better and undoubtedly more satisfying introduction to model building, possibly achieving its stated intention.

If one accepts the book for what it is, a series of kit reviews, followed by a summary of techniques, it does, when studied, provide an insight to the deficiencies in many of the kits, including poor, non-existent or foreign documentation, poorly fitting materials and components, etc. All of these problems have long been recognized in European kits. With regard to the book, and the kits it so enthusiastically promotes — *caveat emptor*.

N.R. Cole
Scarborough, Ontario

Wolfgang Rudolph. *DesSeemanns Bilderwelt: Volkskunst der Fahrensleute an der Ostseekiiste von 1750 bis 1900.* Hamburg: Ernst Kabel Verlag for the Deutsches Schiffahrtsmuseum, 1993. 195 pp., photographs (colour, b+w), notes, sources. DM 78, cloth; ISBN 3-8225-0132-8.

This is an intriguing study of maritime culture as manifested in images and artifacts in the Baltic area over a period of about 150 years. Rudolph argues that, as a social class, seagoing shipmasters have been well researched but that the social behaviour of the men before the mast is less well known. For this reason he chose this as his focus. He also includes the skippers of minor coastal vessels.

A seemingly endless parade of artifacts is shown in black-and-white photographs as well as sixteen pages in colour. There are decorated jugs and mugs (including Sunderland lustre ware), Staffordshire figures (from Jack

Tar to Garibaldi), snuffboxes (with calendars and King "Fritz" of Prussia), a Currier & Ives lithograph (showing the Yankee clipper *Comet,* although he does not tell us this), and a tattooer's pattern sample of snakes and ships. It is an interesting observation that the seaman's social status was connected not only with nautical symbols and emblems but also with other images and objects. Thus, a coffee-pot with non-marine decorations in classical style could be an attractive acquisition for a seaman and his family. Curiously, Rudolph says very little about the typical ship portraits — watercolours or oil paintings. They, too, once adorned the homes of small coaster skippers and are certainly conspicuous objects. The reason for this omission may be that the subject has been covered and illustrated already in some of his earlier works. On the other hand, the subject of pottery is dealt with in considerable detail both in previous books as well as in this one.

In search of these artifacts, Rudolph carefully investigated a vast number of local maritime museums and private collections on the Baltic coast. His emphasis is on the German area, but he has also studied collections as far north as Brahestad (Raahe) in Finland and Trondheim in Norway, as well as Denmark and southern Sweden.

The text is a pleasure to read, but the organization is sometimes confusing. By and large, Rudolph adopts a chronological approach, yet occasionally a specific subject, such as tattooing, is covered under two separate headings. The book is also well produced, and most of its illustrations are interesting and charming, even if some are old acquaintances which have appeared in previous works by the same author. If you happen to find one or two pictures showing a rather hideous majolica pot or a disgusting pewter goblet, then you should remember that Rudolph does not find these objects and images interesting in their own right; rather, he regards them as testimonies of the social and cultural environment to which they were once connected. Without a reasonably positive provenance, an artifact has no story at all to tell us. In short, *Des Seemam Bilderwelt* is not a study in the seaman's aesthetic values but in the historico-social merits of the artifacts which adorned the seaman's life.

Thorsten Nordenfelt
Stockholm, Sweden

Morten Hahn-Pedersen (ed.). / *storm og stille - den sikre havn: Bidrag til samands-konens historic* Esbjerg: Fiskeri- og Søfartsmuseet, Saltvandsakvariet, 1992. 160 pp., figures, tables, illustrations, photographs, English summary, notes, bibliography, appendices. DKK 298, cloth; ISBN 87-87453-62-2.

In 1985 three Danish museums began a project intended to focus on women and family life in seafaring families, a neglected field of research. Documentation was collected from seafaring regions where the museums were located: the island of Fano on the west coast of Jylland, facing the Atlantic; the Svendborg area of Fyn in the Baltic; and the Aabenraa area of the west coast. This book is a first presentation of results from the project. It is a well-illustrated collection of articles, not all of which focus strictly on married women.

An introduction surveys recent Scandinavian research on maritime women, mostly in Denmark and Norway, while the editor, Morton Hahn-Pedersen, describes the development of ships in general, and more particularly, of the seafaring trades and fleets in the region from 1700 to 1990. Those fleets were substantial during the nineteenth century. The ships at Aabenraa, and increasingly also of Fano, concentrated on long-distance trading and could therefore be away from home ports for years. In contrast, the Svendborg ships, engaged in the North Sea and Baltic trades, were normally laid up for the winter. These facts had different effects on the lives of the seamen's families. Today, only the Svendborg area has preserved a fleet of importance.

Aspects of women's life in the nineteenth century are covered in three articles. Tommy

P. Christensen uses census data to compare how maritime trades affected the populations in terms of occupation structure and the number of married women and widows until 1901. The communities of Fano and in the Svendborg area were more specialized maritime communities, and the households were more socially equal than at Aabenraa. Seafaring families of this last district had a middle class way of life. Letters and diaries of wives of wealthy captains from the Aabenraa area are the main sources of Birgitte Kragh, who presents the seaman's wife in the nineteenth century. Though her material is not representative, it gives interesting insight into the lives of women when the men were away, as well as the experience of some who travelled all over the world as captain's wives. Brenno Blassild writes about maritime women depicted in art, souvenirs, and so on, mainly in the last century. I found paintings showing scenes from Fano especially interesting.

The longest and most essential article for our century is an informative presentation by Kristina G. Due about women in seafaring families in the three regions, based on many interviews with women bom between 1892 and the 1960s. Extracts of interviews, together with Due's comments, give valuable insight into women's responsibilities and way of life, and of changes over time between the generations. Another paper on a Danish organization of seamen's wives, founded in 1976, is presented by two of its leaders, Jette Haugaard and Kirsten Hansen. The organization originated in Svendborg but the article is not about the investigated regions. One may therefore question its inclusion in the book. Finally, there is a good summary by the editor in both Danish and English.

The book is of interest both to the general public and to the researcher, for it contributes towards a more comprehensive history of maritime women and families in Scandinavia. Many will appreciate the extracts of diaries, interviews and the illustrations. Yet one misses more comparisons over time and between areas, since census data are not presented for our century, and we learn more about the women of Fano and Aabenraa than about the women of Svendborg. Comparisons with other research in Denmark or elsewhere is also missing. Let us hope that more will be published from this project.

Ingeborg Floystad
Bergen, Norway

Will. C. van den Hoonard. *Reluctant Pioneers: Constraints and Opportunities in an Icelandic Fishing Community.* New York & Bern: Peter Lang, 1992. xiv + 173 pp., tables, figures, notes, appendices, bibliography, index. US $36.95, library binding; ISBN 0-8204-1801-3.

For those societies whose most obvious natural resource is fish, Iceland represents something of a mecca. One indicator of such a status is the not insignificant contribution to Icelandic foreign exchange earnings contributed by delegations of fishers, bureaucrats and politicians eager to distil her secrets and carry them back home. Unfortunately, social scientists and historians have not participated in these pilgrimages (although they generally share the sense of awe) to the same extent. The result is that not nearly as much research has been directed to this society, particularly by outsiders (though this is changing). Professor van den Hoonard's study of the emergent shrimp fishery in the northwestern town of Kaupeyri is thus doubly welcomed for its specific analysis of a particular fishery sector as well as its larger contribution to understanding Iceland society and culture.

Given the centrality of fishing to Iceland's economy it is not surprising that established fishing occupations receive considerable prestige and higher than average earnings. Iceland's shrimp fishery, however, is quite new, dating only since the 1960s. It is this fishery and the occupation of "shrimper" that van den Hoonard seeks to explicate. As new kids on the fishing block, shrimpers have had to confront a number of obstacles to gain the pres-

tige accorded other types of fishers. These include 1) a sense of less demanding and daring (even heroic) work, since fishing is done close to shore from smaller boats that return daily to port in contrast to the most prestigious offshore trawler fishing; 2) minimal formalized training for both skippering boats and fishing shrimp trawls which undermines claims to high skill and knowledge; 3) a public belief that anyone can become a successful shrimper; and 4) an organizational structure cocoon-like in its closure to outsiders — even from the community. Drawing from the literature on the sociology of occupations, van den Hoonard presents the strategies shrimpers utilize to build a public persona emphasizing skill, risk and success. To the extent they are successful, greater professional status, increased control over the fishery and monetary success may follow.

The utilization of social science insights from the study of occupations as a lever for understanding this attempt to build a high status occupation in the face of public and government scepticism is a useful and interesting one. While space does not permit reciting most of the findings, one element of the struggle is worth mentioning since it is one that is presently being replayed in several different maritime locations. This element has to do with the attempt to challenge, partially discredit and in so doing establish one's own legitimacy *vis-a-vis* biologists staffed within state bureaucracies. Shrimp fishers directly confronted state biologists with regard to their unchallenged knowledge claims concerning the behaviour and abundance of the resource. Chapter 8, "Turning the Table on Empiricism," recounts this squabble and the important benefits which accrued to shrimpers that resulted. These consequences included greater influence in management regimes as well as enhanced status in the public. In reading the chapter I was reminded of much contemporary work on what is termed Traditional Ecological Knowledge (TEK) and the ongoing research which attempts to systematize fishers' marine knowledge and explore ways in which that knowledge might be used as a complement or even a substitute for bureaucratic science.

All of this makes for a useful addition to our knowledge of shrimp fishers and the Icelandic fishery more generally. Having said this, however, the book does suffer from a number of insufficiencies which detract substantially from its overall contribution. One obvious concern is the potential datedness of the analysis. Although published in 1992, the research was undertaken nearly twenty years previously with a little updating of statistical materials in the early to mid-1980s. Indeed, no table is more recent than 1980 and most focus upon the 1968-1974 period of expansion. In an activity as dynamic as fishing, twenty years is simply far too long between research and publication. This is a particularly salient point because the monograph is *not* written as if it were an historical piece about the emergence of a particular fishery at some earlier point in time but rather as a relatively contemporary contribution to fishing and Icelandic society. From my own limited work on Iceland, it is certainly clear that profound changes have occurred since the late 1970s.

A second, and more substantive concern, flows from the overview and utilization of the sociology of occupations literature to shed light on the emergence of a new fishing occupation. There are at least two concerns which are germane. First, there is precious little discussion of the relevance of power and its use in making a claim for public and bureaucratic acceptance — this in spite of the central relevance of this concept in my reading of the contemporary literature on occupations. The second part of this use of the sociology of occupations relates to the minimal use of interview materials to illustrate relevant points to shrimpers. Aside from the above mentioned chapter 8, one could read most of the book without concern for the detailed points presented in chapter 1. The interviews with shrimpers do not, by and large, provide any rich elaboration of the theoretical points which chapter 1 suggests

provide the best way to understand the rise of the. Icelandic fishery and the place of the shrimper in his community. To give one example, Chapter 5 is entitled "Occupational Culture as a Community of Skills," yet we find little interview information which delimits the dimensions and content of this occupational culture nor any convincing evidence that an occupational community exists at all. Part of the problem may lie with the way in which the author has decided to present the book. Professor van den Hoonard argues that *Reluctant Pioneers* is offered as part contribution to the study of occupations, part contribution to fishing societies and part an effort to extend social science understanding of Icelandic society and culture. The result, given the brevity of the book, is that it suffers a bit from being neither fish nor fowl! Claims about a shrimper culture are made without any clear substantiation from interview notes, though this is the most obvious and effective source for such substantiation. Had there been greater ethnographic emphasis this might have been adequately addressed. As is, the result is greater disjuncture between theory and data than one would like.

A further concern encountered with the book is quite unrelated to the author. The publishing company should take considerably greater time and effort in editing and proofreading before proceeding with publication. Typographical errors, format mistakes, incomplete sentences and spelling errors are frequent enough to be annoying. It is quite unacceptable for a major publishing company to allow such mistakes to pass through. While one always hopes that such slights to one's sensitivities do not colour the overall intellectual evaluation, their frequency can be described as something greater than a mere occasional nuisance.

In conclusion, and despite its limitations, *Reluctant Pioneers* is a useful contribution to our ongoing social science inventory of fishing societies generally and Icelandic society more specifically. It will continue to grace my bookshelves and provide reference for understanding the birth of the Icelandic fishery though its relevance to contemporary Icelandic society is probably much more problematic.

Lawrence F. Felt
St. John's, Newfoundland

L.S. Parsons. *Management of Marine Fisheries in Canada.* Ottawa: National Research Council of Canada, 1993. xix + 763 pp., figures, tables, photographs, maps, sources, acronyms and abbreviations, appendix, index. $70 (US $70 outside Canada), cloth; ISBN 0-660-15002-6.

This is a major piece of work in which L.S. Parsons documents the evolution and scope of Canadian marine fisheries management policy. In view of the current crises in several key sectors of the Canadian fishery, this is a most timely publication, bringing a wealth of accessible information to the present debate on fishery management issues. The book is extensive and broad in scope and examines resource management issues arising before and after the extension of Canada's unilateral fisheries jurisdiction to two hundred miles in 1977. In addition to reviewing jurisdictional matters the author has outlined the biological basis underscoring management policy and the role of fisheries scientists in the overall process. Aspects of fisheries management policy operating in other countries are included for comparative purposes, and extensive details from a number of Canada's important fisheries are included to illustrate the application of resource management policy in a regional context. A series of chapters examines the policies of dealing with common resource management; through allocation of access, limited entry licensing and the setting of individual quotas. Social issues are detailed, and the scope of the book is extended to examine the complex international dimensions of resource management.

Since the classical research of Russell and his colleagues, conducted in the UK during the 1930s, it has been recognised that the size

of exploitable, single species, fish stocks is determined by four factors: recruitment rate, growth rate, natural mortality rate and fishing mortality rate. Models of maximum sustainable yield, and later optimum yield, were derived from these early observations and applied variously to the world's fisheries. Parsons provides many examples to illustrate the ensuing challenges which still face resource managers both in understanding the relationships between these factors for any particular fishery, and in effecting a balance such that recruitment and growth of the exploited fish populations compensate for the combined natural and fishing mortalities. We also see how the complexities of these models radically increase when the ensuing social, political and economic issues are factored into the equations. Parsons details the extensive human and physical resources dedicated by government to fisheries science and management. This has supported an immense body of work towards understanding the processes which influence the relative abundance of fish. Yet our understanding is far from complete, and Parsons identifies a need for more fundamental research on the dynamics of marine fish populations, their interactions within the food web and with the marine environment.

Since much of our debate tends naturally to focus on the periodic downturns in sectors of the Canadian fishery it is refreshing to read accounts of some of the success stories. Parsons presents a picture of an extremely diverse fishery which has yielded significant economic returns to many regions. The shellfisheries are identified in this category and emerging aquaculture is rightly identified as a key area for future development on the Atlantic and Pacific coasts. An objective view is given of a dynamic fishery undergoing significant changes — necessary down-sizing in some areas and development in others. Developments in fishery science and resource management policies, detailed throughout the book, have established Canada as a leading nation in these areas of endeavour. Recurrent crises in our fisheries reflect the familiar global problems of balancing harvesting and processing capacity with sustainability of the resource. In bringing together in one volume detailed descriptions of the myriad of factors which influence this delicate balance, the author has made a significant contribution to the ongoing debate on fisheries management policy.

The book is very well-structured, adequately illustrated and indexed, its information presented in a readily accessible and readable style. Parsons' professional credentials, as both fisheries scientist and fisheries manager, are reflected, both in the balance of the information presented, and in the detailed analyses of specific issues. While much of the information comes necessarily from government publications, an extensive bibliography provides access to the broader field of fisheries management. Parsons has written an objective review of Canadian fisheries management policy which should rapidly become an essential resource document to all who participate in or have an interest in the nation's fishery. The book will also provide a new, in-depth reference source for all college and university students of fisheries resource management.

Stephen Goddard
Outer Cove, Newfoundland

A.G.E. Jones. *Ships Employed in the South Seas Trade, Volume II: 1775-1859 (Part I); Admiralty Protections From Impressment 1777-1811 (Part II); Aspects of the South Seas Trade (Part III)*. Roebuck Society Publication No. 46; East Bentleigh, Victoria, Australia: Australian Association for Maritime History, 1992. xxiv + 720 pp., indices, references, appendices, figures. AUS $66 (+ postage, $19 to N. America/Europe, $18 to Asia & New Zealand), cloth; ISBN 0-646-09183-2.

A.G.E. Jones' books are a testament to his tenacity and the scope of his lifelong interest in reconstructing the British maritime past. Alone he has made himself expert in a field where there are few experts: the British whaling and sealing industry of the south seas.

That trade flourished briefly and with a passion and a secrecy that kept many of its most important records forever from the public eye.

This latest book is a companion to *Ships Employed in the South Seas Trade 1775-1861 (Parts I and II)...* (Roebuck Books, 1986), reviewed in the April 1991 issue of *TNM/LMN*. In that volume he published extracts of south seas voyages from the *Lloyd's List*. This new volume includes similar data culled from the *Lloyd's Register* and the competing *Register of the Society of Merchants* (1800-1832).

Lloyd's List and *Lloyd's Register* are not the same. *Lloyd's List* was published, probably from 1734, with general commercial information and shipping movements for the benefit of merchants. It included data of voyages as they progressed, including accidents, losses, and reports of cargoes returned. *Lloyd's Register* included the survey record of vessels which underwriters used to insure specific voyages and cargoes. This publications survives from 1775, with the exception of a few years for which no copy is extant.

Jones' Part I is organized by year. It includes the name and rig of every vessel he believes was engaged in the south seas trade, its tonnage and draft, date and place of construction, names of masters and owners, voyage destination, and the Lloyd's insurance classification. These lists are indexed by name of vessel, master, and owner, though one must be aware that any name may be applied to more than one vessel. Part II contains Admiralty protections from impressment for the south seas and Greenland and Davis Straits whale fisheries, generally for the period 1777-1811. These are found in the Admiralty 7 papers at the Public Record Office in Kew and are indexed by vessel, master, harpooner, boatsteer, line coiler and others. There are twenty-seven essays in all, some of which help to explain data found in Part I.

Jones is the first to say that his compilations cannot be complete. As he so aptly says, he extracted only what was in the records; he could not extract what was *not* there. There are errors and omissions due to the shortfall of the records. Certainly his human-ness assures us that there are a few errors in his transcriptions as well, but it is highly to his credit that he has allowed original publication errors to stand, even when he knew better. To correct errors in the original would have been much like a paintings-restorator infilling some missing part of the original artist's truth. Since these lists have been "edited" to the extent of Jones' decision to include or omit any voyage, it is laudable that he has reserved his own interpretation of the data for the essays that comprise Part III.

No one who has not ploughed the records of merchant shipping — many of them uncatalogued and unindexed - can appreciate what Jones has accomplished. I know he would agree that doubting readers are free to find out for themselves. With that in mind, Jones will appreciate some small acknowledgement for his work: a letter, a published credit-line, a request to reprint his data — these are matters of importance to him. And if issues of copyright and ownership are subject to question (he has been working in "public" records, after all), such matters are surely of less import than properly crediting him for the years he has devoted to his single-minded task. His books are a life-work in the true sense, and we are the ones who gain from having his stewardship bound within covers on our shelves.

Robert Lloyd Webb
Phippsburg, Maine

Hubert Cornish Whitlock; Alex Sakula (ed.). *The Whitlock Journal: Being an aboard ship account of a voyage of the "King Lear" from India to England in 1862*. Hove, East Sussex: Alex Sakula, 1993 [order from the author, 7 Grand Avenue, Hove, Sussex BN3 2LF England]. 102 pp., photographs, illustrations, notes, bibliography. US $ 15 (+ $5 postage & handling), paper; ISBN 0-9521475-1-3.

Sea voyages are the subject of myriads of passengers' diaries and journals. Every year,

more such personal accounts are discovered and/or published. The journal printed here is that of Lieutenant Hubert Cornish Whitlock (1837-1890) who in 1862 sailed with his 83rd Regiment of Foot from Vingorla on India's west coast to Gravesend. The ship *King Lear,* 1936 tons, belonged to the well-known London shipowner Frederick Somes whose large fleet was extensively involved in the bulk passenger trades of the British Empire. It had been built in 1854 in the United States and purchased the same year by Somes.

As Whitlock himself admits more than once, his sea passage was characterised largely by monotony and futile attempts to break the tedium of being cooped up with a mass of humanity within the confines of his ship. To boredom was added the annoyance of numerous, sometimes unruly, children. As an officer, Whitlock kept regular watches. These also passed without any spectacular occurrences. The major reason why he wrote his journal was evidently that, once he had started it, he felt compelled to fill all 124 pages of his notebook — the last quarter or so indeed with events after his arrival in England.

Whitlock's journal mirrors the monotony of the voyage. He was a rather shallow observer and no great writer. Several times the *King Lear* encountered bad weather but this did not inspire him to dramatic descriptions or reflections. Nor was Whitlock aware of the morbid irony of a burial at sea being followed by a hunt for sharks. He was not particularly interested in the officers and crew of his ship. Some interesting passages relate to visits to other ships en route. The captain of the British ship *Avalanche,* bound for Melbourne, was "a very dirty looking man, who looked as if he hadn't washed for a month, minus his coat, and totally regardless of stockings." (p.56) By contrast, the *French Canton,* from Havre bound for Valparaiso, was the epitome of a well-run and well-stocked ship.

Sakula provides a brief biography of H.C. Whitlock. Bom from a solidly military family he made an average career and died as an Honorary Major. The journal is well annotated and the overall impression is sympathetic and meticulous. The only error I could detect was the mis-spelling of the ship *Cospatrick* (given as *Coxpatrick).* Just because of the monotony of his voyage, Whitlock's account may well be more representative for the sea passage from India than the much better known accounts of shipwreck and calamity.

Frank Broeze
Nedlands, Western Australia

Richard F. Welch. *An Island's Trade: Nineteenth-Century Shipbuilding on Long Island.* Mystic, CT: Mystic Seaport Museum, 1993. xiii + 145 pp., photographs, illustrations, figures, tables, appendices, bibliography, index. US $20, cloth; ISBN 0-913372-67-6.

The North Shore of Long Island, New York, with its deep, glaciated harbours and long sheltered bays, was ideally suited to shipbuilding. The ready availability of capital, manufactured marine hardware and other essential supplies in nearby New York City was partly responsible for a boom in local shipbuilding before the American Civil War. By its end, there was a glut of shipping on the market and new technology, in the form of British-built iron-hulled vessels, had taken over transatlantic trade. Wooden shipbuilding fell into decline all along the lower eastern seaboard. Its demise was inevitable, but in some areas, such as the North Shore townships of Long Island, it remained viable through the payment of low wages and other economies almost until the turn of the century. Beginning with coastal vessels and fishing boats, the industry expanded into the construction of large ocean-going cargo carriers, ending with the building and repair of oyster steamers and private yachts in the early 1900s.

In *An Island's Trade: Nineteenth Century Shipbuilding on Long Island,* Richard Welch presents a history of this industry, divided, in the manner of his original dissertation, into a series of six individual papers, each discussing a different aspect of the business. The position

of nineteenth-century shipbuilding on the North Shore is deduced, from the figures available for the major shipbuilding centres of Northport, Setauket-Port Jefferson and Greenport. It is suggested that the industry was the mainstay of the towns' economies, but Welch fails to take into account that all three communities were established ports, and that shipbuilding was dependent on their populations and facilities for its very existence.

Welch's tendency toward excessive use of figures that he, himself, suggests might be flawed, is compounded by errors in his use of them. Thus, when discussing a decrease in shipbuilding in New York State, he notes that "A general state total of ship and boat builders was furnished, and this showed a drop from 229 in 1865 to 165 in 1875 - a 69 percent decrease." In fact, the decrease works out at 27.95 per cent. Other comments suggest a serious lack in his knowledge of marine transportation history. When discussing the state of the coastal trade, he suggests that it was under pressure from the railways in the 1890s and would soon be facing competition from motor vessels. In fact, until well after World War I, most North American coastal vessels were still being constructed of wood and their means of propulsion seems quite irrelevant. A lack of general shipbuilding knowledge is also evident in the terminology used in his chapter on ship construction.

Physically, this is a nice book. It is well laid out, the maps are well reproduced and it contains some marvellous photographs, possibly its best feature. The shipbuilding engravings from *Harper's New Monthly Magazine* do not, however, seem relevant and the origin of the ink drawings, or prints, used on the facing pages of each chapter, is not noted. As far as the text is concerned, the random inclusion of figures and tables, often in mid-sentence, should have been avoided.

This could have been a fascinating, readable book, but, while its subject matter is interesting, the author's lack of background knowledge and the presentation of his subject matter as a series of individual papers, turn it into a jig-saw puzzle. In his brief seventh chapter, "Aftermath," the fate of the individuals and shipyards mentioned in the previous chapters is recorded, in an apparent attempt to give some cohesion to an otherwise fragmented and, as a result, confusing history.

An Island's Trade is a difficult book to read, but at least it is indexed and the list of primary and secondary sources in the bibliography will prove useful to anyone interested in preparing individual histories of Long Island's North Shore shipyards.

Robin H. Wyllie
East LaHave, Nova Scotia

Keith V. Holland, Lee B. Manley, James W. Towart (eds.). *The Maple Leaf: An Extraordinary American Civil War Shipwreck.* Jacksonville, FL: St. Johns Archaeological Expeditions, 1993. ix + 205 pp., photographs, figures, maps, appendices, bibliography, index. US $32.50 [US dollar money orders only], cloth; ISBN 0-9632286-0-9. US $19.95, paper; ISBN 0-9632286-1-7.

This book is divided into two parts. The first deals with the history of the *Maple Leaf,* a side wheel paddle steamer built in Kingston, Ontario in 1851 which subsequently saw service during the American Civil War in the employ of the Union government. Part Two is an account of the project to locate her wreck and to recover and conserve the artifacts from within it. It also covers the legal process by which St. Johns Archaeological Expeditions Inc. obtained permission to work on the wreck. According to the foreword, this is "a complete report on the current status of all aspects of the Maple Leaf Project." (p.2)

Part One opens with a history of the vessel's military service from 1862, when she was first chartered by the Union army, until 1864 when she was sunk in the St. Johns River near Jacksonville, Florida by a Confederate mine. Included is an account of various military actions on the river during the war with some details of other vessels lost there.

There are also interesting insights into the procedures involved in chartering civilian craft and it would seem that the time-honoured practice of civilian contractors taking the military for every penny they could was alive and flourishing during this period. Yet little is said about the *Maple Leafs* role as a military transport which might reveal her significance to the Union war effort in Florida. There is a listing of those regiments whose baggage was aboard the *Maple Leaf* when she was lost along with a brief history of the various actions in which those regiments took part. Yet, apart from a reference to the sinking, it is not clear how this information relates to the vessel's history or the subsequent work on the wreck.

A highly speculative analysis follows of the possible sources of "civilian artifacts such as china plates, cups, glassware, and eating utensils...found in the baggage of the officers of the 112th Regiment of New York Volunteers." (p.45) Next comes a reprint of the 1864 Army Board of Survey inquiry into the loss of the *Maple Leaf* which is devoid of any subsequent comment or analysis. It would have been better off as an appendix to the book rather than a chapter in its own right.

Chapter Six is a well researched account of the vessel's early days in the Great Lakes trade. It not only traces her movements around the Lakes but also delves into the vessel's importance to the communities that it served. The author gives the reader an insight into mid-nineteenth century economic conditions, business practices and the resulting movement of merchant capital within the business community on both sides of the border. This is one of the most satisfying chapters in the book.

The introduction to Part Two, entitled "The Sociology of a Shipwreck Project," purports to "look at the *Maple Leaf* as a contemporary event in a modem sociological context." (p.121) It is in fact a descriptive outline of the events surrounding the finding of the wreck, the attending legal actions, and the subsequent establishment of the *Maple Leaf* project. Nowhere is there an analysis of the social interactions or collective behaviour of the group involved so that this could in no way be interpreted as sociology whatever the author's claims.

Chapter Seven is a very interesting narrative of the search for and finding of the wreck. Here is a first-hand account of how a well conceived approach backed by solid research and the combining of archival documentation with modem day remote sensing data led to success. The reviewer finds himself in profound disagreement, however, with the philosophical position taken by the author regarding an excavator's responsibilities to the site. The author asserts that, as a group, SAJEI did not have to conform to "the professional archaeologist's ethical professional standards." (p. 132) Given that excavation is a destructive process and given the claimed historical importance of this ship the position taken by the author is indeed sad.

The next chapter looks at the excavation and conservation of cultural materials from the wreck. There are no excavation maps or drawings and site maps. Such drawings that are provided are few and lacking in useful detail. We do not learn until Chapter Twelve that the main deck plan in Chapter Eight (fig. 3, p. 155) is, in fact, a CAD generated extrapolation from very limited survey data. While it is not made explicit, figures 1 and 2 are probably of similar origin.

Chapter Nine deals with the artifacts recovered. Only the most cursory description of the material culture is offered and there are no detailed photographs. On the other hand the author gives an intriguing insight into the world of the collector of Civil War artifacts. This is followed by a review of the legal proceeding surrounding the work on the wreck followed by a section dealing with the environmental review which was required prior to excavation. The final chapter supposedly deals with the naval architecture and documentation of the wreck. Apart from a general discussion of the use of a CAD system to manipulate data there is little dis-

cussion of the field documentation process or the naval architecture of the vessel. The absence of a scale for the drawing of the vessel's bow rail cap in this chapter detracts from its usefulness.

The hold of the vessel was first entered in 1988. It would not be unfair to conclude that, assuming the information exists, there has been adequate time to produce suitable drawings for this book. There are references throughout the book to parts of the ship's structure, such as the paddle wheel shaft and the rudder post, being visible to the divers. Yet there is no site map included here. Systematic site mapping was not, in fact, undertaken until 1991 so it would appear that excavation was undertaken without an adequate pre-disturbance survey. Accurate site and excavation mapping in low visibility conditions has been successfully accomplished on a number of submerged sites to date so this is not an unfair criticism.

Finally, the book also lacks any discussion of the material culture of the wreck. There are no technical drawings or photographs of the artifacts recovered. There are a number of excellent colour photographs of various artifacts but these are "trophy" shots. They are beautifully composed but they tell the reader little or nothing about the artifacts.

Overall this work is uneven in the quality of its contents. The various chapters were written by volunteers who donated their time to the project and each chapter was an independent piece. Nevertheless this book would have benefitted from some editorial guidance. The same information is repeated in several of the chapters, so in a number of cases we are presented with a rehash of material already presented. If you have a casual interest in this period of American history this volume may interest you. The serious researcher should be warned, however, that few of the chapters are of any utility.

Peter Engelbert
Ottawa, Ontario

Russell Bourne. *Floating West: The Erie & Other American Canals*. New York: W.W. Norton & Company, 1992. 232 pp., photographs, figures, bibliography, index. Cdn $32.99, US $24.95, cloth; ISBN 0-393-03044-X. Canadian distributor, Penguin Canada, Toronto, Ontario.

Last spring my daughter and I spent some time aboard a beautifully-appointed canal boat cruising some of England's scenic canals. For a brief period I found it pleasant simply to retreat from the world, shutting my eyes and romanticizing about the days when such waterways were integral parts of the world's inland transport system. To mar this otherwise idyllic experience, I awoke with one of the worst sunburns I have had in years. This experience is an appropriate introduction to a review of Russell Bourne's *Floating West.* With an emphasis on characters and an unerring eye for a good tale rather than any serious analysis, Bourne has produced the intellectual equivalent of a cruise. Yet just as prolonged exposure to the sun can be painful, so too are the consequences of mistaking his book for a thoughtful study of the construction of canals or their impact on American life.

Bourne's choice of approaches is particularly unfortunate because we need a modem treatment of the building and impact of American canals to replace Carter Goodrich's thirty-year-old study. Moreover, in many ways Russ Bourne would have been the ideal author. A superb writer with a compendious knowledge of American canals, he could have written an important and enlightening book; instead, he opted for an idiosyncratic volume marred by some simple-minded dichotomies and indefensible value judgements. For instance, those who promoted canal-building are "heroes," while those who were less than true believers were "villains." This leads to the lionization of De Witt Clinton, one of the chief promoters of the Erie Canal and governor of New York at the time of its completion, despite the fact that the consensus among political historians is that Clinton was an

exceptionally poor governor. On the other hand, he chastizes Martin Van Buren, an early opponent of the Canal and later President of the United States, despite an historiography that has tended in recent years to reassess him favourably. This approach also culminates in some bothersome ethnocentrism, characterized by a perpetual search for things "American." Indeed, his chapter on "The Americanization of Canal-Building" stands as a pinnacle within this dubious genre. For readers who think this judgement harsh, I challenge you to read his chapter and tell me what made the Erie Canal "American." I can also guarantee that you will be left with the ocular equivalent of sunburn. Given the enormity of the book's problems, it might seem churlish to dwell upon the fact that it lacks documentation or any kind of serious historical perspective.

Floating West will thus appeal mainly to acolytes who accept without question that canals were the *sine que non* of American development and that those doltish enough to question the orthodoxy deserve to suffer eternal exposure to the sun. But as a non-determinist who remains uncertain that canals were the only way that America could have developed, and whose only close encounter with the New York State Barge Canal (as the Erie is known today) resulted in a mass of festering mosquito bites, I will continue to await a modem study that requires thought rather than conviction.

Lewis R. Fischer
St. John's, Newfoundland

Jim Redd. *The Illinois and Michigan Canal: A Contemporary Perspective in Essays and Photographs*. Carbondale: Southern Illinois University Press, 1993. xx + 113 pp., maps, photographs. US$29.95, cloth; ISBN 0-8093-1660-9.

According to the dustjacket of this interesting work, "Jim Redd takes us on a personal journey down the Illinois and Michigan Canal as it follows the Des Plaines and Illinois rivers from Chicago to La Salle." Redd does this by "Merging narration with exhibition-quality photographs, weaving history, geology, and even a touch of romance around good graphic evidence of what the canal has become today." While it is indeed something of a guide, it is really a collection of thirteen well-written essays, each with its own illustrations, and a gallery of forty-five superb black-and-white photographs, all pertaining to the canal.

Most of us on the Great Lakes tend to think that the only link with saltwater suitable for large vessels is the St. Lawrence Seaway; we usually think of the Erie Canal and, years ago, the canals linking Lake Erie with the Ohio River as barge canals. Often overlooked is the route from Chicago to the Illinois and Mississippi Rivers via the Illinois and Michigan Canal and its twentieth-century successors, the Chicago Sanitary and Ship Canal and the Cal-Sag Channel. Here is a system that still gives sizable vessels (with superstructures lowered and hulls pumped out) direct access to the Gulf of Mexico.

The waters flowing into Lake Michigan via the Chicago River are divided from those flowing into the Mississippi via the Des Plaines River by a low ridge running a few miles from Lake Michigan. As early as 1673 Jacques Marquette wrote: "If a channel were cut through this ridge, one could sail from Lake Illinois to the Sea of Florida." But the cut was not started until 1836 and not completed until 1848, just six years before a competing railroad was laid beside it. The constructing engineer was William Gooding, who learned his trade on the Welland Canal and the Ohio canals. When completed, the Illinois and Michigan Canal was almost a hundred miles long. It utilized one lock to lift boats eight feet from the Chicago River and then fifteen locks to lower them one hundred and fifty feet to the level of the Illinois River at La Salle. The craftsmanship reflected in the stone locks and aqueducts provide the subject for many of the fine photographs in the book.

The Illinois and Michigan Canal helped open up the West and made Chicago a major

city at the same time. In its peak year it carried over five million tons of freight. But competition gradually caught up with it; it was finally abandoned in 1933 when the present Illinois waterway system opened. Although some parts of the old canal were obliterated, a number of the structures survived years of neglect, until it became the focus in 1984 of the first National Heritage Corridor under the administration of the National Park Service.

Strictly speaking, Redd's book is not a history of the Canal. Yet it is certainly about history — all the important dates and facts are there. It is also a book about the geology of the region, handled in a pleasing, non-technical manner. Then too, it is a book about people, about engineering, somewhat about ecology, but most importantly about how to look at things with one's eyes and mind and translate this to the viewfinder of a camera.

The book was very enjoyable to read, so that one looks forward to returning to it from time to time for sheer enjoyment. Still, two changes in its organization would have increased the pleasure. There are an additional thirteen interesting photographs included with the essays and many of the illustrations in the section of photographs are also referred to in the essays. Moving our attention back and forth was distracting, both to the text and to the photographs. Also, for those unfamiliar with the region through which the canal passed, the general map of the canal should have been supplemented with more detailed maps of the specific areas mentioned in the text and illustrated by the pictures. I kept a map of the National Heritage Corridor, supplied by the US National Park Service, at hand while reading the book, and sometimes I still became lost!

All in all, this is one of those books that are a pleasure to own and to pick up from time to time.

David T. Glick
Matlacha, Florida

Sandra Orr. *Huron: Grand Bend to Southampton.* Erin, Ont.: Boston Mills, 1993. 144 pp., photographs, maps, illustrations. $35, cloth; ISBN 1-55046-0595.

In this book, Sandra Orr has provided a broad survey of the history of the east shore of Lake Huron between the resort community of Grand Bend in the south and Southampton in the north, at the mouth of the Saugeen River, a distance of about ninety miles. This coast has a rich maritime heritage. Shipping, shipwrecks, commercial fishing, harbour development, lighthouses, and the men and women whose lives were bound up with the lake, all are touched upon in more or less detail. Pioneer settlement, the rise of agriculture and industry, military events, recreation and the growth of tourism round out the sketch of human activity in the lakeside towns and townships.

The emphasis in Orr's book is on the visual, including a few maps and sketches, but dominated for the most part by black and white archival photographs woven together with just enough text to give the work direction and sense. There is a simple charm in the images and many evoke a feeling of time and place. The dry dock photo of the steamer *Wexford,* lost with all hands in the Great Storm of 1913, is especially striking. The photographic reproduction is of a quality long associated with Boston Mills Press and is a major reason for their success in the publication of local and regional history.

There is, however, a superficial character to *Huron: Grand Bend to Southampton* which is not redeemed by the illustrations. Perhaps this is in the nature of a book in which the narrative is of secondary importance. Much of the writing is sloppy and reflects a lack of rigour in the final editing. Although the bibliography is extensive - it is divided into newspapers, manuscripts, pamphlets, and books - it is inconsistent in its construction. Some entries include the publisher, others do not; some give publication date, others do not. Place of publication is not always indicated.

Even a basic alphabetical sequence is not provided. Carelessness is evident: the date of W.H. Smith's *Canada: Past, Present, and Future* should be 1851 and not 1895.

Orr's book is further marred by errors of fact, some of which could have been caught by reference to the sources listed in the bibliography. The statement that 70,700 men were fishing the Canadian waters of Lake Huron in 1894 is certainly wrong. At about this time there were only some 3,000 commercial fishermen in all of Ontario. The census of 1891 recorded a mere sixty at Goderich. Similarly, the dressed stone for the Point Clark lighthouse did not come from Kingston on Lake Ontario but, according to the chief engineer of the Public Works Department in 1857, was quarried at Owen Sound. And the mercury vapour light of the Goderich lighthouse was an innovation of the 1950s, not 1847 when this, the first beacon on Lake Huron's eastern shore, was constructed.

In describing the loss in 1854 of the steamer *Bruce Mines,* the author has unfortunately used the fictionalized version (published 1966) by the late C.E. Stein, who wrote under the pseudonym Noah C.E.S. Oates ("Knows His Oats"). Alas, his serialized *Legends of the Lakes,* which offered a spurious retelling of actual events such as the sinking of the *Bruce Mines,* is now being taken as legitimate source material. As for Orr's claim that settlers went hungry because ships and cargoes were lost, this can be linked to only a single incident, the wreck of the small schooner *Saucy Jack* in 1851. The December loss did leave the hamlet of Southampton short of winter provisions, or so says a contemporary newspaper account. There is no evidence that this was a hazard commonly faced by pioneers in the lakefront townships. This is typical of the exaggeration and romanticism which severely limit the usefulness of *Huron: Grand Bend to Southampton.*

Patrick Folkes
Willowdale, Ontario

Mark L. Thompson. *Steamboats & Sailors of the Great Lakes.* Detroit: Wayne State University Press, 1991. 231 pp., photographs, illustrations, figures, appendix, bibliography, index. US $29.95, cloth; ISBN 0-8143-2359-6.

This book is more than just a pictorial essay with one photograph or illustration per page and a caption describing it, despite the fact that there are ninety-six illustrations. The text, presented in a double column per page, is extensive. Indeed, the book is really an essay about the evolution of Great Lakes steamboats and their crews, from the middle of the nineteenth century until today.

Some limitations to his subject have been applied by the author, Mark Thompson. For instance, he concentrates on the cargo vessels, the carriers of iron ore, coal, grain and other bulky commodities. There are very few references to passenger vessels, the paddle wheelers and the vessels with screw propellers that were so important in the development of the American Middle West. There are almost no references to the early tankers and chemical carriers. Above all, there are only very brief references to Canadian shipping activities, its vessels, shipyards, sailors and administration. The foreign vessels (other than American and Canadian vessels) that started to trade regularly in the 1930s using the St. Lawrence Seaway are barely mentioned. The correct title might therefore be *American Steamboats and Sailors of the Great Lakes.*

The core of the book deals with the evolution of the American cargo steamboat starting with the steamer *R.J. Hackett,* launched in 1869, the prototype of the Great Lakes bulk freighters, which the author describes in Chapter 2. From there Thompson proceeds through a chapter on the era of the six- and seven hundred foot freighters, ending with a chapter on the thousand-foot freighters that navigate between Duluth and the Lake Erie ports. These three chapters are Thompson's most valuable contribution. Only one chapter deals with sailors; the others, and

rightly so, cover the ports, cargoes and support services, such as the bum boats, the mailboats and the icebreakers. Again, the emphasis is on the American activities in the Lakes. I would have liked a reference to the SS *Lemoyne* of Canada Steamship Lines, the largest bulk freighter in the 1930s, but there is not even a picture of it. The chapter about shipwrecks contains useful statistical data and four stories of the most recent shipwrecks. Needless to say, all are stories about American vessels. The last narrates the disappearance of the *Edmund Fitzgerald,* a 729-foot bulk carrier, in November 1975.

There are some excellent pages about winter navigation in the lower and upper lakes. Even an extended season of navigation would not bring back the traffic of the 1970s, referred to as the "Golden Age" by the author. The current slump is very serious; many changes have occurred in the steel industry, in the movements of cereals from the prairies through Pacific ports or the Mississippi, in the construction of pipelines, and in handling equipment. Competition is fierce, and the future looks gloomy. No one has an answer to the sub-utilization of the Great Lakes shipping organization and infrastructure.

Pierre Camu
Ottawa, Ontario

Fred W. Dutton; William Donohue Ellis (ed.). *Life on the Great Lakes: A Wheelsman's Story*. © Great Lakes Historical Society, 1981, 1982, 1983, 1984; reprinted with permission, Detroit: Wayne State University Press, 1991. 173 pp., photographs. US $29.95, cloth; ISBN 0-8143-2260-3. US $14.95, paper; ISBN 0-8143-2261-1.

Fred Dutton has left for posterity a clear account of life aboard Great Lakes freighters as seen through the eyes of a deckhand and a wheelsman. Going to sea in 1916 at age sixteen, Dutton served aboard eighteen vessels over a span of several decades; his recollections run the gamut from "shooting the ashes" as a coal passer to tense moments in the wheelhouse as he threaded the crowded, fog-bound channels near the Soo Canal.

The appeal of this book stems from the author's ability to capture the atmosphere of the unique way of life of the Great Lakes sailor in the days before modem navigation equipment, and from his ability to express it in a language that is Spartan yet, at times, is very nearly poetic. His description of a sunrise on Lake Superior seen from the heights above Duluth is inspiring. His fascination with every detail of the ships he sailed and, in particular, with the intricacies of wheeling them under all conditions, results in a text that is both informative and captivating. Mr. Dutton takes less than four pages to describe his experiences aboard a vessel sinking in a vicious storm on Lake Huron — and his last paragraph on that subject is a lesson in practical philosophy.

Dutton's approach is neither scholarly nor pedestrian. Though the author went on to become a corporate lawyer, restricting his activity as a wheelsman to relief duty during summer vacations, he knew the terror of shipwreck, the camaraderie of the crew ashore on leave, and was able to express it all.

Readers will find the intrusions in the text by the editor disconcerting but happily infrequent. The photographs, however, are sometimes irrelevant or poorly selected. There are three pictures of whalebacks and three more of steam passenger ships, although neither type of vessel figures in the text. Dutton describes a log boom being towed across Lake Superior by a tug, but the editor provides a photograph of a freighter with a deck load of pulp wood. Some photographs have no captions; many reveal an agenda imposed by the editor. All this, however, detracts little from an account that is compelling, instructive, entertaining, and all too brief. Let there be more Fred Duttons!

Frank Prothero
Port Stanley, Ontario

Baruch Hirson and Lorraine Vivian. *Strike Across the Empire: The Seamen's Strike of 1925: in Britain, South Africa and Australasia.* London: Clio Press, 1992 [13 Talbot Avenue, London N2 OLS]. vi + 117 pp., references, bibliography, index. £5.50 [sterling money orders only], paper; ISBN 1-897640-00-5.

On 2 August, 1925, members of the National Sailors and Firemen's Union of Great Britain and Ireland called an unauthorized strike against British flagged merchant vessels. The day before, British shipowners, with the urging of the president of the sailors union, J. Havelock Wilson, cut seamen's wages by ten percent. The strike spread to three continents and lasted over one hundred days, yet it led to a decisive defeat of the British maritime labour movement.

This strike apparently is the victim of a conspiracy of silence. For whatever reason no documents on this strike exist in the British Public Records Office and no professional historians, until now, have written extensively on this topic. And no publishing house, either public or private, would print this manuscript.

Even with these limitations Baruch Hirson and Lorraine Vivian have done an interesting job of combing through newspapers and other documents and unravelling this important story. This international strike cost British shipping interests millions of pounds sterling in delayed cargo deliveries and lost contracts to foreign competitors. The strike crushed the British maritime labour movement and crippled its effectiveness to the Empire until the eve of World War II. The seamen's strike, in the authors' opinion, also foreshadowed labour and management's tragic confrontation in the General Strike of 1926.

Most of the authors' assertions about the strike's importance are convincing. Yet their labelling of J. Havelock Wilson as the arch-villain may not withstand close scrutiny. The post-World War I shipping industry was vicious and cut-throat. After the war the US government foolishly sold millions of tons of unused ships at ridiculously low prices. This flooded the international shipping market and sent cargo rates crashing to pre-war levels. The international post-war demobilization caused international trade to dwindle and shipping jobs to vanish overnight.

In 1921 US seamen struck when American shipowners called for a twenty-five percent reduction in base pay and the elimination of overtime pay. The American strike, which was more violent than its 1925 British counterpart, lasted sixty-four days and destroyed maritime unionism on the East and Gulf Coast. Membership in the International Seamen's Union shrunk from 115,000 to 5,000 members. American wages plummeted from $85 a month to $30. The work week expanded from forty-eight to seventy-two hours and seamen no longer received overtime pay. For the next fifteen years American flagged shipping interest refused to sign a labour contract with their employees.

When taken in an international context J. Havelock Wilson's call for a ten per cent pay cut may have been a rather clever ploy. In 1924 British seamen received a ten per cent pay raise. The next year Wilson gave it back. The net result for British seamen was an extra month's salary in their pocket. When organized British labour called for a general strike in 1926 Wilson refused to join the fray. When this tragic strike ended British seamen fared no worse than before. However, their fellow workers felt the wrath of the Empire's manufacturing leaders. Wages dropped and organized labour lay mortally wounded. British seafarers survived. Their industrial counterparts did not.

Strike Across the Empire is an interesting book. The story is compelling, but the writing style at times needs improvement. And the book contains too many spelling errors. Students of British labour will enjoy this book but the general reader may find this book difficult to follow.

Donald Willett
Galveston, Texas

Paul K. Chapman. *Trouble on Board: The Plight of International Seafarers*. Ithaca, NY: ILR Press, 1992. xxxi + 176 pp., notes, references, index. US $32, cloth; ISBN 0-87546-180-8; US $14.95, paper; ISBN 0-87546-181-6.

It is hard to imagine a more timely book on the current plight of seafarers than this one. As I write, national television headline news in the UK has featured the loss with all hands of the *Christinaki,* a Greek-owned, Maltese-flagged, 26,000 ton bulker. Lost in a strong gale, 250 miles SW of Lands End after the sea broached the No.1 hatch covers, the twenty-one-year old ship sank quickly with her cargo of scrap metal, loaded only days previously in Liverpool for Mexico.

The price of seafarers' lives and labour, and the worth placed on their humanity in the now globalized seafarers labour market, is the subject of Paul Chapman's book. One thread of this theme is chillingly exemplified in today's (5 February, 1994) *Lloyd's List* front-page headline story of the *Christinaki:* "The Newcastle P&I club will be responsible for compensating the families of the five Greek officers, 20 Filipino and one Sudanese rating who lost their lives. *The tragedy is unlikely to be significant in financial terms with compensation to the next of kin running to around SI.5m* (my emphasis)." Evidently the average price of a seafarer's life is US $57,692.31. No doubt the families of the Greek officers will receive additional compensation from the ship's owners. This is unlikely to apply to the families of the crewmen, who were probably engaged for the ship through a Philippines-based manning agency; it is a safe bet that the families' compensation will be channelled through it. It would be interesting to know - but we never will — how much of that compensation finally finds its way through. It was questions of this sort that prompted Chapman to write this often angry book.

Filipinos account for about a third of the world's seagoing labour force and feature prominently in Chapman's pungently eloquent account of the indignities heaped upon modem seafarers. The book runs to seven chapters which deal in turn with all aspects of modem seafaring. Nothing is omitted: the practices of manning agencies; the lack of regulation of employment in the now-dominant shipping industry regime of flags of convenience: the attempts by trade unions and welfare agencies to remedy the structural problems and seek justice in the cases of crews and individual seafarers. The issues are all laid out and graphically portrayed from the extraordinary and almost incredible abuses documented in the case files of the New York-based, Center for Seafarers' Rights, of which Chapman was director from 1981 to 1990.

The book is an essay, not a study, an illustration of a problem, not a documentation. But let no one draw any comfort from this. Instances of abuse are certainly presented sparely and dramatically to highlight the employment conditions of too many modem seafarers. Yet readers so-minded should not reach for the easy thought that Chapman's book is thinly substantiated polemic. *Of course* it is a polemic but the evidence sustaining it is as deceptive as an iceberg. The documentation of abused human rights in the files of the New York Center is extensive. It is also slender compared with that lying in the London offices of the Justice Department of the Church of England's Missions to Seamen, and the maritime section of the International Transport Workers Federation.

Paradoxically, it is on the question of trade unionism that Chapman is weakest. If he is justifiably critical of the appalling practices of some seamen's trade unions, he shows little understanding of the political juggling act played out within the ITF as it struggles to overcome the inevitable fissiparous tendencies of a trade union international. The ultimate effectiveness of the ITF is better judged by its own wide-ranging welfare activities and by the vitriolic attacks often made upon it by those at the more dubious end of shipowning. Fortunately for the reader, Chapman's weakness in respect of the ITF is made good in the

excellent Introduction by Clifford Donn, on the institutions and trends in the modern shipping industry. "Excellent" must also be the final verdict on the book as a whole which, incidently, has been handsomely designed and produced. Here is a happy amalgamation of powerful text and quality artifact.

Tony Lane
Liverpool, England

Alastair Couper (consultant ed.). *Conway's History of the Ship: The Shipping Revolution. The Modern Merchant Ship.* London: Conway Maritime Press, 1992. 208 pp., photographs, tables, figures, bibliography, glossary, appendix, index. £28, cloth; ISBN 0-85177-569-1.

The first great shipping technology revolution saw steam displace sail. *The Shipping Revolution: The Modern Merchant Ship* recounts and explains the second great revolution which occurred primarily since the 1950s and gave us today's fleets with tremendously increased size, "a wide range of specialized cargo carriers, new types of ferries and dedicated holiday cruise vessels and the spread of the revolutionary technology of container and roro systems." (p.6) It is a masterful work, a model of good modern technological maritime history which, instead of "just one damn fact after another," is a fascinating blend of the what and when with the why.

Edited by master mariner and scholar, Alastair Couper, *The Shipping Revolution* is the third of Conway's projected twelve-volume "History of the Ship," an encyclopaedia with a difference. The word "encyclopaedia" often conjures images of the term once used to describe the *Harvard Business Review:* bran muffin reading, good for you but not necessarily enjoyable. *The Shipping Revolution* is very palatable. If others in the series are as good then series editor Robert Gardiner, consultant editors and carefully selected contributors will have succeeded in providing "the first detailed and comprehensive account of a technology that has shaped human history." To make this encyclopaedic work more readable each volume consists of independent chapters by recognised authorities.

The approach to writing is based on the view that "Ships were built to carry out particular tasks and their design was as much influenced by the experience of that employment — the lessons of war, or the conditions of trade, for example — as purely technical innovation." (p.6) It is for this reason that the what and the when join the why, so often absent from reference works.

Preface and Introduction set the scene which is acted out in thirteen chapters: Modern Tramp Ships, Bulk Carriers and Combination Carriers; Conventional Cargo Liners and Refrigerated Ships; Container Shipping; Oil Tankers, Chemical Carriers and Gas Carriers; Passenger Ships; Short Sea and Coastal Shipping; Specialized Cargo Ships; Service, Support and Industry Vessels; Fishing Vessels; Modern Merchant Ship Navigation; Modern Merchant Ship Propulsion; The Modern Shipbuilding Industry; and Ship Registers and the Use of Flags. Some prior knowledge is expected of the reader, but an excellent glossary (pp.201-4) will help readers who need to know that a reefer is not a marijuana cigarette. The annotated bibliography is an excellent guide to further reading.

The reviewer could not resist reading everything but reference works should also provide selected information quickly. *The Shipping Revolution* passed the tests very handily thanks to clearly defined chapter headings and a carefully compiled index. The reviewer has an interest in log carriers, particularly those in Canada. There were index entries for Canada, a cross reference from log carriers to wood, also entries for owner MacMillan Bloedel Industries, Ltd. and carriers by name. Index entries in bold guide readers to the many useful diagrams and tables.

Deciding on level of technical detail is always an arduous task in books aimed at a broad but knowledgeable audience. *The Shipping Revolution* provides lucid detail without overkill. The chapter on Oil Tankers, Chemi-

cal Carriers and Gas Carriers, provides an admirable example of the right mix in areas such as the square/cube rule which helps explain the merits of large tankers (pp.65-6) or the relationship between speed and fuel consumption, (p.72)

Carefully written books often run aground on poor illustrations. *The Shipping Revolution* does not. The photo for example of the semi-submersible heavy-lift vessel *Dan Lifter* (p. 121) lets the reader see just how unusual some specialized cargo ships have become. It is the tractor-trailer of the seas. Illustrations are clear, well chosen and varied; captions are well written and informative. As an author who pays great attention to illustrations, I know just how much work this involves. Picture researcher Roger Jordan is to be congratulated as is everyone associated with this fine book.

No self-respecting library should be without *The Shipping Revolution.* I am happy to report I just cannot find anything bad to say.

Norman R. Ball
Waterloo, Ontario

Olav Bruåsdal *et al. Strategy for Improved Shipping Analysis: Greek Shipping.* Bergen: Centre for Research in Economics and Business Adminstration (SNF), 1993 [order from: SNF Bergen, Breiviken 2, 5035 Bergen-Sandviken, Norway], ix + 110 pp., tables, figures. NOK 220, bound typescript; SNF-report 6/93.

This study was written as a collective dissertation by the SIS (Satsing i Shipping) group, consisting of eight individuals as part of a two-year postgraduate programme. There are six chapters: the first briefly investigates Greek shipping history from the early nineteenth century to the present day; the second examines Greek shipping companies in the international scene after World War II; the third looks at various aspects of Greek shipping in relation to the Greek state; the fourth examines Greek involvement in various segments of the shipping market; the fifth identifies the main characteristics of Greek shipping business strategies; the sixth comments on the future prospects for Greek shipping.

Greek and Norwegian shipowners have been the closest of competitors in the post-World War II era, since they both worked in the tramp shipping market. I was therefore extremely interested to see what the Norwegians have to say about Greek shipping, only to find out, unfortunately, that this study is a review of what the Greeks have to say about themselves. The first two chapters and half of the third chapter (which together constitute almost half of the book) are almost entirely based on one work (Harlaftis 1993). Since the group also undertook a number of interviews in London and Piraeus, I would have expected them to use more of this valuable material. The last two chapters are extremely small (five pages each) and the attempts to analyse Greek shipping strategies are rather unfortunate. The main problem of this study is that it remains descriptive and rather short for all the information that it wants to provide.

The text also suffers from several "practical" drawbacks. The footnotes are amazingly poor. There are only six in a study entirely based on a number of secondary sources and interviews. In many places statistics are used without any reference as to their origin. Moreover the text should have been checked for English shipping terminology. There are various awkward expressions like "wet trade" or "liquid market" (when what is meant is liquid cargo trade or market), "speciality shipping," and so on.

However, as the authors emphasize in their preface, "the aim of this report is to improve the general knowledge in Norway of Greek shipping through a description of the Greek maritime environment..." In this the authors have rather succeeded. This brief study is informative and a useful introduction to those who want to get acquainted with the main issues of Greek shipping.

Gelina Harlaftis
Athens, Greece

Rob Morris. *Coasters: The Uchuck III, Lady Rose, Frances Barkley and Tyee Princess.* Victoria: Horsdal & Schubart, 1993. x + 54 pp., maps, photographs, figures, notes, bibliography, index. $10.95, paper; ISBN 0-920663-19-2.

Before World War II, Canadian Pacific and the Union Steamship Company's coastwise fleets provided British Columbia's remote logging camps and fish canneries with vital links to urban centres. When postwar prosperity brought roads, more floatplanes, and an increasing number of tugs and barges, these large companies slowly abandoned their unprofitable runs. Today, only a few independently owned vessels carry general freight and passengers to tidewater logging camps, sport fishing lodges, and the isolated village floats and docks. *Coasters* looks at four small vessels that are still active in this service.

Rob Morris has a good grasp of how this fleet operates; as writer and editor for the monthly magazine *Westcoast Mariner,* he has put in a lot of time at the harbour chasing down stories. Morris not only describes how these small freighter's owners have adapted to changing circumstances — like the decline in BC logging - but also provides a detailed study of each vessel's history. These very different coasters vary from the contemporary looking ex-Norwegian ferry *Frances Barkley* to the traditional Clyde-built fifty-six-year-old *Lady Rose,* a survivor from the Union Steamship Company fleet.

The book is a fascinating read; personal accounts from those who own, run, and crew these ships bring the story to life. A particularly enjoyable excerpt was that from a private log kept on the 1937 voyage of the *Lady Sylvia* when she crossed two oceans to reach British Columbia. At that time, the *Lady Sylvia* (later renamed the *Lady Rose),* only 105 feet overall, was the smallest single-propeller vessel to cross the Atlantic.

While the author has put forth a commendable effort with this project, the publisher has let both him and the reader down. For one thing, Horsdal & Schubart appear to have had a hard time deciding whether they were putting together a book or a magazine. Not only is the book's size unconventional, but the small print text is poorly laid out. *Coasters* is divided into titled sections, each of which is subdivided into chapters. The same small type for section and chapter headings fails to organize the book at all; one vessel's story runs right into the next. A more conventional organization would have been better. A much more disconcerting shortcoming is probably the book's dismally poor photographic reproduction. Only one of the four photographs on the covers is of any quality, while the photos within the book are even worse. The two on page 16 are especially disappointing. In the first it is impossible to make out the hull of the *Uchuck III* against the water around it. The photo of the wheelhouse is just as bad; the beautiful brass and wood of this former US Navy minesweeper is barely discernible.

Nevertheless, and despite its poor layout and substandard photographs, this book is still a worthwhile purchase. It provides both the historical background on four of the west coast's sturdy coasters and an excellent exploration of the practical business of running a small marine transportation outfit while facing the challenges of British Columbia's rapidly changing hinterland. It is too bad that the publisher misread the potential market for an in-depth look at working maritime heritage.

Rick James
Courtenay, British Columbia

Jim Lyon, with Barbara Duggan. *The Port of Vancouver: Canada's Global Gateway.* Vancouver & Toronto: Vancouver Port Corporation, in cooperation with Douglas & McIntyre, 1993. viii + 135 pp., illustrations, photographs, figures, suggestions for further reading. $35, cloth; ISBN 1-55054-063-7.

Picture Perfect Port — that could have been the title for this glossy book on Canada's

most beautiful, and biggest, port. It is a well-balanced book. Its seven chapters cover the typical gamut for port histories: its discovery by Europeans, the cargoes handled, both in and out, animate as well as inanimate, the ships, and the "People and Partnerships" by whom the port is run (sometimes; as of this writing, it is strike-bound!). And yes, it pays tribute to those who came before commercialism, the native Canadians. Do not look for the whys and wherefors, though, for assessment is not this book's intent. On the other hand, those wishing to learn the basic facts concerning what, shorn of all its hype, is Canada's busiest port, then this is the book to read.

One of the virtues accruing from the new awareness of native history is that it allows for a greater, longer history for Canada, putting us at least if not on a par with Europe, then very nearly so. As paintings and clips and old photographs reproduced in this book show, "our" natives were true ocean seafarers to as great a degree as the fabled voyagers of the South Pacific, or even of historic Mediterranea. This is well illustrated, albeit subtly, in this book.

Indeed, to this reviewer, the images in this book show why, alone of Canada's other sea ports, it can claim to be the repository of whatever remains of the country's "sea consciousness." Looking beyond the industrial might displayed therein, the reader can see the use to which local citizens put their harbour and port. Whilst examples of current recreational use are not overly-evident, the historical evidence is — and one only needs to go down to the port and its extended environs and view it from the many vantage points, walkways and parks to realize the vast usage of this enclosed waterway. From both the seaward aspects (boaters, yachters, ferry-boat passengers and so on) and the land (the cyclists along the sea wall, the brown-baggers at Canada Place, the denizens of Lonsdale Quay) it is obvious just to what extent Vancouverites cherish their waterfront.

Far more than any other of Canada's harbours the activities in Vancouver are front and centre to all who are interested. Whether from the expensive houses in West Vancouver, which are able to monitor the traffic in and out of English Bay, or from the less-expensive homes in North Vancouver, which are privy to the multi-hued piles of exports stored along the wharves, or the downtown crowd rubber-necking at ferry and passenger docks, it is virtually impossible to miss Vancouver's maritime atmosphere. This the book imparts beautifully — in all the meanings of that overworked word.

There is evidence in these pages for all but the most specialized historian plying his or her trade. For instance, compare the photograph of about two hundred women workers at a local shipyard, with the mostly stem visages, on page 103, with that four pages later of the forty-six men attending a Shipyard General Workers Federation meeting in the same year (1945). There must be at least three theses there! The authors can be forgiven for their breathless report of the "little known fact that the containerization of ocean-going freight....was developed in Vancouver (p.65): not everyone has read back issues of *ARGONAUTA*\

It is to be hoped that, in these parlous times, the Port Corporation provided more than its courtesy note, however gracious, for the help it acknowledges from heritage institutions such as the Vancouver Maritime Museum. One cannot help but note with concern that it recently let go the port's part-time archivist. On a more positive note, of the twenty books listed under "Further Reading," all are by historians, and not a few of them are members of our Society.

But I could go on and on - one reason why this review is so much adrift. For I do not have to extol the virtues of the port too much: when you come out in May for the Annual Meeting, you can all see for yourselves!

Kenneth S. Mackenzie
Ganges, British Columbia

Jürgen Elvert, Jürgen Jensen and Michael Salewski. *Kiel, die Deutschen und die See* (Historische Mitteilungen, Beiheft 3). Stuttgart: Franz Steiner Verlag, 1992. 253 pp., photographs, index. DM 88, fabric softback; ISBN 3-515-06266-1.

In 1992 Kiel, the capital of the most northerly state in Germany and gateway to Scandinavia, celebrated its 750th anniversary. While a voluminous and admirably well-written and produced town history traces the development of Kiel from the beginning in 1242 to the present, this collection of essays deals with one special aspect of the town's history. When in the aftermath of the Danish-German war the Prussian government in 1865 moved naval headquarters from Danzig to Kiel, the basis for what could be called a "second foundation" was laid. Under the influence of the navy the sleepy provincial capital of the Duchies of Schleswig-Holstein was transformed into a busy industrial town with naval predominance in all sectors.

In May 1992 fourteen international scholars met in the town hall to discuss the interdependency of town development, the expansion of the navy and German naval history. The first six papers — M. Salewski on "Germany as a sea power," M. Epkenhans on "Mahan's influence on sea strategy in the nineteenth and twentieth centuries," J. Dülffer on "Kaiser Wilhelm's and Hitler's naval conceptions," J. Duppler on "Maritime conceptions in the Third Reich," W. Rahn on "Strategic interaction between naval war in the North and Baltic Seas" and H.J. Meyer-Hoper on the "Bundesmarine in the Baltic" — set the general background to the navy-dominated town history. The remaining eight contributions look at various technical, political, scientific, economic, trade and architectural implications of 150 years' close connection between urban and naval cohabitation. K. Herold recapitulates the construction and fate of Wilhelm Bauer's U-boat in 1851. W. Deist summarizes the political and military antagonism in Kiel during World War I which lead — almost accidentally — to a breakdown of military and political structures in Kiel and later in Germany. H.-G. Glaesser and D. Adelung describe the scientific institutions for sea traffic and world economy and for oceanography while U. Jenisch deals with maritime orientated industries and research. C.-A. Gemzell contributes a balanced study on the complicated trade relations of Scandinavia with Great Britain on the one side and Germany on the other. H. Walle's fascinating account of the artistically modern marine architecture leads to the final paper by J. Jensen, who advocated the creation of an industrial museum in Kiel to preserve relics of the industrial past. Such a museum would close the gap between the existing town and maritime museums. The prospects, however, for realizing such an ambitious project are bleak at the moment because the politicians claim to have no money.

Kiel, die Deutschen und die See is an excellent example of a successful integration of national and local approaches to the history of an individual town. It could serve as a model for similar histories of other navy bases, like Wilhelmshaven on the North Sea, which will celebrate its 125th anniversary in 1994.

Lars U. Scholl
Bremerhaven, Germany

Ken McCarron and Adrian Jarvis. *Give a Dock a Good Name?* Liverpool: National Museums & Galleries on Merseyside, 1992. ix + 119 pp., map, photographs, further readings. £4.50, paper; ISBN 0-9516129-4-8.

Give a Dock a Good Name? is one in a series of occasional booklets about the history of Merseyside's docklands, produced under the general auspices of the National Museums and Galleries on Merseyside, and the particular guidance of the series editor, Adrian Jarvis. From Albert Dock to Woodside Basin, this handy little paperback sets out in alphabetical order cameos of forty-seven Mersey docks.

The book was written to answer Merseyside . Maritime Museum visitors' questions about how the docks in Liverpool and Birkenhead acquired their names. On the whole, the stated objective is achieved most satisfactorily. The book is copiously illustrated — nearly every page has an archive or modem black-and-white photograph. The old photographs are not only informative but also atmospheric; a number of the new ones (presumably Colin Pitcher's, although not specifically attributed to him) are exceptionally good compositions. There is much to look at in every picture and the brief and sometimes whimsical captions add further interest.

The text comprises a brief resume of the history of each dock together with a short biography of the person, or information about the place, battle or trade after whom or which the dock was named. This makes the book useful for the tourist or visitor who wants a short guide to the (mainly) historic docklands and interesting for everyone who enjoys dipping at random into reference books. At the very end of the book is a wonderful section entitled "Other Docks on the Mersey". Here one reads about Widnes Dock, the first purpose-built railway dock in the world and "undoubtedly the tattiest effort on the Mersey to be dignified with the name of "Dock."

Since *Give a Dock a Good Name?* is such an enjoyable little volume, it seems invidious to cavil at any aspects of it which disappoint. Nevertheless it must be said that the brevity which makes it such a good pocket guide will frustrate the reader who wants the whole story. Although the origins of names are explained, often the reasons for the choices of names are not. Egerton Dock (Birkenhead) was named after Sir Philip de Malpas-Grey Egerton; in choosing that name, the Dock Trustees' intention was to secure in their favour the exercise of Sir Philip's Parliamentary influence. This is interesting, and of relevance to the general history of the traditional rivalry between Liverpool and Birkenhead. Contrast the information about Wapping Dock where the reader is given no more about the name than that it is a borrowing of an old London district name.

On the other hand, what Ken McCarron and Adrian Jarvis must be commended for doing extremely well is packing a considerable amount of factual information into a very small space. The variety of information provided and the highly readable style in which it is presented ensure a lively text. This is not a scholarly work, though that is not to say that it lacks scholarship, but it is an interesting, useful and fun book to read.

Nancy Ritchie-Noakes
Liverpool, England

Adrian Osier and Anthony Barrow. *Tall Ships, Two Rivers: Six Centuries of Sail on the Rivers Tyne and Wear*. Newcastle upon Tyne: Keepdate Publishing Ltd, 1993 [21 Portland Terrace, Newcastle upon Tyne NE2 1QQ]. 120 pp., illustrations, photographs, maps, sources, index. £18, cloth; ISBN 0-9520494-2-2.

This is an attractive book which confidently surveys six centuries of sailing vessels from the Tyne and Wear region. Although coverage does not extend down to Whitby, nevertheless it captures much of the contribution of the north-east of England and provides a good picture of the evolution of the sailing vessel, especially in the coasting trades. Coal provided the mainstay for shipping for virtually all of the period, workaday ships predominating in comparison with some of the more glamorous types from southern rivers.

The book is partly aimed at a popular market stemming from interest in sailing ships that was stimulated when Newcastle hosted the 1993 Tall Ships Race. Nevertheless, it offers much of interest to the maritime historian who is unfamiliar with the subject or region. Succinct accounts of the major threads are by colourful detail, by contemporary quotations and by representative statistics. A diversity of topics include the coal trade, arctic whaling, shipwrights guilds, navigation,

press gangs, composite ships and parliamentary inquiries. Personalities such as seaman/shipowner Walter Runciman and shipwright/shipbuilder Robert Thompson illustrate how some of the key marine businesses evolved. A selection of local worthies includes Admiral Collingwood and James Hall, whose contribution to the introduction of load lines has been rather overshadowed by Samuel Plimsoll.

The evolution of shipbuilding techniques is well summarised with useful diagrams, while the sometimes unfamiliar terminology is explained. The two rivers evolved at different rates in the nineteenth century, the Tyne moving into iron shipbuilding and steam propulsion well in advance of the Wear, which built appreciable numbers of sailing vessels at Sunderland until the very end of the era.

A good variety of well-reproduced illustrations is included, relatively few being the ship portraits beloved of most popular books on sailing vessels. Two sections of plates are inserted, including colour reproductions of paintings by local artists like J.W. Carmichael. Some colour plates are also reproduced in monochrome, a somewhat unnecessary duplication. The layout of text and illustrations on the square pages is occasionally rather heavy handed, with excessive use of blue as well as black ink, heavy titles, white areas and slices of illustrations squeezed into margins.

The book can be read with ease, either from cover to cover, or dipped into for topics of interest, since these are readily identifiable. Although conventional referencing is eschewed — often a distraction for the general reader — a four-page bibliography will almost certainly offer some fresh sources to every reader. The authors have drawn on local material and their previous experience developed over many years (including sailing the coast), Adrian Osier being Keeper of Maritime History at Tyne and Wear Museums and Tony Barrow being Head of Humanities at Newcastle College. The local publisher has enlisted the support of Tyne and Wear Development Corporation (which gets an obligatory puff at the end for its efforts to rejuvenate business on sites of redundant facilities on the river banks); this has had the effect of producing a reasonably priced hardback with something for everybody.

Ian Buxton
Newcastle upon Tyne, England

Peter Dillon. *The Tyne Oarsmen: Harry Clasper, Robert Chambers, James Renforth.* Newcastle upon Tyne: Keepdate Publishing Ltd, 1993 [21 Portland Terrace, Newcastle upon Tyne NE2 1QQ]. 44 pp., illustrations, photographs. £4, paper; ISBN 0-9520494-3-0.

Alison Gale. *Wrecks & Rescues: Shelter from the Storm.* Newcastle upon Tyne: Keepdate Publishing Ltd, 1993. 40 pp., illustrations, photographs, map, further reading. £4, paper; ISBN 0-9520494-4-9.

In maritime terms the northeast coast of England is better noted for the harsh economic realities of coal and steam than for the apparent romances of river-racing and sea rescue. These two booklets, however, examine nineteenth-century activities in which the region showed just as much of a pioneering spirit as it did, say, in the development of the steam collier.

Peter Dillon's work shows how — through rowing over the heavily industrialised waters of the "coaly Tyne" — its professional oarsmen and boatbuilders precociously took on the established might of the Thames watermen and then, in turn, the (colonial) world. These Tynesiders succeeded for a couple of glorious decades through a mix of sheer physical application, technical advances, infusions of capital (principally from "tradesmen") and the unrivalled support of an expanding urban community — Harry Clasper's funeral in 1870 brought Newcastle to a standstill with over 100,000 mourners! In fact, the parallels between Tyneside's success at river-racing and its industrial success are many: as, for example, expressed unself-consciously by a local balladeer extolling James Renforth,

"Tyneside's long been fam'd for producin' greet men, Luck (Look) at Airmstrang (Lord Armstrong) an' Stivvinson (George Stephenson)..." In mitigation of such regional pride it should be said that James Renforth's crew had just won the 1870 world title from Canada's crack team. Tragically, Renforth died in pursuit of the double in 1871 — hence the eponymous Canadian town of Renforth.

This same era saw the region's burgeoning seaborne trade exact a much greater and less publicised toll of life through wreck and stranding. Alison Gale outlines the serious commercial and human aspects of this problem and shows how it was alleviated through the introduction or adoption of a number of measures: improvements in coastal lights; the introduction of lifeboats, life-saving apparatus and voluntary institutions to service them; and the deepening and protection of the coast's notoriously dangerous harbour entrances. In many such matters the region is shown once again as a pioneer, from the introduction of the world's first purpose-built lifeboats in the late eighteenth century, through playing a formative part in the creation of the Royal National Lifeboat Institution to producing harbourworks at the limits of civil engineering technology — as witnessed by the fifty-year struggle to build the Tyne Piers.

Whether either booklet really matches up to the magnitude of its subjects is, perhaps, open to question; that may be too much to ask within a pocket-book format. Certainly both authors have tried hard: Peter Dillon by turning his readable, journalistic style onto the lives and times of three charismatic aquatic sportsmen; and Alison Gale by adopting a more formalised historical appreciation of improvements in lifesaving and coastal safety. Though intended primarily for a local audience, both books contain elements of interest to a wider readership, so their very limited bibliographies may disappoint those who are enthused by their contents.

Adrian Osier
Newcastle upon Tyne, England

Leslie Harrison. *A Titanic Myth: The Californian Incident.* London: William Kimber, 1986; 2nd ed., rev.; Hanley Swan, Worcestershire: Self Publishing Association in conjunction with Leslie Harrison, 1992. 287 pp., photographs, figures, sources, index. £14.95, cloth; ISBN 1-85421-184-6. Distributed by Images (Booksellers & Distributors) Limited, Hanley Swan, Worcestershire.

Deputy Chief Inspector of Marine Accidents. *RMS "Titanic", Reappraisal of Evidence Relating to SS "Californian".* Southampton, England: Marine Accident Investigation Branch (MAIB) or Her Majesty's Stationery Office, 1992. vi + 19 pp. + viii, charts, appendices. £7.50, paper; ISBN 0-11-551111-3.

R.J. Brigham and Y.A. Lafreniere. *Titanic Specimens/Echantillons.* Technical Report 92-32(TR); Ottawa: Energy, Mines and Resources Canada, 1992 [Metals Technology Laboratories, CANMET, Energy, Mines and Resources Canada, 568 Booth Street, Ottawa, Ontario K1A 0G1], 14 pp., illustrations, photographs, tables. Free, paper.

A Titanic Myth is essentially an unrevised reprint of the 1986 edition. One can argue as to what constitutes a legitimate "second edition" but in my opinion, this book fails the test. Ten pages have been added that do little more than quote the second of the three publications reviewed here, with another four pages of non-analytical comment on the MAIB report. This hardly makes it a "second edition." Nor does changing the author's photo, changing two words on the dust jacket, and using a thinner, whiter grade of paper. Those who already own the first edition need not purchase this version to obtain the added pages; they are all reprinted in *The Titanic Commentator,* XVI, No. 3, pp.27-33.

Ironically, there is a wealth of new information which, had it been incorporated by Harrison, would have justified the term "second edition": *Titanic's* exact positions (of both halves) were by then known; the analysis

of the MAIB was public; the brief analysis of Robert Ballard of the issues had been published; so had the earlier analysis of William Ryan of the Jack Grimm search team from Columbia University.

The new data is generally favourable to Captain Stanley Lord, whose ship, SS *Californian,* drifted all night in an ice-field with its radio and its engines turned off that fateful night when *Titanic* sank. The issue at the 1912 American and British enquiries was whether or not Lord could have rescued *Titanic's* passengers. Until the wreck of *Titanic* was located by the Franco-American expedition in 1985, followed by the official release of the position in Ballard's book in 1987, the issue could still be debated. But *Titanic's* wreck position was much further east and a bit south of the official CQD or "Mayday" position of 14-15 April, 1912, suggesting that no, Lord could not have rescued *Titanic's* passengers. Even if *Californian* had its radio on (which it was not required to do) or had read the apparent rockets low on the horizon correctly, had gone to full steam in a very dangerous ice-field, and had managed to steam without an ice incident itself, it could not have reached *Titanic* before the doomed liner sank and at best it could have begun to pick up lifeboats slightly before the *Carpathia* arrived.

Had Lord steamed at full speed to *Titanic's* radioed "Mayday" position he would have ended up 13.2 nautical miles WNW from the lifeboats and on the wrong side of the long ice-field; in fact, when the *Californian* did turn on its radio the next morning and received the news and the position, that is exactly what Lord did. Yet, despite daylight visibility, he picked his way at less than full speed for reasons of safety. He then had to re-penetrate the ice-field to head ESE to reach the area of the *Carpathia* shortly before it left for New York with the survivors on board.

Today it is generally agreed that Lord could have made no difference to the more than 1,500 people who lost their lives. But did he act properly in the circumstances? Here the debate will rage on. Harrison defends Lord quite forcibly. Yet the author does not know when to stop, for he reiterates, reworks and reviews his arguments, using only the pre-1986 information. In the hands of a tough editor and the new data, this book could have provided a much more succinct defence of Captain Lord in only half the pages.

Titanic buffs seem to assemble in camps; to salvage or to not salvage, pro-Ballard or anti-Ballard, "Lordites" or "anti-Lordite." What Harrison's book indicates perhaps better than anything is that once a particular position is taken, it is not easily moved by new evidence. Harrison is unabashedly a Lordite, as he was throughout his nineteen years as General Secretary of the Mercantile Marine Service Association (1956-1975), the body that represents the interests of British shipmasters. It was during this time that Captain Lord, who had remained silent for over forty years, responded to the mid-1958 release of the film, *A Night to Remember,* based on the book by Walter Lord (no relation). Lord asked the MMSA to represent his interests and to clear his name. When he died in 1962, his son signed the MMSA's 1965 petition to the British Board of Trade. This petition failed as did another in 1968.

Despite the rejection, the issues of Lord's innocence and the conclusions of the official inquiries of 1912 refused to go away. In 1990, Secretary of State for Transport Cecil Parkinson announced that the Marine Accident Investigation Branch would reappraise the role of the *Californian* in the *Titanic* disaster. Captain Tom W. Barnett, a newly-retired Principal Nautical Surveyor and an experienced Master Mariner, was placed in charge. However, when Captain P.B. Marriott, Chief Inspector of Accidents for MAIB, received Barnett's report he did not "fully agree with all the Inspector's findings." Marriott then appointed Captain J. de Coverly, Deputy Chief Inspector of Accidents for MAIB, to review the matter; it is his report, incorporating "his conclusions and those of the appointed inspector [Capt. Barnett]," which

Marriott sent to the Secretary of State for Transport and which was subsequently published by the MAIB.

In that report, Barnett and de Coverly agree that *Californian* did see *Titanic*'s distress signals and did not take proper action. Barnett "considers that *Titanic* was seen by *Californian"* whereas de Coverly resorts to abnormal refraction to achieve this. Barnett would place *Californian* only five to seven miles away from the *Titanic;* de Coverly places them seventeen to twenty miles apart. Lord is neither cleared nor condemned. Indeed, de Coverly concedes that "Neither party will be entirely pleased with this report ....It is for others if they wish to go further into speculation; it is to be hoped that they will do so rationally and with some regard to the simple fact that there are no villains in this story, just human beings with human characteristics." (p. 19)

The third publication reviewed here — really, a booklet — may mark the beginning of a new *Titanic* controversy, so that we may yet end up with the "pro-shatter" and "anti-shatter" schools. When *Titanic* was found in 1985 by the Franco-American effort, the Americans adroitly managed to accrue all the glory. They also released photos and video films, contrary to what the French believed had been the agreement. The French came close to suing Woods Hole Oceanographic Institution and the Americans. Thereafter they went their own way, ignoring the Ballard and Titanic Historic Society dictum, "Thou shalt not salvage." Instead, through their national oceanographic institute, IFREMER, the French went ahead with the *Nadir/Nautil* salvage of 1,800 seafloor artifacts in mid-1987, funded by American investors in a limited partnership called Titanic Ventures that neatly circumvented the 1986 American law prohibiting Americans from salvaging the *Titanic.* Various American factions fought over *Titanic* in American courts in 1992 and 1993. One group, Marex Titanic Inc., was thwarted in its plans to claim the wreck and was not only prohibited from touching the site but was also fined $65,000 for using up the court's time. Marex had to call off its British mothership, which was poised over the site in late 1992 with the remotely operated vehicle *Magellan* ready to begin salvage. Meanwhile the French, with American money, returned to the *Titanic* with *Nadir/Nautil* in mid-1993 and recovered eight hundred more artifacts which they brought into Norfolk, Virginia; again, they thumbed their noses at the Americans. The artifacts are to be restored in Europe for a major touring exhibition.

Though the wreck is salvaged within Canada's "juridical limit" as defined by the 1982 Law of the Sea Treaty, Canadian diplomatic notes of protest have been ignored. Canada's only official visit to the wreck was in June 1991 on the Russian vessel *Akademik Keldysh.* Submersibles were equipped by the IMAX Corporation with special lights and cameras to make the *Titanica* film. A small Canadian scientific team headed by Steve Blasco of the Atlantic Geoscience Centre in Dartmouth, Nova Scotia was integrated into the IMAX cruise, and an agreement with the Canadian Museum of Civilization permitted recovery of metal material from the wreck for scientific analysis (but not human "artifacts"). This semantic restriction was partially ignored. Metal samples were lifted from the wreck's bow section and, while no passenger artifacts were recovered, one submersible did play with a suitcase (as seen in the film).

The CANMET Technical report gives the metallurgical analysis of the samples. Completely technical in nature, the report concludes that the hull plate was not made by the Bessemer process but rather was probably "made...by the basic open-hearth process." Tests on the one-inch thick piece of *Titanic* hull plate show it to have significantly less strength than would have been expected. In 1912 the concept of brittle steel was not known and if material had 20 per cent ductility it was considered acceptable and strong enough for vessel use. These results have lead to the suggestion that the rock hard edge of the iceberg shattered a long series of the cold

(0° C) hull plates of the *Titanic* as they collided at twenty knots, thus accounting for the large volume of water that poured into the ship. Already, at least in newspapers, the "anti-shatterers" have countered. Clearly, the controversies surrounding the *Titanic* will continue for some time.

The full Atlantic Geoscience Centre/ Russian scientific report is being translated and should appear this year. It will build on the CANMET results and add metal microbial reports, biological reports (eg. on the absence of amphipods), a geological analysis on the significant strength of the seafloor sediments in the area and a report on the apparent speed of impact of the wreck segments. The CANMET report is but a precursor to what promised to be a valuable Canadian scientific contribution to the lore of the *Titanic*.

Alan Ruffman
Fergusons Cove, Nova Scotia

Leslie Reade; Edward P. de Groot (ed.). *The Ship That Stood Still: The* Californian *and her mysterious role in the* Titanic *disaster*. New York: W.W. Norton, 1993. 384 pp., photographs, figures, appendices, index, bibliography. US $30, Cdn $35, cloth; ISBN 0-393-03537-9. Canadian distributor, Penguin Canada, Toronto, Ontario.

Misinterpreting or ignoring signals of distress, the Leyland ship *Californian* stood still while, within sight, the ill-starred *Titanic* carried 1,500 of her passengers to a watery grave. Such is the powerful indictment delivered by Leslie Reade in this vigorous new interpretation of the controversial events of 1912. Probing deeply, perhaps exhaustively, into a veritable sea of evidence, Reade displays the tenacity, agility and flexibility of mind which marked him as one of the most formidable *Titanic* lorists of his day. Sadly, the book is published posthumously. Ready for the press in 1975, its appearance was delayed, first by disputes over the right to cite key sources and later by the author's failing health. In the end, we have his friend and able editor, E.P. de Groot, to thank for this enlarged and updated version of the original tome.

Playwright and author, Reade was also a London-trained barrister, and it is primarily the lawyer's voice that resonates in this volume. A meticulously prepared brief, the book draws on eyewitness accounts, American and British inquiries (including that of 1990-1992), newspaper reports, private information and various ships' logs. Going further, meterological, optical and acoustic theories are called into play in an effort to establish where the *Californian* lay in relation to the stricken liner. Moreover, while the tone is sharply critical of the Leyland skipper, Stanley Lord, this is no mere polemic. Indeed, Reade acknowledges difficulties when they arise and frequently biases technical estimates against his own case, the better to test its plausibility. Direct and circumstantial evidence, however, lead him to conclude that the *Californian* was only about ten miles away when the *Titanic* foundered. Central to Reade's argument is the striking agreement about the sequence of events as described by numerous independent observers on both ships. Along the way, familiar pleas of mistaken identity are struck down. Thus, the "third ship" theory, which would place the Norwegian vessel *Samson* on the scene as a factor confusing Lord's officers, is dismissed. Port records in Iceland show that she could not possibly have been in the area. The more elaborate "four ship" theory is described as an exercise in totally undocumented wishful thinking by latter-day "Lordites."

Satisfying himself on the issue of location, Reade then takes Stanley Lord and his senior officers severely to task. Having first denied seeing them at all, Lord later admitted that the numerous rockets reported that night might well have been signals of distress. A series of invaluable appendices help Reade establish the all but unmistakable significance of the rockets as well as the instinctive gravity of the reactions which they inspired in Lord's junior officers. Yet nobody was stirred

to decisive action and the wireless lay silent until dawn marked a passage through the ice. Extending some mitigation to Lord, Reade shifts a share of the blame to Officer of the Watch Herbert Stone. Overawed by an imperious father figure, Stone hesitated to prod his captain when all his instincts warned him that serious trouble was in the offing. With this slight twist, Reade essentially confirms the findings of the 1912 and 1992 inquiries which found Lord's conduct highly questionable. Whether finally able to effect a rescue or not, once informed that distress rockets might have been sighted, he was morally obliged to take action. Yet Lord stood still.

Generally persuasive, Reade's case is not without specific weaknesses. Too much, for instance, hangs on vague assertions about Stone's ill-documented past and its influence on his relationship with Lord. Moreover, the author seems to forsake his normally rigorous approach to evidence on at least one occasion. Dismissing contradictory statements by Lord's third officer C.V. Graves, Reade describes them as the result of "a common and passing mental aberration, in which the speaker says something almost the exact opposite of what he means...and he corrects himself only if and when he hears what he is saying." (p.39) Beyond this, there is a seeming contradiction in Reade's argument that the British hearings of 1912 were not influenced by concerns over national prestige when earlier he notes that the *Titanic* was allotted special stores of fuel during a coal strike as a matter of national pride. Finally, a fuller explanation of why the two ships could not see each other's morse signals might be in order.

Still, until new evidence or a more cogent defence is penned, Reade's charges against Lord and Stone will probably hold the field. Indeed, it seems likely that this briskly written, and carefully documented work, will long endure as a standard source on this perennially compelling subject.

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H.T. Wallinga. *Ships & Sea-Power before the Great Persian War: The Ancestry of the Ancient Trireme.* Leiden and Kinderhook, NY: E.J. Brill, 1993. xv + 231 pp., figures, illustrations, appendices, bibliography, indices. Gld 140, US $80, cloth; ISBN 90-04-09650-7.

H.T. Wallinga makes it emphatically clear in his Preface and Introduction that his subject and its context is economic, political and military; the trireme is a species of warship only in an abstract sense. The trireme's evolution was brought about, not because of technical improvement and structural development, but because of its growing importance as an instrument of power. This is very much the viewpoint of the classical historian, not the maritime archaeologist. However, the nautical and distinguishing detail and structure of the ancient warships and their technical improvement are not the focus of this book.

Wallinga believes that the role of the sailing vessel in the merchant trade was a minor one and that its development occurred later than the oared vessel. He cites only two primary substantive references, both of which are outdated by more recent archaeological finds and more realistic conclusions. It is regrettable that an historian of the maritime classic world should be so unrealistic in interpreting the relative capabilities of oared and sailing vessels, particularly in view of the difficulty oared vessels have in coping with sea conditions typical of the Mediterranean and particularly the Aegean.

The poor capabilities of sailing vessels, pointedly stated in the third chapter, where the justification is based on interpretation of iconographic evidence in the geometric period. Such interpretations typically become a matter of only seeing what one believes, and the chapter quickly becomes argumentative. Resorting to long detailed source discussions in footnotes, the author's substantiation of his opinions dissolve with the various differing interpretations of both ancient iconography and referenced source disagreement.

Particularly unconvincing is his determi-

nation of whether an iconographic image in question is a galley or a sailing vessel as well as the statement of the square-sailed sailing vessel's inability to go to windward. This latter point reveals Wallinga's unwillingness to consider contemporary archaeological literature, such as the fourth century BC underwater recovery of the Kyrenia Ship. This particularly well-preserved ship is so complete that, after reassembly, a very accurate replication called *Kyrenia II* was built and sailed. The performance of this vessel was subsequently recorded by Dr. Michael Katsev during a return voyage from Piraeus to Cyprus, and settled the argument of the windward ability of a single square-sail vessel.

The value of Wallinga's study rests most with the way in which it supplements and supports knowledge derived from nautical archaeology and underwater recoveries. Thus, archaeology alone could not suggest, as Wallinga does, that Corinth, not Athens or Piraeus, was the source of the first trireme, well before the end of the fifth century BC. He also makes it clear that other Greek city communities reinforced the Athenian fleets substantially for the subsequent defense of Greece. His discussions in chapter 6 of the relative economics of trireme construction and the associated political controversies are also most enlightening. But not all will agree with the factors relevant to the Corinthian contributions and, in general, the scholarly verdict on such fundamental questions as the seating arrangement of triremes has still not been settled.

The penultimate chapter gives a unique discussion and quantification of triremes leading up to the final and historic encounter in the Saronic gulf. Wallinga places the number of Xerxes' fleet at 1200 triremes, making it the largest battle fleet ever assembled in antiquity. I can think of no larger in any age.

Readers should be warned that, unless they are reasonably capable in Greek, German and French, this book will be difficult to read. There is also the distraction of many and lengthy footnotes. In some chapters the footnotes exceed the text. Unfortunately, too many of the footnotes contain references that are not immediately at hand or available in any but the most complete libraries which adds to the scholarly obscurity. As for Wallinga's rather insistent remarks concerning the limitations of sailing vessels and their minor role in merchant trade, this reviewer finds no reason why the author regards the matter as relevant to the book's purpose. How are merchant sailing vessels' origins or development related to early sea power or to the triremes as the instruments of sea power?

None of this is meant to criticize the book's worth. Overall, this is a most scholarly treatment of a very complex and generally obscure but critical area of maritime history, and one is left with a strong sense of the book as a very important work. It is not a book to be read casually. Rather, it is a valuable reference study. It is also a comprehensive study of factors contributing to the confrontation of sea power between two powerful and opposing cultures. Nautical historians of the classical period and the students of the earliest clashes between Eastern and Western centres of power will need this book on their shelves.

One closing remark is in order. Since triremes were lightly built and proportionately long and narrow for speed, we have never found ancient wreckage of such oared ships on the bottom of the sea. Unlike sailing vessels, they had no ballast, and so they did not sink — their flotsam simply washed ashore and oxidized as other wood. Thus, where the great oared ships of Greece's golden age are concerned, we do not have primary archaeological evidence with which to work. Instead, we must rely on classic literature and on iconography with argumentative interpretations that are most fallible. Professor Wallinga has produced a masterly discussion which establishes a new dimension in which to examine the ancient warships called triremes.

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Timothy Shaw (ed.). *The Trireme Project: Operational Experience 1987-90 — Lessons Learnt.* Oxbow Monograph 31; Oxford: Oxbow Books, 1993. xiv + 120 pp., figures, photographs, maps, annexes, glossary, index. US $33.66, paper; ISBN 0-946897-58-1. In Canada and the United States, order from the David Brown Book Company, PO Box 5605, Bloomington, IN 47407, USA.

This book consists of twenty-two short chapters briefly covering all aspects of the development, construction and sea trials of the trireme *Olympias*. It is both a sequel to earlier publications on the Trireme project (reviewed in the July 1992 issue of *TNM/LMN),* and a comprehensive review of the results obtained up to the end of the 1990 season. Many of the chapters are based on reports presented at a meeting of the Trireme Trust at the University of Oxford in 1991. Most of the chapters are the work of the three prime movers in the project, John Coates, John Morrison and Timothy Shaw, but they have also used the expertise of other scholars and technical experts where necessary.

For those interested in this particular project or in ancient oared fighting ships in general, this book can be unreservedly recommended. Despite the technical nature of some of the material, it is extremely readable, and the analysis and discussion of the results can be quite easily comprehended by a layperson. The first five chapters present a brief background on the various hypothetical trireme reconstructions advanced in the past, and the development of the present design by the Trireme Project team. Most of the reports discuss the results of the sea and speed trials to 1990, various problems encountered both with the vessel itself and in training a crew of 170 men to row in concert and to carry out more complicated manoeuvres. The last three chapters summarize problems encountered and the proposed solutions to these problems, discuss the validity of the design, and outline an ongoing programme to make the fullest possible use of the present vessel in testing the various research hypotheses. Suggestions for apparently small but highly significant design changes are made, if it should be possible to build a second experimental trireme.

Although all the material is extremely useful, and much of it has not been previously published, perhaps the most interesting aspect of this monograph is the attention given to the human side of this complex machine, the trireme. An ergometer was used to measure the power output of individual crew members, and to compare this with the actual effective power generated for moving the ship. These trials showed that with the present ship design and oars, the lowest of the three tiers of rowers, the *thalamians,* produced much less effective power than the top tier, the *thranites*. The power transfer coefficient, the useful propelling power over the potential output of the rowers, is 0.39 with the present positioning of the rowers and oar design. With some slight changes in the spacing and location of the *thalamites* in relation to the ship's structure, and using the new oar design tested in small numbers in 1990, it is estimated that the transfer coefficient could be increased to 0.60. This would enable *Olympias* to attain the speeds and performance reported by the ancient Greek authors. The principal problem for the *thalamians* in *Olympias* is a slightly cramped fore and aft spacing and interference with the middle tier of rowers, the *zygians*. The design was based on an Attic cubit of 0.444 m. Further study now suggests that the Attic cubit was 0.49 m, and using this would give a spacing of 0.98 m for the rowers. This revised measurement would allow a small increase in the vertical clearance between crew members and between oars. Combining these two changes with an increase of about 10 per cent in oar length should not only allow the whole crew to perform at peak efficiency but would also greatly diminish the problem of oar interference and clashing in rough sea conditions. Careful attention has also been given to the problems afflicting the human body when rowing for long periods in the Aegean summer, blisters on hands and

buttocks, dehydration and the need to provide rest periods while underway. When available, the reports covering the period 1991-1993 should prove most interesting.

With the difficulties involved in designing and building a hypothetical reconstruction of an ancient ship of this size and complexity, and the problems of collecting and training a crew for only a few weeks each summer, the first few seasons were inevitably spent on sorting out obvious weaknesses. The project has now reached a stage where the multitude of detailed problems can be investigated and rectified. The authors are to be congratulated on their research, their prompt publication of results and above all on their effort, industry and persistence in conceiving *Olympias* and getting her built, and in sustaining the ongoing trials over the years. Without the support of the Hellenic Navy, the Greek government, and over nine hundred volunteer rowers, their task would have been impossible.

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A.J.R. Russell-Wood. *A World on the Move: The Portuguese in Africa, Asia, and America 1415-1808*. New York: St. Martin's Press, 1993. xvi + 290 pp., maps, illustrations, chronology, notes, bibliography, index. US $39.95, cloth; ISBN 0-312-09427-2.

The Portuguese empire was the first and most enduring of the European seaborne empires. It is all the more remarkable that it was sustained by a small and, in many respects, backward nation, whose population in 1415 was no more than a million and never, at any time through four centuries of global imperium, exceeded three million. Possibly the very backwardness of the Lusitanian metropole accounts for its unusual and unique success. The Portuguese, more than the French, English and Dutch, entered into close, fruitful and long-enduring relationships with the indigenous peoples of the empire. Servants to the crown, Christ, commerce, and production moved extraordinary distances and with surprising frequency, from Oporto to Bahia to Rio de Janeiro, from Brazil to Angola, from Goa to Macao, to Timor, Nagasaki and Manila. Their activities were truly global. Much of the Portuguese seaborne trade was country trade, in which goods moved from one part of the empire to another without ever passing through Lisbon: horses from Hormuz to Goa; slaves to Goa from East Africa; pearls, porcelain, musk, and silk to Malacca from Macao — everywhere goods on the move. And no single nation can rival the Portuguese in altering, and improving, the diet of so many people through the transplantation of food crops: manioc, peanuts, pineapple, maize, sweet potatoes, squashes, and a host of medicinal plants from the New World to the Atlantic Islands, Africa and Asia.

The history of the Portuguese seaborne empire is richly documented and has a broad secondary literature. Russell-Wood has reviewed this literature with an eye to assessing the degree to which Portugal mobilized, on a global scale, people, commodities, flora and fauna, styles, mores and ideas. Setting the world in motion depended, of course, upon the existence of a network of communications and movers — the caravels, carracks, caravans, canoes, oceanic currents and winds, schedules of departures and arrivals, routes, time and distances described in chapter two.

This is very much a story of a world empire of the south and tropics. The Portuguese presence in northern waters and lands is hardly alluded to and never described. Perhaps the tropical orientation also emanated from Portugal's relative poverty and the attraction for such a country of the populous, luxuriant southern climes? This is also a story with many and long lists, somewhat in the tradition of epic poetry. Page after page describes the physical movement around the empire of missionaries, administrators, and merchants, each frequently having only a line or two written about them. It is the same with sailing schedules and commodity flows. This non-statistical, non-tabular presentation leaves a strong

impression of very deep mobility. It does not facilitate ready comparisons. If all these movements, taking place over the course of several centuries, were reduced to a table, it would add up to a few score individuals, at the most, and make the reader more likely to ask whether the global mobility of Portuguese soldiers and administrators was significantly different from that of the Spanish, Dutch, English, or French.

The author makes a valuable contribution to our understanding of the development of global markets and global interdependency through an important period of maritime development. He reshuffles well-known historical material, putting it in a context of global networks of communication and interdependency. The lack of tables and statistics notwithstanding, he has put Portugal's experience in a very clear and comprehensive framework of global history.

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Michael Lowery (ed. & trans.). *The Peregrinations of Fernao Mendes Pinto*. Manchester: Carcanet Press, in association with The Calouste Gulbenkian Foundation and The Discoveries Commission, 1992. xxxix + 280 pp., illustrations, plates. Cdn $39.95, cloth; ISBN 0-85635-9698-6. North American distributor, Scholarly Book Services, Toronto, Ontario.

For anyone unacquainted with FernSo Mendes Pinto (c.l510-1583) two facts can serve to introduce him. Number one, his adventures were recently serialized in a Lisbon strip-cartoon. Number two, after the account of his adventures in eastern Asia was posthumously published, he was dismissed in his homeland — by a play in Portuguese on his name — as the "lying depictor." Nowadays "The Peregrinations" would be termed "The Incredible Adventures;" and that indeed they are. Never did one man turn out to be the sole survivor of so many disasters, when shipmates were drowned or else slaughtered in a variety of deliciously hair-raising ways. Yet modern scholarship has demonstrated that, if Pinto rather overdid the "only I escaped" theme, nevertheless his depiction of the places he visited, in lands then mostly little known to Europeans, was substantially correct. He travelled in the East between 1537 and 1558, one of his more dubious claims being his membership of the first party of Europeans to reach Japan. What he did in Asia is difficult to state briefly: he was a trader-cum-pirate-cum-spy-cum-diplomat-cum-mercenary soldier, as well as a sailor and, rather briefly, a Jesuit. His account contains a good deal of religious expression, surfacing, however, mainly in desperate situations. It is hardly surprising that commentators have not quite known what to make of Pinto. Rebecca Catz has suggested that his account of confrontations with Asian religions contains a satirical element, expressing the doubts and puzzlements about Christianity current in the persecuted religious underground of contemporary Portugal, where "New Christians" agonized over the claims of their ancestral Judaism. Be that as it may, one explanation of a certain double-imaging in event and character throughout the account may well be that this was undeliberate and related to the account being written years after the author's return to Portugal (and probably being "ghosted" before publication).

The Portuguese empire in the East was a "thalassocracy," a sea-borne empire, an empire of islands, ports, coastal forts and wandering traders. Its influence on the land states of the region, particularly the giants of Mogul India, China and Japan, was limited, whereas its realm of would-be conquest, at times successful conquest, was on the sea. Very many of Pinto's adventures were conducted in or from ships, so that the historian of Asian seas cannot ignore this disgracefully brutal but providentially chatty Portuguese. One sample illustrative phrase will suffice: "The daimyo's cousin had come in a 'funce,' a boat with oars the size of a large galliot..." (p.233)

While it would be difficult to prepare a

translation of Fernao Mendes Pinto that was not readable, this one, by Michael Lowery, is well above average. However, only about one half of the original text appears in this edition, with the selection of material tending to concentrate on the daring-do episodes. For more on the lands visited, and even on the nautical evidence provided, the interested reader lacking Portuguese will need to turn to the full translations, in English by Rebecca Catz (1989) or in French by Robert Viale (1991), both of which have detailed scholarly apparatus. Lowery's edition does have an excellent introduction by Dr. Luis Rebelo, perceptive, comprehensive and fair, which not only sketches the context of the work but also points out the many issues of substance it raises. The illustrations provided, many representing ships, are splendid. It is to be regretted, however, that the edition lacks an index.

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Eugenio de Salazar; John Frye (trans. & intro.), *Seafaring in the Sixteenth Century: The Letter of Eugenio de Salazar, 1573*. San Francisco: Mellen Research University Press, 1991. 69 pp. US $14.95, paper; ISBN 0-7734-9880-X

Appointed judge at Santo Domingo, poet and man-of-letters Eugenio de Salazar and his family sailed from Tenerife aboard the *Nuestra Señora de los Remedios* (Our Lady of Help) in the summer of 1573. The voyage itself was relatively uneventful, making Salazar's letter to a friend a unique and witty description of life and language aboard a sixteenth-century Spanish merchantman. The only excitement came when three sail were sighted. Fear of pirates provoked speculation that they might include the dreaded *Bucintoro* of Venice, the *Cacafogo* of Portugal, or John Hawkins' *Minona*. The ships proved instead to be scattered members of their own convoy.

Salazar's rich and revealing metaphors portrayed the ship as a busy city enclosed by walls, with the capstan as a mill, and fountains of foul bilge water to be pumped. The trees stank of pitch and tallow, the streets were paved with excrement, and the hunt pursued rats and roaches. The pilot ruled this hellish town, and the men obeyed a litany of catalogued orders, singing chanties that sounded "like belled mules fighting."

Passengers slept in hammocks that often revolved to trap their occupants like vegetables in a string bag. The meagreness and manners of mealtime were predictably ridiculed. "Next to some, one belches, another vomits, another breaks wind, another unloads his bowels, and you eat lunch." (p.47) No wonder Salazar broke into an extended reverie comparing travel at sea with that on land. This readily supported his concluding reflection that the land was for humans, and the sea was for fish.

Perhaps the most surprising feature of this satirical look at life at sea was the evidence of regular religious observance on a merchantman without any clergy aboard. Readers familiar with Sebastian Cabot's famous instructions to the Muscovy fleet of 1555 may become less dismissive of its pious exhortations. Aboard the *Nuestra Senora de los Remedios* the daily lighting of the binnacle was announced by a page shouting a set of standard prayers, and there was a short prayer yelled at the turning of each hour-glass. On Sunday there could be no Mass without a priest, but all hands attended an hour of prayers that included the Salve Regina, Credo, and a litany sung no better than the chanties, so that Salazar questioned its efficacy. It also is noteworthy that this satirical look at life at sea commented on the rudeness and dirtiness of the company, but makes no reference to theft, blasphemy, gambling, fighting, or any insult offered to his beloved wife.

The presentation of this intriguing document seems rather minimalist, unsupported by notes that would interest maritime, literary, or linguistic scholars. The prologue by Jose-Maria Martinez-Hidalgo sketches Salazar's career and shares his interest in the rich and

distinct vocabulary of early-modern sailors. John Frye's short introduction is unhelpfully self-indulgent. Yet English readers who have encountered translated quotations from this entertaining and literate description of an Atlantic crossing will be grateful for Frye's complete translation, which can be checked against the facsimile reproduction of the Spanish text as printed in 1866, provided on facing pages.

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Philippe Masson and Michel Verg6-Franceschi (eds.). *La France et la Mer au siècle des grandes découvertes*. Paris: Librairie Jules Tallandier, 1993. 391 pp., maps, tables, illustrations, chronology, indices. 150 FF, paper; ISBN 2-235-02112-3.

As Adam Smith pointed out in his *Wealth of Nations,* the discovery of the New World and the sea route to India were "the two greatest and most important events recorded in the history of mankind." Among other things, the voyages of Columbus and Da Gama helped to establish fundamental tenets in the developing world market economy of the early modern period. As every schoolchild ought to know, Columbus sailed on behalf of Ferdinand and Isabella, the Catholic monarchs of Castile and Aragon. Da Gama's epic voyage in search of "Christians and Spices" was made for the glory and profit of the king of Portugal, Manoel I. From 1492 until at least the early seventeenth century, the ensuing colonial empires in the New World and the Indian Ocean basin were dominated largely by these Iberian Crowns. Silver from Peru and pepper from the Malabar coast helped to ensure that Seville and Lisbon became crucial links in this world market economy to the virtual exclusion of their European competitors. It is hardly surprising, therefore, that those explorers either from Iberia or serving those Crowns have traditionally received most of the scholarly attention in studies of the Age of Discovery or that the intellectual, financial, cartographic, and shipbuilding advances that allowed the great voyages of discovery to occur have usually been examined within the Iberian paradigm.

The present volume compiled under the direction of Philippe Masson and Michel Vergé-Franceschi seeks to redress the relative *lacunae* of scholarly work on the non-Iberian component of these crucial developments by presenting some twenty-two articles on the state of French maritime abilities and ambitions during the Age of Discovery. The impressive list of contributors includes some of the most respected French scholars in this and related fields: Etienne Taillemite, Michel Mollat du Jourdin, and Jean Meyer, to name but a few. As with any volume of this type, the primary problem confronting the editors was to focus the wide array of research interests of these scholars around a central theme or themes. Masson and Verg6-Franceschi endeavour to accomplish this daunting task by dividing the volume into four thematic sections: Sources for Maritime History, Ports and Regions, Men, and Documents.

In the first section, Taillemite, Eric Rieth, Michel Polak and Christine Villain-Gandossi offer insights on the evolution of naval construction in Europe during the sixteenth century, the vast array of books on nautical topics written in or translated into French during that period, the evolution of French naval ordinances beginning with Francis I, and the rich maritime vocabularies of the Levant and Ponant as they emerged in the fifteenth and sixteenth centuries.

Section 2 contains articles by Mollat du Jourdin, Meyer, Josette Pontet, Jean-Michel Deveau, Alain Boulaire, and Patrick Villiers which, in one fashion or another, seek to demonstrate that Normandy, Nantes, Bayonne, La Rochelle, Brittany, and Boulogne all enjoyed a rich maritime tradition during this century. The main point of this section seems to be that while this tradition may not have equalled (as Mollat du Jourdin points out for the Norman ports) that of "Lisbon or Seville,"

it nonetheless produced significant discoveries, especially in the New World.

The third section focuses the role of the individual with articles by Verge-Franceschi, Christian Buchet, Frank Lestringant, Philippe Haudrère and Catherine Vincent. The figures profiled run the socio-economic gamut from the aristocratic admirals of France, through adventurer-explorers like Paulmier de Gonneville, Cartier, La Villegagnon, La Bardelière and Verrazano - who all sailed for the interest of the French Crown - to royal cosmographers like Thevet and Nicolay. Perhaps the most interesting contribution is that by Haudrere on early French incursions in the rich Indian Ocean trade. He reiterates the often forgotten fact that French merchants were anxious not only to secure a place in the trade and wealth of the New World but in the Asian trade as well.

Section 4 contains articles by Philippe Rigaud, Jacques Ferrier, Marc Fardet, Franpoise Beriac, Philippe Manneville, and Martine Acerra. These focus on original documents which help illuminate the maritime history of the period. Among the topics addressed is a hitherto ignored cache of documents from the *archives communales d'Arles* relating to Provence, the opening of the Levant to the French, an *enquete* of 1551 on the construction of a port at Royan, and the foundation and subsequent development of the port of Havre.

Masson's introduction and Verge-Franceschi's conclusion seek to place this plethora of topics into the broader context of France's naval and maritime tradition. They argue that the successes and failures of mercantile policies in the *outre-mer* were primarily linked to internal problems or advances on the part of the French crown in the kingdom and in Europe, a fairly traditional thesis. What then was the ultimate significance of this complex conjuncture of maritime abilities and ambitions in the *siècle des grandes découvertes?* According to Verge-Franceschi, the Valois would ultimately use such skills to contest the division of the spoils of the world achieved by the Iberians in the late fifteenth century. Beginning with Francis i, France would try to break the power of Lisbon and Madrid, "thus placing the kingdom on the road to the first French colonial empire of which Richelieu would be the founder." It is, however, interesting that Richelieu's empire and that of Colbert as well would both be undermined largely by the French Crown's continuing preference for dynastic glory on the continent to economic gain in the *outre-mer.* Unfortunately the reasons for this fatal flaw in pursuing French colonial ambitions in the New World and Asia receive very scant attention in this volume. Perhaps the *Commission française d'histoire maritime* would consider it as the focus for a future volume.

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Jean-Pierre Proulx. *Basque Whaling in Labrador in the 16th century.* Ottawa: National Historic Sites, Parks Service, 1993. 108 pp., maps, illustrations, bibliography. $8.95, paper; ISBN 0-660-14819-6.

With a few noteworthy exceptions, an anglocentric orientation of Newfoundland history has prevailed since the late eighteenth century. This has now begun to change, in part because of the innovative work by scholars investigating the French North Atlantic fishery, which has enhanced our appreciation of the international diversity and complexity of Newfoundland fisheries and the trade which that industry supported. The other factor was Selma Huxley Barkham, whose labours during and since the 1970s in the rich manuscript holdings of Basque archives in northern Spain revealed the scale and importance of the Basque whaling and fishing industries in the waters of Newfoundland and Labrador during the sixteenth century. Her work led to archaeological investigations, both on land and underwater, which forced us to re-write completely the pages of early Canadian history. A flurry of publications, primarily by

Barkham and archaeologists James Tuck and Robert Grenier, have made this revision accessible to the general public. To this point, however, no synthesis of what is now known about Basque activity in North America has been published. This book by the Canadian Parks Service therefore fills an important need, and the book will undoubtedly reach a wide readership.

Proulx covers all the basics — financing, outfitting, operations, marketing. Yet it is frustrating that the book was written by one whose familiarity with the story is based not on direct archival research in Europe (despite the footnotes which imply otherwise) but on a secondary knowledge of research done by others. While Jean-Pierre Proulx is to be commended for presenting that research work in a readable fashion, there is no denying that the authority and credibility of the work would have been stronger had it issued from one of the principals involved in "discovering" the Basque chapter in Canadian history.

A few examples will suffice to illustrate the problems that ensue when a book is based on only a secondary familiarity with the research. Proulx overstates the nature of the Basque "decline" in Labrador. Yes, whaling did decline, but it is misleading to conclude that "By 1620 the southern Basques ceased going to Labrador altogether." (p.77) Barkham has determined that the Basques remained active in Newfoundland and Labrador waters by shifting to a diversified exploitation pattern based on cod-fishing and sealing. Though their ships still made their way to the southern Labrador coast, their "gateway" to the Gulf of St. Lawrence now became the Cabot Strait, not the Straits of Belle Isle. This enabled them to work their way up the western coast of Newfoundland, following the ice as it receded in the spring. Similarly, how convincing can it be to attribute any decline in Basque activity in the late sixteenth century to the fact that this "was indeed a very dismal period for the European economy in general" (p.78) since it was precisely at this time that the English cod fishery at Newfoundland experienced such explosive growth? Proulx concludes his discussion by asserting that the single most important factor in the decline of the industry was Basque inability to compete with Dutch whaling. Whatever the merits of this argument, it is one for which Proulx provides no documentation whatsoever.

Those who await a thorough, scholarly treatment of the sixteenth-century Basque whaling industry in North American waters will have to wait longer, perhaps much longer. Sadly, there is no evidence that the people who have done the greatest amount of research into Basque whaling, shipbuilding, fishing, and so on are planning to publish their work. Until that changes, we shall have to be content with this handy introduction.

Olaf Uwe Janzen
Corner Brook, Newfoundland

P.E.H. Hair and J.D. Alsop. *English Seamen and Traders in Guinea 1553-1565: The New Evidence of Their Wills*. Studies in British History Vol. 31; Lewiston & Queenston: Edwin Mellen Press, 1993. xii + 394 pp., map, illustrations, appendices, indices. US $89.95, cloth; ISBN 0-7734-9572-X.

Between 1553 and 1565 English traders made nine known voyages solely to Guinea. The documentation for them is fragmentary, consisting of such scattered material as the sixteenth-century editors Richard Eden and Richard Hakluyt were able to collect from participants, supplemented by the researches of twentieth-century scholars, notably J.A. Williamson and John Blake, in Portuguese and English archives. In this volume Paul Hair and John Alsop add a substantial body of new evidence to the collection, by the publication of eighty-nine wills of seamen who died during the Guinea voyages, preserved in the English Public Record Office. Three of the wills were written prior to departure, four immediately after return, and the remaining eighty-two at sea, on the testator's death-bed.

The editors readily admit that the content

of the wills only marginally modifies the established narrative of the course of the discrete Guinea voyages. Nevertheless they are able to glean from them new information on the actual ships sent to the coast, on their approximate dates of departure and return, on the overall size and specific composition of their crews, and their mortality rates.

The surviving wills also reveal a great deal, of more general interest, about seamen during this period. Hair and Alsop suggest that the creation of shipboard wills only became a significant practice in the sixteenth century, with the development of long-distance trading. The determination of ordinary, even illiterate, sailors to make a formal disposition of their affairs stands in sharp contrast to the practice on land, where only one quarter to one third of the adult male population would do so. Since those who died at sea entrusted their wills to other crew members, either as executors or custodians, it was common for chains of wills to develop on the unhealthy Guinea voyages, as mortality rose. As amateur, death-bed affairs, the testaments often contained numerous procedural irregularities, which the Prerogative Courts seem to have been prepared to overlook.

The surviving wills appear to constitute the largest body of biographical evidence for any of the voyages of exploration or trade during the Tudor period. The ships' complements were composed largely of young, geographically mobile, single males with no fixed domestic establishments. A number of them, however, were literate, and many owned a limited range of useful possessions. Although the monthly wages for the Guinea voyages rose substantially after the early ventures, they were only payable on return to the port of departure. Receiving only a small monetary advance to meet previous debts, crewmen sustained themselves during the voyage, by creating their own complex internal economy based on the sale and purchase of goods and services for credit. The wills, reflective of the interdependence and sense of community which developed between shipmates during long periods at sea, provide a useful counterbalance to references to internal disputes and violence found in High Court of Admiralty cases. This volume then, in addition to new material on the history of the specific Guinea voyages, has much to offer the more general reader interested in shipboard life in the sixteenth century.

Joyce Lorimer
Kitchener, Ontario

Vasilii A. Divin; Raymond H. Fisher (trans. & annotations). *The Great Russian Navigator, A.I. Chirikov*. Fairbanks: University of Alaska Press, 1993. xiii + 319 pp., maps, appendices, bibliography, supplemental bibliography, index. US $20, paper; ISBN 0-912006-63-3.

In the first half of the eighteenth century Vitus Bering, a Dane in the service of the Imperial Russian Navy, led two major expeditions from St. Petersburg to Kamchatka, followed by two important voyages which established a Russian presence in the North Pacific. While Bering's name is commemorated in the strait that now bears his name, that of Aleksei Chirikov, the ablest of his subordinates in both these expeditions, is little known. It was not until 1953, when Russian historian Vasilii A. Divin published a full length study of Chirikov, that his major contribution to these expeditions became clear. Divin's study has now been translated into English by Raymond Fisher, the leading American authority on Bering's voyages. Fisher has retained Divin's text and notes in their entirety, while adding further notes of his own.

Both the First and Second Kamchatka Expeditions, as they are now known, were major logistical undertakings involving the transportation of personnel and material across Russia and Siberia. The first expedition (1725-30) took two years to reach Okhotsk, during which considerable use was made of river transport, enabling Chirikov to make many valuable observations. Another year was needed to transport the expedition across the

Sea of Okhotsk to Nizhnekamchatsk, on the east coast of Kamchatka, where the *St. Gabriel* was built and launched in June 1728. From here Bering set sail the following month and in August rounded the eastern extremity of the Chukotsk Peninsula, thus confirming Semen Dezhnev's long forgotten exploit of 1648. On Bering's return to Okhotsk the following year and to St. Petersburg in March 1730, the first expedition was brought to a successful conclusion.

Chirikov played an important part in planning the Second Kamchatka Expedition (1733-43), which was a much more ambitious undertaking than the first, as part of the expedition's task was to survey the whole of the north coast of Russia from Archangel to the Bering Strait. Bering set off from St. Petersburg in May 1733 with 500 men. As the expedition slowly crossed Siberia, Chirikov directed the exploration of many of the rivers, while parties were detached and sent down the Ob, Yenisey and Lena rivers to survey the north coasts. In the summer of 1740, the *St. Peter* and *St. Paul* were built in Okhotsk and later that year the two ships reached Petropavlovsk, on the east coast of Kamchatka, where the expedition spent the winter. From here Bering set off in June 1741 in the *St. Peter* accompanied by the *St. Paul,* commanded by Chirikov. Not long into the voyage the two vessels became separated and proceeded independently. Chirikov was the first to sight the Alaskan coast near Cape Addington, on Prince of Wales Island, a day-and-a-half before Bering sighted Mount St. Elias, some 400 miles farther to the north-west. While Chirikov succeeded in returning to Petropavlovsk later that year, the *St. Peter* was wrecked on what is now known as Bering Island, where Bering and many of his companions died. The survivors eventually reached Petropavlovsk the following year in a boat constructed from the timbers of the wrecked *St. Peter*. In 1742 Chirikov set off once again but only got as far as Attu, the westernmost of the Aleutian Islands, where illness and fog forced him to return to Okhotsk. He remained in Siberia until 1746 in an attempt to complete the objects of the expedition, even though it was officially wound up in 1743.

As Fisher is at pains to point out, Divin's monogram contains serious flaws. In particular his introduction is representative of history as written in the Soviet Union shortly after World War II, when scholars and publicists were claiming "firsts" and major achievements for Russians in various fields of science and geographical studies. Thus Divin's work, with quotations from Marx, Engels, Stalin and *Pravda,* takes on the character of patriotic history tinged with chauvinism, making it a case history of how Soviet historians wrote, or felt compelled to write, at that time in a mixture of real and pseudo-scholarship. As a result there is excessive adulation of Chirikov, while almost every non-Russian is mentioned in derogatory terms. A number of original and important maps relating to the two expeditions, which are reproduced in this book, adds to its interest, but the absence of a modern map makes it difficult to follow the course of the two expeditions across Siberia. Nevertheless, Raymond Fisher's skilful annotations make this book a very useful addition to the bibliography of the North Pacific.

Andrew C.F. David
Taunton, England

Vasilii Fedorovich Lovtsov; Lydia T. Black (trans. & intro.); Richard A. Pierce (ed.). *The Lovtsov Atlas of the North Pacific Ocean, Compiled at Bol'sheretsk, Kamchatka in 1782, from discoveries made by Russian mariners and Captain James Cook and his officers.* Fairbanks: University of Alaska Press and Kingston, Ont.: Limestone Press, 1991. viii + 62 pp., figures, charts, references. US $12.50, paper; ISBN 0-919642-38-1.

During the middle half of the eighteenth century, Russia tried to keep most of its activities and explorations in the North Pacific secret. The impenetrability of the Slavonic languages to most speakers of western Euro-

pean languages helped them, and language remains a major obstacle to many who would like to know more of the history of the Russian presence in that region. It is accordingly most useful to have a translation and transliteration of any document on this subject.

What little is known of Lovtsov's career is in the introduction to this work. Lydia Black, who translated the atlas as well as introducing it, tells us that Vasilii Lovtsov arrived for service in Okhotsk about 1761 as an apprentice navigator, where he served until probably 1795. He spent the winter of 1782 at Bol'sheretsk (Black's transliteration), on the west coast of Kamchatka. Bol'sheretsk was then the headquarters of the Governor of Kamchatka. A Webber drawing of the place, made in 1779, shows it as a collection of log huts and conical summer houses on stilts, with stabling for animals among the stilts. In this unimpressive environment, Lovtsov prepared his atlas. It consists of twenty charts, which extend in a continuous series from Japan around the North Pacific to Cook's landfall in California. The original Atlas is in the Provincial Archives in Victoria, British Columbia, and I can report that as an artistic work it is of the highest quality, with elaborate cartouches and compass north points, coloured in red, yellow, and blue. The charts are on the Mercator projection, on a uniform longitude scale of one degree of longitude equalling 34.1 mm. To fit them onto a letterhead size page, they have had to be reduced to 36% of the original size; much of the detail of the originals is lost in consequence. I am sure the author and editor would have liked to have a much larger budget for the work, so this comment is sympathetic rather than critical.

Every word that appears on the charts has been transliterated, and the title and some important notes have been translated. Thus we know the sources used by Lovtsov. One was a selection of charts from Cook's third voyage, which Cook's successor, Charles Clerke, gave to the Governor during a visit to Cook's ships at Petropavlovsk. There is no indication that Lovtsov included any surveys of his own in the charts. Another curious omission is that there are no place names, neither Okhotsk, which he took as the zero longitude for the charts, not Bol'sheretsk where he drew it, and not Petropavlovsk, the principal port of departure for the Aleutian outposts.

Although official secrecy had restricted access to information on early Russian explorations in the middle part of the century, a number of maps showing the area covered by Lovtsov had been published in Russian and French before he prepared his atlas. Some appeared as early as 1754, initially with some omissions for strategic reasons. None of the published material appears to have been used by Lovtsov, although by 1780, the omissions had been rectified and the published record was fairly complete. Apart from its considerable artistic merit, the most striking feature of his atlas is that it shows how little Lovtsov knew of the Aleutian Islands, where Russian vessels had been trading since 1763 and where the Unalaska outpost had been established in 1774. He shows Kodiak Island in two different latitudes, one over five degrees too far south. This suggests that Lovtsov may never have been to the Aleutians. In waters closer to Russian bases Lovtsov's charts are in rough agreement with modem ones, though details differ. Still, there are significant mistakes, such as a five degree error in the latitude of Hokkaido on the chart of the Kuril Islands, and differing locations for geographical features shown on more than one chart.

It would have been useful to have comments on such points in Black's book. *The Lovtsov Atlas* is undeniably an important contribution to our knowledge of the subject. Moreover, it is always difficult to get good reproductions of large maps into a book. Still, the quality of the chart reproduction is not of the highest. The reader is also warned that the key map on the inside back cover, which shows the areas covered by each chart, is seriously out of register.

John Kendrick
Vancouver, British Columbia

Rhys Richards. *Captain Simon Metcalfe, Pioneer Fur Trader in the Pacific Northwest, Hawaii and China, 1787-1794*. Fairbanks: University of Alaska Press and Kingston, Ont.: Limestone Press, 1991. x + 234 pp., illustrations, notes, bibliography, index. US $18, paper; ISBN 0-919642-37-3.

In 1925, Judge F.W. Howay wrote that "no attention appears to have been given to this interesting man and his vessel" ("Captain Simon Metcalfe and the Brig *Eleanora,"* 1925 *Annual Report of the Hawaiian Historical Society* 34 [1925], p.33). Howay acknowledged the paucity of records on Simon Metcalfe and offered his article "as a contribution, in the hope that some of the gaps indicated may be filled in by others." (p.39) Though Rhys Richards takes up that challenge, the Metcalfe drama remains a mystery. Richards uncovered only a few new records. Archival gaps are completed by conjecture. Assumptions are interwoven with known records into a disjointed story. In parts the book borders on historical fiction — a danger for any historian. Nevertheless, this is an interesting study of a little-known maritime fur trade pioneer's six years on the northwest coast of America. The book is part of the superb Alaska History Series which has provided many significant reprints, translations, and historical texts on fur trade history for over twenty years.

Unlike many maritime fur traders, Metcalfe owned his ship, which was named after his late wife, Eleanora. All his life savings were invested in the ship. In February 1787, Metcalfe and his teenage sons, Thomas and Robert, left New York to trade for spice and tea in India and China and for sea otter furs on the northwest coast of America. Their voyage was one of discovery, for few had been to the coast at that time. Indeed, Simon Metcalfe may have been the first American fur trader on the coast. They traded well but discovered only tragedy. Metcalfe and his 190 ton brig *Eleanora* probably traded on the coast in the summer of 1788, beating out the *Columbia* and the *Washington* which arrived that September. In a few short weeks, Metcalfe traded for several hundred furs, each worth $30 to $40 in China.

Buoyed by confidence and wealth from that voyage, Metcalfe returned to the coast in 1789, 1790, 1791 and 1794. Over the course of these six years, he had many adventures, made considerable money and suffered much tragedy. In December 1788, the *Eleanora* was attacked by pirates near Macao, setting off an explosion which damaged the ship. That was only a prelude to more tragic events. Shortly after the pirate attack, Metcalfe purchased a 26-ton schooner which he renamed the *Fair American*. Under the command of his son, Thomas, the *Fair American* was outfitted as a tender for the northwest coast. In June 1789, both ships left Macao for the coast. Soon separated in Pacific storms, they met at Nootka in October where the small and tattered *Fair American* was captured by Martinez, the Spanish Commander. The *Eleanora* avoided capture but Simon Metcalfe was never to see his son again. After release from the Spanish, Thomas Metcalfe and the *Fair American* returned to Hawaii in March 1790. A few days later, the schooner was attacked at Karakeku Bay. Only Isaac Davis, the mate, survived. Perhaps this was a reprisal for Simon Metcalfe's unprovoked massacre of over a hundred natives at Maui a month before. As for Simon Metcalfe himself, he continued to be plagued by tragedy. In February 1793, the *Eleanora* was lost in a storm midway between Amsterdam Island and Mauritius. In August 1794, Metcalfe and all crew aboard his new ship *Ino* were killed by Haida in the Queen Charlotte Islands.

These dramatic events are told through contemporary quotations which are neither woven together nor interpreted with ease. The chapters do not flow evenly. The prologues do not provide the necessary transition between sections. Events and time are blurred. Fur trade terms, such as "Solid Men of Boston," are used without explanation. The effect is like driving fast on a washboard road. Everything is shaken up, nothing is clear and only

the end of the road is remembered. Turning for help to the index does not assist the reader, for it is incomplete and inaccurate.

The maritime fur trade was an exciting era of conflict, challenge and change. However, a series of quotations spliced together with conjecture does not tell the story. This is unfortunate, for to paraphrase Howay, there is a good drama and mystery to be told.

Tom F. Beasley
Vancouver, British Columbia

Wallace M. Olson (intro. & annotation). *The Alaska Travel Journal of Archibald Menzies, 1793-1794.* Fairbanks: University of Alaska Press, 1993. xv + 247 pp., illustrations, maps, appendix by John F. Thilenius of botanical collections, bibliography, index. US $17.50, paper; ISBN 0-912006-70-6.

Archibald Menzies was the botanist on Captain George Vancouver's voyage of discovery to the Pacific Northwest. Vancouver began his survey in the south. He did not reach Alaskan waters until late in the summer of 1793, when he spent a few weeks at the lower end of the Alaska Panhandle. As early as possible he was back again the following year, this time surveying from the north. Working round from Cook Sound, he completed a thorough survey of Prince William Sound before moving down the coast to finish up where his previous year's work had left off, at the southern tip of Baranof Island, a base he appropriately named Port Conclusion.

After Bank's treatment of Cook, there was little love lost between Menzies and Vancouver, though the irascible little captain was sufficiently impressed by his appointee's abilities as a surgeon to appoint him to that position after the previous incumbent had to be invalided home. When the expedition returned to England, there was some talk of combining Vancouver's and Menzies' journals for the official report of the voyage, but the Admiralty were not about to repeat the mistake they had made with Cook and Banks.

Unfortunately Menzies' journal has never been published in its entirety, and we are indebted to Wallace Olson, Professor of Anthropology at the University of Alaska, for this beautifully edited extract of the Alaskan part of the manuscript. Beautiful that is, with one exception. His maps are virtually useless. How many readers of this book will be able to locate more than a handful of the many places named in the text? Yet not one is identified on Olson's maps. Alaska to most of us is *terra incognita et ultima thule,* and Menzies and Vancouver were there, after all, on a surveying expedition. Unless therefore the reader has access to the charts in the Israel/Da Capo 1967 reprint of the first 1798 edition of Vancouver's journal, the mechanics of the survey, as described by Menzies, will have little meaning. Menzies participated in most of the boat expeditions, and where he did not do so he quotes extensively from those who did. With this proviso, the book makes delightful reading. Instead of having to wade through the full course dinner of Vancouver's work, we can savour the epicurean delights of Menzies' entree. Olson has done a first class job with the footnoting, relying on the many local specialists of his home state. It would be invidious to pick out individuals, but Lydia Black's expertise on the Russian history of Alaska, enables us to identify precisely the Russians and the Russian settlements encountered by the expedition.

Botanists will be disappointed, for Menzies makes only occasional reference to his botanical finds, but Olson enlisted the help of John Thilenius, a plant ecologist with the United States Forest Service in Alaska, to provide a useful appendix identifying those that are mentioned.

Not unnaturally, Olson relies heavily on Kaye Lamb's 1984 Hakluyt edition of Vancouver's work — how could one do otherwise? But it is also good to see frequent reference to papers read at the 1992 Vancouver Conference on Exploration and Discovery.

Olson's book is undoubtedly a valuable contribution to the history of the Pacific

Northwest. I found it a most pleasurable voyage of exploration into this remote corner of our continent.

John Crosse
Vancouver, British Columbia

Jaap R. Bruijn. *The Dutch Navy of the Seventeenth and Eighteenth Centuries* (Studies in Maritime History Series). Columbia: University of South Carolina Press, 1993. xv + 258 pp., illustrations, maps, tables, notes, bibliography, index. US $34.95, cloth; ISBN 0-87249-875-1.

This is the first comprehensive survey in English of the Dutch navy during the Golden Age of the Netherlands. Those of us who were already familiar with Jaap Bruijn's articles on the Dutch navy of the seventeenth and eighteenth centuries in *Acta Historiae Neerlandicae,* the *Notes and Records of the Royal Society of London,* and elsewhere, and who have long awaited his producing a book-length treatment of this often-overlooked aspect of early modern history, will find their expectations more than fulfilled by this monograph. Yet the book can also be read with both pleasure and profit by nautical researchers whose interests lie elsewhere.

The book covers the two centuries between the 1590s, when the young Dutch Republic became a European power of some importance, and 1795, when the armies of Revolutionary France conquered the Netherlands and overthrew the Republic. Reflecting the "new naval history," the book addresses both the operational and non-operational aspects of the subject. This makes possible a balanced view of the Dutch navy. The Introduction presents background on naval developments during the seventy-five or so years before 1590 and on the "logic and illogic" of the federal structure of the Republic and its decentralized system of naval administration — the latter the result of rivalries between the various provinces and between the cities of the province of Holland. Bruijn regards 1652, the year in which the First Anglo-Dutch War began, and 1713, the year in which the Treaty of Utrecht put an end to the War of the Spanish Succession, as watershed years. These divide the book into three main parts. Each part is then further divided into four sections: the first deals with key naval and maritime developments during the period discussed, the second with the system of naval administration, the third with the officer corps, and the final one with the men who made up the crews. The second part has two additional sections, one on major changes that took place in the areas of shipbuilding and discipline around 1650, the other on the central role of Grand Pensionary John de Witt.

The history of the Dutch Republic and its navy is an astonishing one. A small country squeezed between the North Sea and the two great territorial powers of France and the Holy Roman Empire, and with a population of fewer than two million people, it nonetheless played the role of a major political and military power during the seventeenth century. The navy was particularly impressive, a force respected by its contemporaries and by present-day historians as well. The rise of the Republic as a naval power at the end of the sixteenth century had been rapid, and through the first half of the seventeenth century, naval operations supported the Republic's struggle for its freedom and Dutch maritime expansion into European waters and beyond. The navy's functions changed, however, during the second half of that century. The navy was then primarily a tool in the hands of John de Witt and of the Stadholder-King William III for maintaining or restoring peace in Europe. This foreign policy forced the Republic to live well above its means, with predictable results. The navy, like the Republic, found itself with financial problems that were largely insoluble.

During the eighteenth century, the operations of the Dutch navy were more closely in accord with the resources of the country. The Republic soon revealed itself to be only a minor European power, and the navy was left with no tasks other than protecting the mer-

cantile marine on a restricted number of routes and keeping the Barbary corsairs under some kind of control. At times, it was barely equal even to these limited duties. True, Dutch merchants and skippers were only slightly hampered by British seizures of their ships during the Seven Years' War. However, their enterprises suffered greatly during the Fourth Anglo-Dutch War of 1780-1784 - a war whose roots lay in the American Revolution but which was waged as part of a global conflict. Before, during, and after that conflict, a naval armaments race was run in Europe. The Dutch Republic, unwilling to remain a bystander, developed an impressive naval shipbuilding programme — one that seemed likely to restore the Dutch navy once again as a significant factor in the balance of naval power between Britain on the one side and France, together with Spain, on the other. Yet the building programme had little enduring effect because, in 1795, Revolutionary France succeeded in taking over the Dutch navy. Never again would the Netherlands play a significant role in European naval politics.

The history of the Dutch navy during the seventeenth and eighteenth centuries is full of logic and illogic, success and defeat, innovation and stagnation. As such, it is a fascinating and surprising story — a story the author relates in a vivid and compelling manner. His achievement is all the more noteworthy in view of a major obstacle that he faced — a disastrous fire in the Department of the Navy during 1844 which destroyed the archives of the former admiralties of the Republic.

In short, this book covers a subject about which little is known to nautical researchers, particularly those who have no Dutch; for this reason alone, it would be welcome. The book, however, stands solidly on its scholarly merits, presenting within its pages an analysis and a treasure trove of information that greatly enhance our understanding of European naval history during this period.

G. Edward Reed
Ottawa, Ontario

Robert Gardiner. *The First Frigates: Nine-Pounder and Twelve-Pounder Frigates, 1748-1815*. London: Conway Maritime Press, 1992. 127 pp., photographs, figures, tables, notes, sources, index. £25, cloth; ISBN 0-85177-601-9.

Robert Gardiner is well known as a naval historian and researcher, and perhaps even better known as editor (until recently) of the Conway Maritime Press *Warship* annual. This book seems the fruition of a study he began some years ago and which resulted in the publication of three articles in *Warship* before it became an annual and two articles in *The Mariner's Mirror*.

The book examines the origins of a particular type of warship over a period of sixty-seven years. It is divided into two parts, the first being a design history that progressively covers various gun-rated and ship-rated types. Many examples are presented, illustrated largely from the plans collection of the National Maritime Museum, supplemented by any photos of hull models that add a great amount of detail not found in the draughts. There are also extensive tables of particulars. For me, the most interesting part of this section was the description and discussion of many examples of French, Dutch, Spanish and American frigates that became Royal Navy prizes. They are examined statistically and their internal arrangements fully described. The influence of foreign frigates on British designers, long a bone of contention, is discussed in depth by the author.

The second section deals with the general aspects of masting and rigging, armament and other features including performance under sail and liveability. Some of these particulars may seem superfluous, but as Gardiner points out, they show that the requirements of the Admiralty did not necessarily coincide with foreign usage or the purpose for which foreign ships were designed.

Those conversant with naval history of this period know that on many occasions the lack, or perhaps absence, of frigates created

problems that proved very detrimental to the outcome of certain naval operations. Therefore in this respect, this part of the survey does much to convey to the reader an active interest in weighing the alternatives of what the British designer thought was important.

This is an authoritative and comprehensive study of the frigate's evolution during a period in which there were many changes, both technical and cultural. It will be an invaluable source for naval historians, as will subsequent volumes in this series.

William P. Avery
Bethel Island, California

Barry M. Gough. *British Mercantile Interests in the Making of the Peace of Paris, 1763: Trade, War, and Empire.* Lewiston, NY & Queenston, Ont.: Edwin Mellen Press, 1992. ix + 156 pp., maps, appendices, bibliography, index. US $49.95, cloth; ISBN 0-7734-9548-7.

Aside from a new title and various stylistic changes, this is the publication of a thesis completed in 1966. Professor Gough defends his decision not to make changes by stating that his study rests on a corpus of primary materials that has not changed, and that he is not aware of any more recent contribution to the literature that would modify the main argument of his work. Gough thus fails to take on board a number of recent studies that would be of value. He repeats the conventional strictures against Bute without noting that Karl Schweizer, formerly of Bishop's University, has edited *Lord Bute. Essays in Re-interpretation* (Leicester, 1988), a collection that substantially reinterprets the minister. This positive re-evaluation has been taken further both by Schweizer in *Frederick the Great, William Pitt, and Lord Bute* (London, 1991) and in a 1988 University of Wales doctoral dissertation by J.D. Nicholas, "The Ministry of Lord Bute, 1762-3." The work of another Canadian scholar, Nicholas Rogers, *Whigs and Cities. Politics in the Age of Walpole and Pitt* (Oxford, 1989), throws considerable light on the mercantile lobbying and popular politics that Gough discusses. Rogers' monograph is a major study and, in addition, there is an important thesis by Kathleen Wilson on the same subject.

Poor proofreading is a major problem with Gough's book. The index correctly identifies as Plassey what appears on page 35 as the "Battle of Blissey." In general, the typographical errors are a minor irritant, but at times it is unclear what Gough is actually saying. The pages are also small and generously printed, the text concludes on page 122 and it cannot be said that Gough has discussed the subject at length.

His general conclusion is sound, if unoriginal. Mercantile interests influenced the Peace of Paris. In part the terms appeared disappointing because success in the war had led to greater expectations of gains. Pitt's fall in 1761 weakened governmental links with expansionist mercantile interests. Rather than endorsing the views of the latter, Bedford and Bute sought a quick peace that included such compromises as the continued recognition of French fishing rights off Newfoundland.

Gough also points out, correctly, that the peace was in general beneficial to mercantile interests, although, of course, postwar demobilisation and depression created major problems. The British state and its ancillary East India and Hudson's Bay companies gained massive amounts of territory. During the war, Britain had demonstrated unprecedented "global reach capability," to use a term taken from the social sciences. In 1762 her forces had taken Manila and Havana, as well as checking the Bourbons in Germany and Portugal. If the peace terms did not correspond — both Havana and Manila for example were returned to Spain - all major wars in that period ended with compromise terms. The larger British empire provided a greater field for commercial opportunities.

Gough's brief discussion of the Newfoundland fisheries will be of greatest interest to readers of this journal, but he has little new

to say. There is no real analysis of the fishing industry and its capacity for lobbying, and the discussion of postwar diplomatic controversy over the issue is inadequate. It is also necessary to integrate France's riposte in Newfoundland in 1762. Gough has written much of value, but this is a disappointing book.

Jeremy Black
Durham, England

N.A.M. Rodger. *The Insatiable Earl: A Life of John Montagu, 4th Earl of Sandwich.* London: HarperCollins, 1993. xviii + 425 pp., illustrations, notes, sources, bibliography, index. £20, cloth; ISBN 0-00-215784-5.

Readers of this journal may recall the great critical acclaim accorded Rodger's *The Wooden World* in 1986. That book, essential reading on the eighteenth-century navy, overturned many hoary myths about "rum, sodomy, and the lash." This biography of Sandwich has similar characteristics, and will certainly be the standard source on its subject.

Sandwich is best known as the First Lord of the Admiralty during the War of American Independence. Together with Lord North and Lord George Germain, Sandwich is supposed to have formed one of the troika who lost the war through a combination of incompetence, lethargy, and corruption. This view, formed by moralising Victorians, has enjoyed a long shelf life. Rodger successfully challenges this interpretation by examining the Earl's extensive career in the context of his times, based on very thorough investigations of the primary and secondary literature, to arrive at a series of refreshing conclusions. It seems the Earl is owed a large apology.

Those interested primarily in the naval years will not be disappointed. There are no stirring renditions of battles or tactics, but Rodger describes, clearly and concisely, how the navy actually worked: explanations of how the Navy Board (which built the ships, managed the dockyards, and contracted with suppliers) related to the Admiralty (which handled manpower, and often had a hand in strategy) are succinct and illuminating. Rodger provides a plain explanation of how patronage operated and how it could affect naval operations, how the evaluation of one's political "interest" (or influence) regulated everything from what offices one could expect, to how much clout one had in cabinet, how "factions" rose and fell, and how naval officers frequently wore second hats as politicians, which could lead to conflicts of interest and squabbling with brother officers of differing affiliations.

Sandwich is portrayed throughout as an individual of superior abilities but, thanks to dotty or self-centred forebears, one who faced a constant problem of lack of money. He had enough to live quietly as a country gentleman, but nowhere near enough to vie for real political influence. Political success cost enormous sums that only the filthy rich could afford, and even they frequently ran up huge debts. Bright but relatively poor players, such as Pitt and Fox, had to find rich but dim patrons to bankroll a career. Wealth was translated into control of Commons seats, and poor Sandwich was hard pressed to control three or four Huntingdonshire seats, largely through astute and tireless "constituency work." The fact that he managed this through charm and personality (since he usually had no significant patronage to dispense) made him an almost unique politician. Still, his few seats were not enough to make him a major player. Several times he was passed over for office for lesser, but more influential, claimants. Even at that level he had to assume ever greater debts. It comes as a shock to learn that after funeral expenses his entire personal estate was £624.

Sandwich's contributions to the navy were many, though often forgotten or ascribed to others. He attempted to reform the tradition-bound administration of the dockyards, where inefficiency and conservatism were greater problems than corruption. Here the permanent Navy Board and Yard Officers could stonewall the plans of transient First

Lords until the latter left office or were distracted by war. Sandwich did make one outstanding move, however, by appointing Sir Charles Middleton (later Lord Barham, the First Lord during the Trafalgar campaign) as Comptroller, the head of the Navy Board. Rodger endorses Middleton's high reputation as a naval administrator but also draws attention to his tendency to suffocating control, his intellectual arrogance, and his not-infrequent two-faced political dealings with superiors, Sandwich included. The vaunted innovation of coppering ships, usually ascribed solely to Middleton, contained a major blunder (his refusal to use copper fastenings), and is a typical case where Middleton escapes blame for an error, and Sandwich is denied credit for an improvement. The often unsung work of Sandwich includes his long-term plan for dockyard expansion, since the fleet had outgrown its bases. Without this expansion the navy's performance in the 1793-1815 wars might have suffered considerably.

The performance of the Navy in the American War is now considered laudable. By 1782 the French were swept from the seas and the Empire aside from the Thirteen Colonies was secure. The major problem had been the slow start. Here, Sandwich constantly urged early mobilization to meet the threat of French intervention. Lord North, the first minister, declined on political and financial grounds, and the frustrated Sandwich did not have enough clout (read: control of Commons seats) to sway the Cabinet. His repeated memoranda on the issue made no impression, and when France did enter the war, followed eventually by Spain, the Navy had to scramble for several years to make up lost time. The French agreed to peace not because they felt they had won, but because they feared they were about to lose.

Sandwich the private man is harder to pin down. A promising marriage (from the point of view of love, not finances) soured because of his wife's mental illness. A long-term relationship with an actress brought some happiness, but tragedy struck when she was murdered by a rejected suitor. We are left feeling that Sandwich was a lonely man who buried himself in his work. A very passionate interest of his has repercussions to our own day, however. His abiding interest in music led to a revival of Handel who seems to have been little performed in the 1770s. Sandwich's involvement as an amateur musician and organizer of professional events revived Handel performances, even to the level of trendy extravaganzas in Westminster Abbey. Without the Earl's interest, Handel could very well be little more than a musical curiosity today.

This is a masterful book by an accomplished historian. It demonstrates exhaustive knowledge of documents and secondary literature, and it is written with exceptional clarity. What it tells us of the higher realms of eighteenth-century naval administration is most illuminating, and what it tells us of numerous other aspects of life, politics, patronage, strategy decisions in the American war, and much else besides, makes it very much more than just a biography in the usual sense. By placing naval issues and individuals solidly within the context of the times Rodger forcibly reminds us that most naval events often were pre-determined on shore long before the ships set sail. Very highly recommended.

Paul Webb
London, Ontario

Allan Everett Marble. *Surgeons, Smallpox and the Poor: A History of Medicine and Social Conditions in Nova Scotia, 1749-1799*. Montreal & Kingston: McGill-Queen's University Press, 1993. xvi + 354 pp., illustrations, maps, figures, tables, appendices, notes, bibliography, index. $39.95, cloth; ISBN 0-7735-0988-7.

This extensively researched and pioneering study by a surgeon who has been drawn to the history of medicine illuminates the social and medical world of the eighteenth century port and naval fortress of Halifax. Of interest to

maritime historians, this study chronicles the lives and practices of naval surgeons aboard military vessels and emigrant ships. We learn personal information, such as names, birthplace and birth date, training, religion, about individual surgeons from the many primary sources Marble has gleaned. Readers are also told of ship names, social conditions on board, early quarantine regulations, and devastating epidemics, such as smallpox. Marble explores the opening of the Hospital for Sick and Hurt Seamen, constructed in 1750 and supported by the Lords of the Admiralty, which was soon filled to overflowing. During the height of the Seven Years' War, when Halifax was a beehive of activity, this naval hospital housed over 1,200 patients at some times. The author also mentions the British armada of 1758 which sailed to lay seige to Louisbourg, with its force of 13,463 personnel and 157 ships. In the days of the American Revolution, Halifax again served as a vital port, with a similarly high level of activity. Such chronicling and quantitative information, though not always systematically arranged, provides much of the book's interest.

While, unfortunately, the author offers little information on ship conditions while at sea, he does describe the state of ships' passengers upon their arrival in Halifax, especially the nature of their contagious diseases, the efforts made to deal with the sick, and the substantial impact that sickness and disease of sailors, soldiers and immigrants had on local poor relief practices and government spending. For those wanting to know about naval surgeons, there is a glossary of medical treatments, as well as graphs and tables on contemporary medical treatment and the leading causes of death. While this material will offer a fine, additional resource for maritime historians, I suspect this book will be, on the whole, of greatest value to those interested more in Canadian military, social and medical history.

Rainer Baehre
Corner Brook, Newfoundland

Alan Schom. *Trafalgar: Countdown to Battle, 1803-1805.* London: Michael Joseph; New York: Atheneum; Toronto: Maxwell Macmillan, 1990. Paperback edition, London: Penguin, 1992 and New York: Oxford University Press, 1992. ix + 421 pp., maps, illustrations, plates, bibliographical references, index. $35, cloth; ISBN 0-71813-199-1; £8.99, US $13.95, paper; ISBN 0-14-011164-6 (Penguin) or 0-19-507518-8 (OUP).

It has been more than a century since Mahan wrote *The Influence of Sea Power on the French Revolution and Empire,* and nearly a century since he wrote his *Life of Nelson;* it is more than eighty years since Sir Julian Corbett wrote *The Campaign of Trafalgar.* In approaching the subject, Alan Schom uses these great works to advantage and, to a large extent, relies on the same bodies of evidence. He takes issue with Corbett for the "extraordinary claim" that the Trafalgar campaign only began in January 1805, but that in my view is to misunderstand Corbett's central argument.

It is remarkable how little has been written about Trafalgar that really challenges the judgement of the nineteenth-century historians. Schom feels that Admiral Sir William Cornwallis was never given his due for his part in Nelson's victory and he pays more attention, perhaps, to the personalities of the sailors and politicians — especially the latter — but he tells us little that we had not already heard from Mahan and Corbett. Indeed, he sometimes fails to tell us about some of their arguments and what lay behind them. For that, we must still turn to Robert Seager's biography *Alfred Thayer Mahan* (Naval Institute Press, 1977), Donald Schurman's *The Education of a Navy* (Cassell, 1966) and his study *of Julian S. Corbett 1854-1922* (Royal Historical Society, 1981).

Mahan argued that Napoleon was defeated at Trafalgar, not Waterloo, and that Nelson was the "embodiment of seapower." Corbett's particular interest was in the tactics of Trafalgar, and he owed much to the great French historian Edouard Desbriere, who also

considered the campaign to have begun in 1805. Corbett and Desbriere, Schurman tells us, enlightened each other. What Corbett perceived was that Trafalgar was more important to the security of British convoys bound for the Mediterranean than to the prevention of a cross-Channel invasion which Napoleon had already given up. Schom does not disagree, but he does not acknowledge that particular insight by Corbett.

That being said, Schom has written a lively and original new history of the Trafalgar campaign, based on a wide selection of primary as well as secondary sources. He takes the reader into both camps by turn, rather in the manner of a novelist, and although in the process he tends to demonise Bonaparte, he brings the actors to life with an interesting narrative style. By taking the origins of the campaign back to the renewal of the Napoleonic Wars in 1803, he places the campaign on a very large canvas, resulting perhaps in a combination of what is best in each of the Mahan and Corbett interpretations. He has used the sources well, and it is interesting to note that among the few recent secondary works referred to is John Harbron's *Trafalgar and the Spanish Navy*.

Schom has since written a study of this nature on Waterloo, entitled *One Hundred Days: Napoleon's Road to Waterloo* (Atheneum and Maxwell Macmillan, 1992). It is a useful approach to the topic, and I recommend it to anyone interested in the period.

W.A.B. Douglas
Ottawa, Ontario

Basil Lubbock. *Cruisers, Corsairs and Slavers: An Account of the Suppression of the Picaroon, Pirate and Slaver by the Royal Navy during the 19th Century*. Glasgow: Brown, Son and Ferguson, 1993. viii + 479 pp., illustrations, appendices, bibliography. £35, laminated boards; ISBN 0-85174-593-8.

To have written twelve books that were published originally some sixty or more years ago and for those same volumes to have been in print continuously up to the present day must constitute something of a record. Such is the renown of Basil Lubbock, who compiled a series of accounts of the olden years of the clipper ships, each volume notable for its detail and accuracy. It came as a surprise recently to learn, forty-nine years after his death, that a new Lubbock had been issued. *Cruisers, Corsairs and Slavers* has been prepared for publication from a manuscript found amongst his papers.

Drawing on sources in the Admiralty and at the Public Record Office, the narrative opens in the early 1800s with accounts of engagements between the Navy and West Indian privateersmen or picaroons who preyed on rich merchantmen. It continues with details of encounters with Caribbean and Cuban pirates before finally concentrating on the efforts to put an end to the West African slave trade. The book concludes with the hunting of Arab slave dhows along the east coast of Africa as late as 1888.

In addition to contemporary accounts of numerous engagements Lubbock discusses the development of fast sailing craft designed specifically to overhaul nimble slaving vessels which had previously so often out-sailed conventional ships of war. The text is supported by a selection of fine black-and-white illustrations featuring leading personalities as well as reproducing paintings of vessels in action, several of which are the work of W.J. Huggins, official marine artist to William IV.

The laminated pictorial board binding does away with the need for a dust jacket; consequently the customary background information about the book is not provided and the publisher has missed the opportunity to include a tribute to Lubbock or to explain the background to this work. Comments by the author in his Preface suggest that it was compiled in the late 1920s or early '30s. Born in 1876 and having twice served in the Royal Navy, his commentaries reflect Victorian pride in the service. Although the jingoistic asides may be at odds with today's attitudes

there can be no doubting the author's enthusiasm for the subject and the wealth of information he has amassed. Readers in search of a spirited account of the Royal Navy in its heyday will be delighted with it. Nautical researchers however will no doubt feel aggrieved that having purchased an expensive book — albeit it is value for money — they find the publishers have failed to provide an index, even a simple one covering officers and ships. It is a deficiency that must be remedied in a future edition.

Cruisers, Corsairs and Slavers complements works by Lloyd, Ward, Pope-Hennessy and others because it goes into the sort of detail that is out of place in more general studies. So far as your reviewer is aware there is no similar compilation dealing in such a comprehensive manner with this period when the Royal Navy acted as a policeman to the world's oceans, in the course of which it became involved in numerous vicious and bloody single-ship duels.

Norman Hurst
Coulsdon, Surrey

Robert M. Browning, Jr. *From Cape Charles to Cape Fear: The North Atlantic Blockading Squadron during the Civil War.* Tuscaloosa: University of Alabama Press, 1993. xiii + 453 pp., maps, tables, figures, photographs, illustrations, notes, bibliography, index. US $44.95, cloth; ISBN 0-8173-0679-X.

Convinced that too little attention has been paid to one critical aspect of the American Civil War at sea, Robert Browning, chief historian of the US Coast Guard, has produced a first-rate study of the naval conflicts that took place on the Virginia and North Carolina coasts and on the sands and inland waters of the Tarheel State.

Browning's theses are two. First, that the Union navy in general and the North Atlantic Blockading Squadron in particular played an important role in the eventual Union victory over the Confederates by securing control of the Confederacy's ocean and interior waters. Second, that Union victory could have been achieved with greater dispatch and less loss of life had it not been for the unwillingness of the Army commanders in the eastern theatre to make better use of the naval forces on hand. This is especially true, he argues and illustrates, in the case of George McClellan during the Peninsula campaign in 1861.

Browning begins his book with a description of the condition of the Union navy at the beginning of the war and then proceeds chronologically to document the campaigns and skirmishes of the blockading squadron during the course of the war from the capture of the Hatteras forts in 1861 through the subsequent sporadic fighting on the inland waters of Virginia and North Carolina. He then devotes five chapters to the problems (chiefly logistical) of maintaining the blockading squadron and another on the fall of Wilmington, the last remaining Southern port, in February 1865 before concluding his story.

Browning's thesis of faulty command decision making by Army and Navy commanders on both sides is strengthened by his fact-laden descriptions and by his substantiating his judgments with careful analysis as to why some of their decisions were flawed. He contends that the Navy could clearly have made a greater contribution to Union victory, but for the limited mind set of the land commanders with whom Louis Goldsborough, Samuel Phillips Lee and David Porter, the blockade commanders, had to work.

Throughout, the book (a re-write of Browning's 1988 doctoral dissertation) is a model of diligent research presented in clear if not always sparkling prose. Browning has outlined each significant engagement over a four-year period on the mid-Atlantic coast while going beyond this limited area of the war to place it in the overall context of the larger conflict. This is especially true as he chronicles how the North Carolina war on the waters was often relegated to secondary status because of political decisions occasioned by the need for men and supplies elsewhere. The

main events of the western and eastern theatres dictated how much attention was given to the Naval war off the Atlantic coast.

This is naval history well researched (with ninety-five pages of endnotes and twenty-five pages of bibliography) and well told. Browning argues that similar studies of other regional subsets of the naval war should be subjected to similar detailed historical inquiry. Few would disagree with him on the basis of the findings he has produced in this well executed study, although his claim that had the Confederates developed a successful naval building program, the war may have ended in a stalemate, is open to serious question. This speculation beyond available proof notwithstanding, Browning's monograph belongs in every collegiate library and in every naval or military collection.

James M. Morris
Newport News, Virginia

Hervé Coutau-Bégarie (ed.). *Marins et Oceans III.* Etudes d'histoire maritime 12; Paris: Commission française d'histoire maritime, 1992. vi + 224 pp., illustrations, maps, tables. 150 FF, paper; ISBN 2-7178-2391-3.

Unfortunately, this third issue marked the end of publication — at least for now — of this journal of maritime history. In his foreword the editor announced that, much to his regret, the "Conseil d'administration" of the French society equivalent to the CNRS which took office in December 1991 had decided to focus on other projects. In its eighteen-month life the journal produced three volumes with a total of seven hundred pages of articles.

Volume III contains eleven academic articles. The authors and topics are eclectic, and include a Vietnamese author writing about the navy of Vietnam before the French colonial era. This article is a reminder of how far back historical traditions and folk memories extend in Asia — the reader is told about a 1200-year struggle by the Vietnamese to assert their independence from both their Chinese and Siamese neighbours.

The two articles most relevant to Canada and recent history concern California over an eighty-year-period starting in 1769, and the still-born project to build an aircraft carrier in France in the years immediately after World War II. The article on California examines great power rivalry in the North Pacific and analyses why it was a new nation, the United States, which eventually gained control. It marshals the various strands of the story — commercial motives, an increasing focus on the Indian Ocean by Britain and on Central Asia by Russia, the weakening reach of Spain, and France's preoccupation with other interests — with great clarity. The reader is reminded that French Canadian guides and hunters played a key role in the success of the famous Lewis and Clark expedition which crossed the continent and reached the Pacific in 1805, thirteen years after Alexander Mackenzie's feat further north.

The story of France's postwar carrier project coincides with the period when the Royal Canadian Navy was creating and consolidating its own naval air branch. During the war French naval staff decided that acquisition of capable aircraft carriers was to be given the highest priority. France's pre-war carrier was too slow for fleet operations and one of the earliest schemes involved trying to get the United States to complete the unfinished battleship *Jean-Bart* as an aircraft carrier in 1943. The French naval technical staff then grappled with various proposals. Completing the battleship as a carrier in France after the war was eventually rejected as not cost-effective. A sister ship of *Warrior* and *Magnificant,* the 24 knot *L 'Arromanches (ex-HMS Colossus),* was obtained on loan in 1946 and it was decided to build faster carriers in France. The first, to be named *Clemenceau,* was to be a 20,000 ton ship without an armoured flight deck but with two lifts and two catapults. She was to be capable of 32 knots and of carrying forty-four to forty-nine aircraft (some were to be slung under the hangar's deckhead).

The project was started and long-lead items were purchased. However, the parliamentary committee on finances failed to reach a clear consensus and the government began backtracking. The story has familiar overtones — the government justified its change of mind by using an old favourite: a strong currency is a prerequisite for strong defence. There was an unlikely coalition of right-wing advocates of land-based air power above all else and left-wing parliamentarians who favoured a large conscript army.

Meanwhile, the negotiations which resulted in NATO were well underway and it became obvious that France would be able to receive two 32 knot carriers from the United States. The French government shifted its naval building priority to anti-submarine destroyers and escorts. The project to build modern carriers was cancelled and then revived in the fifties. This, then, is a story of how a pragmatic approach enabled France to create a modern carrier force even though the plans to build a new ship had to be abandoned for several years.

Like its predecessors, this volume of *Marins et Oceans* contains rewarding articles on a variety of naval historical topics. One of the contributors expresses the hope that this journal is only in temporary abeyance and one can only echo the thought.

Jan Drent
Victoria, British Columbia

Roger A. Beaumont. *Joint Military Operations: A Short History*. Contributions in Military Studies, No. 139; Westport, CT: Greenwood Press, 1993. xvii + 245 pp., maps, appendices, bibliography, index. US $55, cloth; ISBN 0-313-26744-8.

This is a short book on a very complex topic. As discussed in the introduction, there is no single satisfactory definition of what "joint" is, let alone agreement on how to achieve it. Generally, "joint" refers to common military operations carried out by at least two different services, and may further involve services from at least two different countries. Beaumont provides a number of definitions, pointing out as well some of the differences in the evolution of the term in different countries. He also supplies the official United States Department of Defense definition in an appendix. As the text makes clear, these definitions are good starting points, but little more.

The book calls itself a short history, and the emphasis on short is appropriate. Beaumont begins with prebiblical amphibious operations but loses little time discussing the period before 1860, reaching the US Civil War by page twenty. The pace of the book usually slows as Beaumont discusses American events; his focus is primarily, but not exclusively, the US perspective. Beaumont makes a reasonable effort to discuss the British experience, although he is more at home and more expert in American history.

The bulk of the book is devoted to the twentieth century, where warfare has become more complex and, in terms of jointness, more diverse. Beaumont skilfully uses examples from the first short section of the book to demonstrate that problems experienced in this century reflect considerable continuity with earlier efforts in joint operations. He draws a clear line from Rochefort to Vietnam, noting that service commanders often become more obsessed with issues of precedence and authority than what might seem to be the more important matter of improving the overall effectiveness of actual operations. This tendency is most pronounced in periods of scarce resources (peacetime) and is often only overcome in wartime after serious disasters have exposed problems which in hindsight often seem remarkably obvious. Gallipoli and, of course, Dieppe are offered as examples.

Beaumont examines a wide variety of incidents where joint operations have occurred, seeking common threads which lead to success or contribute to failure. This is a complex task, and the author ultimately concludes that "since much is left to chance, to

tradition, and to inertia, attainment of functional jointness is likely to remain elusive and situational." (p 194) In short, there is no holy grail, and personalities have as often proved the key as proper organization. Whether this will continue to hold true for the future is unclear, but history certainly justifies Beaumont's caution.

The book is well documented, providing a good to excellent source of references for those interested in pursuing further research in various areas of joint warfare. Beaumont devotes an appropriate amount of his effort to amphibious warfare, the earliest form of joint operations. In his research of this type of operations he has done a credible job of locating most of the important references and collating them in a convenient and accessible way. For those interested in this aspect of warfare the book would probably prove worthwhile. The footnotes and bibliography also provide good references to tactical aviation, naval gunfire support, numerous specific incidents (virtually all major western joint operations in the modern period are at least mentioned) as well as sources dealing with military and organizational theory.

The eleven maps included are clearly drawn and contribute to a clear understanding of the events related in the book. The book is both professionally written and edited, with careful attention paid to production values. Therefore while expensive, it is good quality.

The book may prove most interesting to those with a current interest in military affairs, specifically in determining ways of enhancing the overall effectiveness of force. The book certainly does not provide a recipe for success, but it provides a good framework for analysis of the problems involved in joint warfare, and a good source of examples for those in search of analogies to improve their understanding. Overall this is a useful volume that examines an area of warfare that is more often discussed than understood.

D.M. McLean
Victoria, British Columbia

Barry Hunt and Ronald Haycock (eds.). *Canada's Defence: Perspectives on Policy in the Twentieth Century*. Toronto: Copp Clark Pitman, 1993. ix + 274 pp., further readings. $19.95, paper; ISBN 0-7730-5258-5.

Canada's Defence is a collection of original and previously published articles intended to introduce readers to the main features of Canada's defence stances and to some explanations of their evolution. The articles offer a broad overview of developments mostly since 1904 - from the Laurier government's initiatives, by which the militia effectively came of age and Canada assumed responsibility from Britain for its own security, through the World and Cold Wars to the present.

Carman Miller explains how defence minister Sir Frederick Borden initiated defence reforms through the vehicle of the 1904 Militia Act. During his fifteen-year administration Borden implemented a three point programme: to create a self-contained citizen army, to win a greater degree of Canadian military autonomy, and to establish a co-operative (rather than an integrated) policy of imperial defence. Barry Gough outlines another facet of this cooperative policy, the controversial decision to create a Canadian Navy. He describes the strategic quandary Britain faced in meeting Germany's naval challenge, and its decision to withdraw the Royal Navy from North American waters. By 1909 Canada, left without a standing naval presence, had to cope with demands for contributions to offset Germany's naval construction programme. Prime Minister Laurier's decision in 1910 to establish a separate Canadian Naval Service satisfied neither strategic nor political needs and led to his government's defeat the following year.

In "Junior but Sovereign Allies," Desmond Morton traces the Canadian Expeditionary Force's transformation in 1914-18 from a hastily improvised contingent, reliant upon British equipment, training and leadership, into a fighting force whose distinguished combat record bolstered Canada's status as an

independent nation. No longer could one dub Canadians as colonials or "Imperials"; they were allies. Unfortunately, wartime growth in industrial and administrative efficiency faltered when developing supply sources, especially for rifles and munitions. Ronald Haycock explains how a "munitions dilemma" that had plagued Canada since Confederation persisted throughout the war and postwar years.

Stephen Harris describes the mutual distrust and fundamental disagreement over military preparedness between the general staff and the Department of External Affairs following World War I. He notes that genuine close cooperation between them only commenced with post-hostilities planning in 1943-1944, and reached its apex in the 1950s, when they agreed that Canada's NATO and North American air defence commitments required record-sized peacetime forces. Norman Hillmer explains the nature of the Anglo-Canadian military "alliance" in the 1930s and observes that Canada's reluctance to contribute to empire defence likely added to London's tendency to remain aloof from continental commitments and appease aggressors. Yet, when war broke out, King "piloted" Canada to Britain's side, "as he had always known (but seldom said) he would."

Still, as Adrian Preston remarks, Mackenzie King never really expected to carry much weight with Britain or the United States in strategy making. What displeased King most, and rightly so, was British and American failure to consult, however superficially, especially on matters of Canadian interest. Despite these slights, Robert Bothwell emphasizes that Canada's Munitions and Supply accomplishments under C D. Howe during World War II rated high whether in primary production or secondary industry. Canada ranked fourth in importance as a supplier among allied countries.

In tracing American influence on the Canadian military from 1939 to 1963, J.L. Granatstein comments that no small power "living cheek by jowl with a superpower" could expect to retain full military independence, particularly when they allied defensively, economically and politically as Canada and the US did following World War II. Similarly Harriet Critchley points out that most factors responsible for the increasing strategic significance of Canada's Arctic region lay beyond Canada's control. She suggests that Canada's response to Arctic sovereignty-security questions should be fashioned in consultation or concert with Canada's continental and European allies. One might add that a circumpolar approach to such consultation might serve Canada's interests best.

Other contributors to this volume include Joel Sokolsky, Joseph Jockel, Rod Byers, Douglas Bland, and Dan Middlemiss. Granatstein emphasizes that defence has always been the Cinderella of Canadian government policy except in wartime when Ottawa hurriedly converted all the pumpkins into golden carriages (or tanks). Underfunded, and ordinarily the target of budget-cutting finance ministers, defence has largely been neglected by government. Canadian history seems about to repeat itself with the cancellation of the $4.8 billion EH-101 helicopter scheme and the likelihood that the new Liberal government will sink the $4-billion submarine project when its defence review is complete in 1994. Our study of the past should help us better to understand the present. *Canada's Defence: Perspectives on Policy in the Twentieth Century* provides some insights for the post-Cold War debate on defence policy.

David P. Beatty
Sackville, New Brunswick

John D. Harbron. *The Longest Battle: The RCN in the Atlantic 1939-1945.* St. Catharines, Ontario: Vanwell Publishing, 1993. ix + 132 pp., photographs, illustrations, figures, maps, select bibliography, index. $29.95, cloth; ISBN 1-55125-002-0.

The author, who spent a lifetime collecting naval memorabilia, both the published sort and that which came occasionally to hand

during his career as a reporter and editor, was reorganizing and cleaning out his den and basement last year. Rather than discard his large accumulation of papers, clippings, personal photos and scrap albums, menus, song sheets and ration cards, all associated with the wartime navy, he compiled this small book. It is a sampling — a more formal scrap book if you will — of material bearing on Canada's wartime navy. It contains more illustration than written text - there are over 130 photos, from official functions to glimpses of an idyllic life before the war to convoys, ships burning at sea, Wrens in Canada and overseas and the traditional frigate in heavy seas. There are reproductions of ration books, German recruiting posters, and such esoterica as a wall map of Norwegian ships at sea on 9 April, 1940. It is just the sort of thing that would appear in a lad's scrap book.

For the wartime naval vet it will be a nostalgic evening, scanning the photos and drawings, most of them unique to this volume, each with an extensive descriptive paragraph rather than just a cut-line. For the young, it will tell in an interesting, informal way why the RCN was there and what it did. In keeping with the well-merited new attention now accorded to the Merchant Navy's role there is a substantial section on wartime shipbuilding and its problems, and on the unheard-of autocratic authority of industrial czar C D. Howe and his influential Department of Munitions and Supply.

Due to Harbron's long-time interest in the *Kriegsmarine,* there are many pictures of the ships, U-boats and leaders of that unfortunate force, as well as an assessment of its wartime operational problems, its decimation by 1945 and its slow resurgence in the 1950s to 1990s. A rather uncommon item is the detailed documentation, both unusual and yet in some ways typical, of the extensive naval family of LCDR Ian Tate and his wife Stella Davidson. Tate was one of the few survivors of HMCS *Valleyfield* sunk in mid-Atlantic by torpedo in May 1944. Between their two families, eleven men and women served in the Canadian and British navies. Others may have done as much, but none did more.

It is a book to be dipped into, to be scanned, to be given to those who either knew the Canadian Navy intimately or to those who know almost nothing of its wartime role but who would wish to. As says Rear Admiral Pat "Budgie" Budge, who rose from boy seaman to that rank, in his foreword, there was a "selflessness and teamwork of men and women...fifty years ago...[which can] solve the difficult problems our country faces..." It is hardly a monumental history, yet it is a valuable addition to a maritime bookshelf.

F.M. McKee
Markdale, Ontario

Erich Topp; Eric Rust (trans.). *The Odyssey of a U-boat Commander: Recollections of Erich Topp*. Westport, CT: Praeger, 1992. x + 242 pp., photographs, index. US $49.95, cloth; ISBN 0-275-93898-0.

Erich Topp gained fame as a German U-boat ace in World War II and later attained the rank of Rear Admiral in the *Bundesmarine*. In total, he sank thirty-four Allied ships of 185,430 tons and ranks fourth among U-boat aces. His memoirs have been translated into English by Eric Rust, a noted historian of the *Kriegsmarine,* and constitute an important addition to the growing body of literature on the U-boat service.

Those hoping for a blow-by-blow account of Topp's wartime experiences will be disappointed; only a third of the book covers 1939-1945. Still, the war's shadow looms heavily over the postwar chapters concerning his career as an architect and, subsequently, a senior officer with the *Bundesmarine*. The text is a mixture of diaries and letters, written before, during, and after the war, and interpretation and amplification of those primary sources. This structure provides an authentic glimpse of Topp's experiences and world-view but has the drawback of making the book seem disjointed in places.

Topp does not dwell on his successes, providing only a few descriptions of torpedo-attacks. The sinking of the US destroyer *Reuben James* before the United States had entered the war is discussed in the greatest depth. After learning the identity of his victim, he was well aware of the political and historical implications of his action. Topp had an outstanding style of leadership and once returned to port simply because his chief navigator had forgotten his lucky talisman, determined to ensure a happy crew. He considered two wartime incidents remarkable, a counter-attack by the famous Commander F.J. Walker's *Stork* during the battle for convoy HG-84 from which he sank five merchant ships, and a surprise attack in the fog off Newfoundland by HMCS *Sackville* commanded by Lieutenant Alan Easton (somewhat less famous, though well known to *The Northern Mariner's* readers as the author of *50 North).* In both cases the escort captains claimed to have sunk the U-boat which narrowly escaped thanks to her captain's keen instincts. Unlike better-known aces such as Otto Kretschmer and Günther Prien, Topp's successes came in a later phase of the war and a more thorough discussion of his exploits could have shed light on the submarine war in the period when Allied counter-measures were improving. Nevertheless, colourful U-boat personalities such as Engelbert Endrass, Reinhard Suhren, and Werner Hartenstein come to life in these pages.

The most controversial passages of the book are Topp's heavy criticism of D8nitz's decision to continue the U-boat war in spite of horrendous losses after May 1943. The German admiral justified it on the grounds that it tied down vast numbers of Allied aircraft and escorts which could otherwise be used to bomb German cities or attack coastal shipping. Topp argues that the specialized Allied maritime forces could not have been readily converted to these other missions, and that the continued deployment of obsolete U-boats was a needless sacrifice. His career ended in controversy as well. After a stint as Deputy Inspector of the Navy in the late 1960s he was slated for a senior NATO command in Norway until his nomination ignited a diplomatic crisis because he had sunk several Norwegian ships. Topp stepped aside and was replaced by another former submariner who had the good fortune not to have torpedoed any Norwegian ships!

Robert C. Fisher
Ottawa, Ontario

Barbara Broom (comp.). *Geoffrey Broom's War: Letters and P.O.W. Diaries.* South Church, Durham: Pentland Press, 1993. xi + 238 pp. photographs, appendix. £16.50, cloth; ISBN 1-85821-008-9.

Geoffrey Broom joined the Royal Naval Patrol Service in 1940 at age twenty. He was trained as a signalman in HMS *Ganges,* then joined HM Trawler *Norse* for minesweeping duties in the eastern Mediterranean. After two and a half years in *Norse,* he was attached to the communications section of the special force on Leros. Captured when the island fell in November 1943, he spent the remainder of the war in the naval POW camp at Marlag and Milag Nord. After demobilization, Broom was in the agricultural machinery business until his death in 1978. The jacket notes suggest that this book will be "of value not only to historians but also to readers of autobiographies" and that it makes a "compelling read." Knowing very little about World War II minesweeping, or the German naval POW camp, I was keen to read Broom's story. But while this book has all the right ingredients, the final result is much less than compelling.

Broom managed to capture very little history in his letters and diary entries. Ever conscious of the censor, his letters from HMT *Norse* shed little light on minesweeping operations in the Mediterranean or on the unsuccessful attempt to defend the Dodecanese Islands. He makes much of the boredom and discomfort of life in a small ship, but it is the physical rather than the social or historical

details that fill Broom's letters. His account of life in a POW camp is similarly disappointing. At 24, Broom had neither the percipience nor the objectivity essential to the successful diarist. Again, his entries dwell on mundane details, and he faithfully records the details of almost every meal consumed in captivity. There are some glimpses of the tensions of camp life but these often involve a measure of self-justification. Quite frankly, this book quickly became tiresome reading.

Geoffrey Broom's War does not add much to our knowledge of World War II, and it has little charm as an autobiography. It is unlikely to be of much interest to any but the most thorough of researchers.

Richard Summers
Ottawa, Ontario

Hans Jürgen Witthoft. *Die Oldenburg-Portugiesische Dampfschiffs-Rhederei im Zweiten Weltkrieg: Ein Tagebuch.* Hamburg: Ernst Kabel Verlag for the Deutsches Schiffahrtsmuseum, 1992. 205 pp., illustrations, figures, photographs, notes, appendix. DM 39,80, cloth; ISBN 3-8225-0191-3.

The "war diary" of *Die Oldenburg-Portugiesische Dampfschiffahrts-Rhederei* (OPDR) covers the period August 1939 to late 1944, giving information which varies greatly in density and quality. It was written by an OPDR employee, but the question of whether it was written at official request or of his own accord remains unsolved. One can question whether it made sense to write it in this particular form, devoid of an adequate introduction. Surely one could have sketched out the firm's development and placed the period from 1939 to 1944 (especially that up to the end of 1940) into the context of this shipping company's business history. Alas, this is what Hans Jürgen Witthöft, the editor, leaves undone. Instead, he tries to deliver some additional pieces of information in fifty-three footnotes lest the reader should feel totally left to himself. The list of the OPDR fleet 1938-1945, which includes that of its shipping activities, is of similar restricted value.

Nor does the editor deliver a thorough and circumspect evaluation of the actual text of the diary. This would have required an academic approach. Indeed, the book does not satisfy academic requirements - nor does it make any pretence to do so either. Furthermore, the editor does not offer any comment on why the diary was not written in a strictly chronological manner (pp. 11, 14ff, 91ff and passim). In short, the edition will benefit only those readers who have specialised in the shipping and trade history of World War II and who are consequently able to add up the inexhaustible fountain of individual data to a comprehensive overall picture. This circle of readers — though probably somewhat limited in its numbers — will definitely get their money's worth out of the book. They will receive detailed information, for example about the important question of how trade vessels were equipped in case there was a mobilisation (p. 94) or about that concerning which trade vessels with what equipment were to be handed over to the navy as assistant war ships (p.174f).

The degree of diligence with which the transcription of the diary was performed from the handwriting which "is, however, legible for us today only with considerable difficulty" could be determined solely by checking the occasional examples in the book, where the handwritten original of the diary is provided alongside the transcribed version. Minor mistakes (eg. *Funktelegrafie* instead of *Funkentelegrafie)* admittedly do not weigh very heavily, but they inspire doubt as to the circumspection employed in the transcription.

In conclusion, the book will interest those who wish to learn how a private shipping company gradually had to adjust from peace to wartime economy in the first few years of the war and about what details it had to take into consideration in the process.

Rolf Walter
Jena, Germany

Mark P. Parillo. *The Japanese Merchant Marine in World War II.* Annapolis, MD: Naval Institute Press, 1993. xxi + 308 pp., figures, maps, photographs, tables, appendix, bibliography, index. Cdn $39.95, US $28.95, cloth; ISBN 1-55750-677-9. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

In a terrible war of attrition, the US Navy during World War II increasingly pressed Japan's far-flung oceanic empire back to the home islands. The loss of vital lines of supply as the merchant marine was devastated on the high seas and, later, on the coast of Japan itself, was a crucial factor in the final victory.

Mark Parillo begins his book by recounting the misadventures of a sergeant in the Imperial Japanese Army whose transport vessel is sunk, a not uncommon — indeed, by 1944, an anticipated — experience for Japan's fighting men and their supplies of shipping out or shipping home. Yet in just five pages, the prologue is able to establish what makes this book different in its assessment of the destruction of the Japanese merchant fleet. Parillo is the first scholar to offer the Japanese perspective on this debacle, drawing carefully from a variety of archival and published sources (there are thirty-seven pages of notes) from scholars and participants alike.

Parillo cites Japan's feudal history, the UN's strong adherence to Mahan, and *bushido* as the determining factors in the loss of the merchant fleet. While many have examined America's submarine campaign against Japan "through the periscope" and from the victor's perspective, Parillo offers a thoughtful and painstaking drawn-out series of discussions that stresses Japanese failures, omissions, and as he calls them, "paths not taken."

Each of the book's fifteen chapters examines factors such as the decision of Japan's military government to allocate fuel and steel resources to the navy, to the detriment of the merchant marine, a "debilitating draft" of vessels to military transport, a move that ultimately crippled the economy, the use of easily cracked codes for the merchant marine, the drafting of sailors and skilled dock workers, and their replacement with unskilled soldiers, and the Navy's fatal flaw in strategic planning that not only failed to emphasize, but denigrated convoy protection. Parillo places each of these factors in a cultural and historical context.

It has often been noted how Japan's adherence to Mahan and to the concept of a final, great sea battle between fleets, was a critical error. The decision to remove assets from the merchant marine and to send them to the Navy's combined fleet — a fleet which was ultimately doomed - helped place a noose of starvation, lack of strategic resources, and retreat around Japan's neck. The loss of its merchant marine was Japan's greatest defeat and, as Parillo clearly shows, was another sacrifice made at the alter of Mahan.

Extensively supported by detailed appendices on ship building, imports, oil stockpiles and consumption, tonnage, and losses, *The Japanese Merchant Marine in World War II* is a definitive work that will stand as a reference. It is an essential purchase for the historian of the Pacific War; it should also be required reading for policy analysts and politicians making decisions about the status of Canada's and the United States' own merchant marine, which serve not only as economic necessities but as strategic assets.

James P. Delgado
Vancouver, British Columbia

James T. Murphy, with A.B. Feuer. *Skip Bombing.* Westport, CT: Praeger, 1993. xix + 179 pp., photographs, illustrations, maps, index. US $45, cloth; ISBN 0-275-94540-5.

James Murphy flew fifty-two combat missions as a US Army Air Corps B-17F bomber pilot in the southwest Pacific during World War II. This book is an account of his experiences at that time. Murphy reviews his tour of duty from July 1942 to June 1943 as a member of 63 Squadron, 43 Bomb Group flying recon-

naissance, low altitude bombing and skip bombing missions against Japanese forces. Stationed in northeast Australia and subsequently in Port Moresby, Murphy claims that "five pilots, including myself,...were crucial to the success of low altitude and skip bombing, which resulted in an early turnaround of the Japanese advance in the Southwest Pacific." (p.xv) Much of the book is devoted to supporting this claim — though it is hard to demonstrate conclusively that Japanese defeats in and around New Guinea can be so neatly explained. The highly-decorated Murphy was credited with destroying nine enemy ships.

The tactical evolution of skip bombing forms but a brief, though interesting, portion of the book. Because high-altitude bombing of shipping was wildly inaccurate, skip bombing was developed as an effective alternative. It involved attacking a vessel at the extremely low level of two hundred feet and releasing time delay-fused bombs sixty to a hundred feet before the target, causing the bombs to "skip" along the water's surface before detonating near a ship's hull. At first adopted by medium bombers (such as the B-25), the tactic was later used with much success by B-17s which, because of their range, could be used for strikes against Rabaul and other distant targets. But, as the B-17 was itself a large target lacking forward gun mounts, it was essential that they benefit from the element of surprise provided by the cloak of night or early dawn. Daring daylight raids also were conducted from the low altitude of 2000 feet.

Most missions described by the author were against Japanese shipping (especially troopships and supply vessels) in and around Rabaul and New Guinea or in support of operations at Guadalcanal. Still, Murphy's boast that 72 per cent of "skipped" bombs struck their targets is open to question, since the claim is based solely on the mission reports provided by members of his squadron, and these are almost surely exaggerated.

Skip Bombing is well-written and illustrated and offers insights into the morale problems associated with atrocious weather conditions, poor food, ubiquitous mosquitos, extreme heat and the stress of flying combat missions over long stretches of water and in and around the Owen Stanley Mountains. Yet Murphy's attempts at providing amplifying context are plodding and full of minor inaccuracies (e.g., he states there was no British aerial resistance in Singapore, HMS *Repulse* is called a battleship, and Eddie Rickenbacker and Dick Bong are termed the "leading aces" of their respective wars, though one hopes he is only being American-specific). His narrative is interrupted by excerpts from hometown newspapers as well as by poems and lengthy unit reports. Murphy also describes with unabashed delight his slaughter of Japanese troops struggling in the water after their barges were sunk, (p. 120) and several times refers to his adversaries as "bastards" and "sons of bitches." Despite these flaws, *Skip Bombing* remains a valuable memoir.

Serge Durflinger
Verdun, Quebec

Peter T. Haydon. *The 1962 Cuban Missile Crisis: Canadian Involvement Reconsidered.* Toronto: Canadian Institute of Strategic Studies, 1993. xii + 297 pp., photographs, maps, appendices, glossary, bibliography, index. $20 (orders outside Canada payable in US funds), paper; ISBN 0-919769-64-0.

This is an important study of Canada's participation in the Cuban Missile crisis of October 1962. Peter Haydon reexamines Canada's ambiguous support for the blockade and describes the significant Canadian contribution to naval operations. His account is avowedly revisionist, placing the crisis within the broader context of Canadian-American defence cooperation, and Canadian civil-military relations. It is in the latter that his account is most original and important.

Canada's support for US actions was equivocal at the highest quarters. While operationally the Royal Canadian Navy participated heavily with American forces, it did so

at first only with the permission of Minister of Defence Douglas Harkness. Prime Minister John Diefenbaker neither fully supported the US blockade of Cuba nor the RCN's support for the action. His faint-heartedness during the crisis ever after plagued his government. The Liberal Party under Lester Pearson added the issue to the list of failures in foreign policy of the minority Conservative government. Combined with the ongoing controversy surrounding Canada's acquisition of nuclear weapons, it was a potent weapon in the next election.

The domestic political quotient has dominated accounts ever since. Haydon challenges the portrayals of Diefenbaker as faint-hearted, soft-headed, or, simply, obdurate because the American president took military action without full prior consultation. Haydon shows the many good causes for Diefenbaker's wavering support for US policy. But in developing his argument he offers a very serious indictment of Canada's national command authority. The command system linking the political leadership, Ottawa military headquarters and operational forces proved ill-suited to the challenges faced. Thus, Haydon shows that Diefenbaker's expectation of prior consultation was unwarranted by proper formal agreement, and that at the highest levels Canada's military/naval commitments to the United States were not fully understood. The nature of civil military relations in Canada is too rarely probed, and Haydon demonstrates very grave deficiencies. The "system," never tested in war, could be said to have failed in this crisis.

The book originated as a master's thesis and has not fully overcome the stylistic and structural limitations of the thesis format. Even so, his account shows a great deal of original research and reflects the deep expert knowledge gained from many years service in the RCN, including submarine operations during the crisis itself. Only with expert knowledge could the operational details be gleaned from reports and *pro forma* message traffic. Readers of this journal will find his discussion of joint USA-Canadian anti-submarine warfare operations in the North Atlantic of particular interest. Operational details of Canada's naval participation in the blockade of Cuba and interdiction of Soviet supply ships and strategic submarine forces are recounted. The scope and scale of these operations has not previously been revealed. The RCN demonstrated marked technical and professional effectiveness. Discussion of naval operations is restricted ostensibly to one chapter, which serves as the culmination point for issues raised throughout the book.

Beyond those simply interested in the details of the Cuban missile crises, this book should appeal to anyone examining Canadian defence relations with the United States, or Canadian civil-military relations. It is in that quarter that Haydon raised the most disturbing questions. Anyone interested in the shaping of Canadian foreign and defence policy should read this account and reflect on its implications for the unity of high policy with prosaic realities and functional necessity.

Michael A. Hennessy
Kingston, Ontario

Nigel "Sharkey" Ward. *A Maverick at War: Sea Harrier Over the Falklands.* Annapolis, MD: Naval Institute Press, 1992. xviii + 299 pp., illustrations, maps, index. $33.95, US $25.95, cloth; ISBN 1-55750-756-2. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

This is a valuable memoir of "Sharkey" Ward's service as commanding officer of Naval Air Squadron 801 during the Falklands War. 801 Squadron was composed of Sea Harriers and for the war was based on HMS *Invincible.* The author was himself actively engaged in aerial combat during the campaign, being responsible for three confirmed kills. His abilities as a pilot and commanding officer cannot be denied. The descriptions of actual combat are both vivid and comprehensible to mere sailors or landlubbers. However, the most significant portions of the book are Ward's criticisms of Admiral Woodward's

interference in tactical matters. Ward bluntly tells us what he thinks of the Task Force commander's understanding and use of naval airpower during the campaign. Neither does he spare the admiral's staff. Ward claims the air war was poorly run by amateurs who had no idea how to handle a carrier task force.

Ward identifies two basic problems with the way in which the British handled the air war. Most important was Woodward's complete lack of experience of naval aviation; this led to a misuse of the task force's Sea Harriers. Thus for no particular good reason the combat air patrol (CAP) was diverted from its normal station from the *Sheffield* just before the Exocet attack that sank the destroyer. Ward also criticizes the high level CAP flown by the *Hermes"* Sea Harriers (800 Squadron) during the landing at San Carlos. Apparently this tactic was forced on 800 Squadron by the Admiral's staff. Ward maintains that this allowed the Argentinean air force to attack the ships in the landing force without having to risk an engagement with Sea Harriers on their way in. Then, only after the attack, could the *Hermes'* aircraft find and attempt to destroy the enemy. Ward blames the loss of the *Ardent* to use of a high-level CAP, arguing that a low-level CAP gave a significantly greater level of deterrence because the Argentinean pilots were under instruction not to tangle with the British fighters.

The second major impediment to providing effective air cover for the task force was what is described as lack of training for most pilots of 800 Squadron on the *Hermes*. This inadequate preparation as outlined in *Sea Harriers Over the Falklands* manifested itself in a want of confidence in the airplane's radar package. The pilots' uncertainty in the Sea Harrier's abilities was picked up by the Admiral's staff. This led directly to a denigrating of the planners' trust in the aircraft's capabilities and thence their misuse of it. The author claims that with the same equipment his squadron was able to make radar contact with the enemy at twice the distance of the aircraft in 800 Squadron.

Ward has written a forceful memoir that takes direct issue with Admiral Woodward's own version of the Falklands War. Indeed, *Sea Harrier Over the Falklands* should be read in conjunction with Woodward's *One Hundred Days*. They provide dramatically different views of the conflict. And after reading "Sharkey" Ward's account this reviewer is once again left to wonder why the Royal Navy gave command of the task force to a career submariner.

M. Stephen Salmon
Orleans, Ontario

Milan Vego. *Soviet Naval Tactics*. Annapolis, MD: Naval Institute Press, 1992. xxxvi + 455 pp., tables, figures, appendices, notes, select bibliography, index. $76.50, US $56.95, cloth; ISBN 0-87021-675-9. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

In the early 1980s US Secretary of the Navy John Lehman observed that the Americans and their allies could take heart from the fact that militarily, the Russians were not twelve feet tall, but rather were only eight feet tall at best. Milan Vego continues this process of reduction with his surgical dissection of the nature of Soviet naval tactics, a process dramatically accelerated, no doubt, by the current logistical and industrial sclerosis besetting the Russian war machine.

It may seem strange in a way to see a book entitled *Soviet Naval Tactics* as distinct from Russian Naval Tactics. And yet the retention of the word "Soviet" in the title was intentional. Vego's thesis is that naval cultures are highly conservative and that the Russian navy and the navies of the constituent parts of the one-time Soviet empire (not to mention Soviet-influenced navies like that of Yugoslavia in which Vego served as a lieutenant commander) are likely to cleave to Soviet tactical doctrine well into the future. Furthermore, he would argue, Russia will weather its sickly season and reemerge as a significant naval power in the mid to long term. Thus it

behooves us to know a great deal more (something the paucity of tactical literature has not helped us do) about the way the Russians are likely to use their warships.

Central to Vego's analysis is the question of nomenclatural distinctions. He writes that the Soviet term *combat action* "is often translated in the West as *combat operation.* However, this is grossly inaccurate and misleading, because the Soviets make a clear distinction between combat actions and operations." (p. 18) The Soviets, he notes, have a "theorizing penchant" (p.351) which at its best results in a pedantic precision and at its worst results in a definitional complexity which plays into the hands of naval bureaucrats eager to orchestrate naval engagements centrally.

The increased range of naval weapons does not, he maintains, reduce the importance of tactical manoeuvres, "it merely simplifies their execution." (p.46) At the heart of Soviet tactical doctrine was and is the massing of force, the exploitation of speed and surprise to achieve maximum shock effect, the employment of deception, the layering of defences, and the coordination of land, sea, and air components, in what traditionally was called the struggle for the first salvo. While all of these traits remain in place, advances in antimissile technology have caused the Soviets to begin rethinking the first salvo concept and highlighting naval manoeuvre as a substitute for or complement to massing.

The Russian navy is first and foremost a defensive force designed, at its simplest, to protect Russian ballistic missile submarines and the Russian homeland. Soviet doctrine emphasized centralized control, the minimization of local decision making, and the vectoring of the Russian attack submarines against incoming targets from naval headquarters ashore. Vego demonstrates, in his lucid and encyclopaedic analysis of Soviet naval tactics, how command rigidities, reminiscent of those found in Jellicoe's Grand Fleet at Jutland, would likely have constituted the greatest source of weakness in any Soviet or Russian naval operations.

Interestingly enough, the process of democratization which has contributed materially to the economic and political dislocation experienced by Russia today, may be one of the solutions to this weakness. At the heart of that process is a challenge to institutional rigidities and hierarchical tradition, which, as Vego observes, has given rise to "the deeply ingrained habit of deference to orders." (p.354)

The author concludes his grand schema on a cautionary note. "It would be a grave mistake indeed," he writes, "to assume that the real or perceived deficiencies in Soviet force control will somehow guarantee ultimate success for the U.S. or any other Western navy." (p.359) As a senior intelligence operative in the Japanese foreign ministry informed the reviewer recently, "the Russians will be back." This is a book that naval commanders will need to have to hand when the Russians put to sea again.

James A. Boutilier
Victoria, British Columbia

F.W. Crickard and K. Orr (eds.). *The Niobe Papers Volume Four: Oceans Policy in the 1990s: An Atlantic Perspective.* Halifax: Nautica Books, 1992. xv + 152 pp., figures, maps, glossary. $12, paper; ISBN 0-920885-25-3.

Recently a range of periodicals and other publications have appeared, dealing with Canadian foreign policy and national defence. The *Niobe Papers* (named after the cruiser which was the first ship of the Canadian Navy) differ from the others in their specific concern with maritime and naval affairs. Each volume is a collection of papers given at a conference sponsored by the Naval Officers' Association of Canada (NOAC) and devoted to a particular aspect of Canada's maritime interests. This one, on Atlantic concerns, was held in 1992. Rear-Admiral (Ret'd) F.W. Crickard, a Research Associate with Dalhousie University's Centre for Foreign Policy Studies, has

been editor, either alone or with colleagues, of all the *Niobe Papers* and deserves great credit for keeping maritime matters before the public in this way.

This volume is divided into four thematic sections: Shipping, Waterways and Regional Interests, Coastal Policy and Maritime Sovereignty. Three of these sections commence with papers of an historical nature; these were provided by members of the Canadian Nautical Research Society (L. Fischer, K. Mackenzie and R. Sarty), because the conference that generated these papers was held in conjunction with the annual meeting of the CNRS.

The section on Coastal Policy has only one paper, by Cynthia Lamson of Dalhousie University's School for Resource and Environmental Studies. She makes an impassioned plea to regard our small coastal communities as national assets, not liabilities. When governments make decisions relating to the fishery, offshore resources, international agreements and the provision of services, it is the welfare of these communities that should be the first consideration. As one who lives in such a community and is in frequent contact with fishermen, both inshore and offshore, I concur.

In the Shipping section, Mary Brooks of Dalhousie's School of Business Administration analyses cargo movements through Canada's East Coast ports. While bulk commodity shipments are relatively stable, container traffic is extremely volatile. Container lines have no port loyalty, going where costs are least and cargo movement swiftest. Much Canadian cargo goes through American ports which are in determined competition with Canadian terminals. (Since this paper was delivered, Boston has announced a major upgrading of its container facilities.) Dr. Brooks suggests that there can only be one major East Coast container port, presumably Halifax. Others would provide only secondary or feeder services.

In addition to Ken Mackenzie's historical paper, the Waterways/Regional Interests section contains only a short statement of Quebec Government policy by Dr. Hugues Morrisette. Turning then to the subject of Canadian Maritime Sovereignty, F.A. Mathys, QC, who represented Canada in the Canada-France Maritime Boundary Arbitration, provides a clear explanation of the St. Pierre and Miquelon boundary dispute: the arguments put forward by each side, the judges' decisions and the reasoning behind them. It is apparent that the judges had no concept of seafaring or of the practical problems of fishing or offshore exploration, so that the final award is somewhat bizarre. However, as Mathys says, it is final and must be accepted by all, and it is not unfavourable to Canada.

The final paper, on Maritime Enforcement, is by Rear-Admiral L.E. Murray and Lt. D.A. Robinson. This reflects the situation as it is today; a rather cautious effort that relies more on international agreements than on active enforcement. There has been an increased allocation of Armed Forces aircraft and Navy vessels to fishery protection — even a submarine was successfully used in this role — and on several occasions Navy and Coast Guard ships have co-operated with the RCMP on drug interceptions. However, there is no real effort to patrol the sea frontiers and the economic zone. Admiral Murray extensively quotes the 1990 Osbaldeston Report *{All the Ships that Sail: A Study of Canada's Fleets,* Treasury Board of Canada, 1990) on the utilization of the Canadian Government fleets. The Committee, (of which Admiral Murray was a member), recommended the continuation of the *status quo,* but with more efficient consultation and sharing of resources between departments.

What seems lacking in *Niobe Papers 4* is any vision of the future or real proposals for change. True, it is not the place of serving officers or officials to put forward radical views in a public forum, but others might have done so. The efforts to intercept drug "mother ships" seem to be purely reactive - in response to information that the RCMP receives from informers or the American Drug Enforcement Agency. Measures against

illegal immigration and fishery violations could also be improved if we really wanted. The Osbaldeston Report notwithstanding, a case can be made for a more pro-active policy. Perhaps future *Niobe Papers* will reflect a wider diversity of views.

Douglas Maginley
Mahone Bay, Nova Scotia

Robert L. Friedheim. *Negotiating the New Ocean Regime*. Columbia: University of South Carolina Press, 1993. xiv + 418 pp., figures, tables, notes, index. US $49.95, cloth; ISBN 0-87249-838-7.

As we approach the mid-1990s, we can predict with certainty that the 1982 United Nations Convention on the Law of the Sea (UNCLOS) will finally become operational as a matter of international treaty law for those sixty-plus countries that will be parties to the Treaty. This will be important both as a matter of technical law and because several new international bodies, such as the International Seabed Authority and the Law of the Sea Tribunal for dispute settlement will come into existence, although operationally and as a practical matter of ocean policy and practice little will change. Most western countries, including Canada, are unlikely soon to become legally bound by the Treaty while some, like the United States, remain uninterested, if not hostile, to UNCLOS.

Studying and analyzing UNCLOS has been a pastime of many academics during the last two decades. This is not surprising given that UNCLOS deals with virtually all aspects of human interaction with the oceans: fishing; hydrocarbon and mineral extraction; scientific research; pollution; national sovereignty over ocean space; and the navigational rights of vessels. UNCLOS is lengthy, detailed and a sophisticated international response to common areas, resources and problems. Moreover, it is one of the most impressive products of the United Nations system having taken over a decade of negotiations to conclude.

Robert Friedheim's contribution to the massive literature about UNCLOS is a rigorous examination of the negotiation of the Treaty designed to answer two questions. First, how well did the negotiation processes used by the diplomats engender consent among the large number of participants? Second, how adequate is the outcome for managing the oceans' resources? The major question underlying the entire book is whether the costs of the elaborate, expensive negotiating process involving over 150 states dealing with over 150 issues was justified by the outcome. The principal lesson to be learned is whether this type of open-ended, massive negotiating format has value in dealing with problems to be faced in the future.

Much of the book is devoted to an explanation and application of the methodology for evaluating the negotiating of UNCLOS. While unquestionably of value, the core of the book would be beyond the interest of many readers. For the casual reader interested in oceans law, policy and management issues, the chapter entitled "The Regime Negotiated" provides a superb encapsulation of the negotiated trade-offs, successes and failures that led to and are found in UNCLOS. Not surprisingly, the author concludes that the Treaty regime was the second-best alternative for most of the participants with the middle developed states (Canada) paying the lowest price (achieving their goals with the minimum of lost opportunity or unattained negotiating goals). The developing world (Group of 77) are seen as having paid "a higher price than is usually acknowledged." Friedheim concludes that the effort expended in concluding UNCLOS was considered worthwhile by the principal participants in the process. Less clear is whether UNCLOS is adequate to manage the ocean resources. Although setting this out as a question to be examined, the author does not really assess it. Clearly, this abstraction was not the true focus of the book.

The author is more ambiguous about his assessment of the negotiating processes' of UNCLOS relevance of the future. Some

lessons exist and they are set out in the final chapter. This chapter would be of special interest for those studying or involved with complex multilateral negotiations.

Friedheim's text is a valuable addition to the law of the sea literature but is aimed at those who are UNCLOS specialists or negotiations theory specialists.

Ted L. McDorman
Victoria, British Columbia

John M. Waters, Jr. *A Guide to Small Boat Emergencies*. Annapolis, MD: Naval Institute Press, 1993. xv + 333 pp., figures, photographs, tables, appendices, index. Cdn $27.50, US $19.95, paper; ISBN 1-55750-913-1. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

After a quarter century as a ship's captain, search-and-rescue (SAR) pilot, and operational commander, John Waters has retired from the US Coast Guard. During his service he witnessed a wide variety of mishaps and tragedies involving small boats and, in the preface, confesses to a few of his own. In this book he distils this experience into eleven chapters organized around the dominant theme of small boat mishaps, such as fires, groundings and collisions. The text is illustrated with photographs culled largely from US Coast Guard files, maps, and line drawings.

These days, the demands placed on the US Coast Guard, like drug interdiction, lead frequently to arbitrary behaviour that generates a steady flow of irate letters to the editors of boating magazines. However, the Coast Guard are heroes in Waters' book. This may irritate Canadian readers, but it is more than offset by the detail of the advice given and the clarity of Waters' prose. In general, he discusses the causes of incidents, such as groundings, and what to do about them. Nested within this discussion are examples drawn from actual cases taken from memory or from US Coast Guard files. The use of real incidents effectively supports the analysis of the way marine incidents unfold or develop.

Unfortunately, Waters' statistical analysis, using American data, could not be replicated in Canada. Each American state must report certain kinds of boating accidents to the Coast Guard which is compiled annually in *Boating Statistics*. Thus, we learn that in 1991, 46.1 percent of accidents resulted from collision. In Canada the Coast Guard only keeps track of incidents that come to its attention; there is no systematic attempt to integrate "on scene" with other data concerning resources deployed, weather, type of vessel, and so on. The Canadian data are incomplete and lack internal or external validity. Consequently there is no solid empirical basis for prevention through regulation or education. This situation will likely get worse in the current political climate in Canada, where less than three percent of the approximately $220 million spent each year on federal SAR goes into prevention.

Waters has produced an exceedingly readable book. The appendices include a draft float plan, an emergency bill for a four-person crew, and checklists associated with different functions (such as pre-boarding) or times of day (such as sunset) or unexpected difficulties (like heavy weather). There is also a list of factors to consider when insuring a boat and a list of required and recommended safety equipment. Finally, he attaches a list of recommended reading. It is all good advice, but it fails to engage with socio-cultural or political variables that jeopardize safety. Thus, his failure to discuss gender relationships and the way "macho" attitudes and behaviour lead to trouble is a major omission. It is easier to dwell on the technical and equipment issues. The human side of boating safety is much more difficult to analyse. In the meantime, Waters is to be commended. Despite its American and East Coast orientation, the book is a good read and certainly recommended for all smallboat operators.

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Melvin H. Ross and James P. Duffy. *Sailboat Chartering: The Complete Guide and International Directory.* Old Saybrook, CT: Globe Pequot Press, 1993. xviii + 203 pp., photographs, index. US $13.95, paper; ISBN 1-56440-137-5.

This book offers something to both the experienced and novice charterer. For the novice it describes almost everything you need to know when planning that first trip. For the more experienced it makes the point that one does not have to travel a long distance to have a rewarding experience, since seven of the areas described are in Canada and the United States.

The authors begin by stating the obvious. Chartering offers the sailor the ability to satisfy the dream of sailing in those locations that you have read about and are beyond easy cruising range. You can literally sail around the world without having to do any maintenance, face the rigors of long ocean passages, or quit your job. In addition chartering allows you always to have a boat that is suitable to the location and the size of your crew.

The book provides a good description of various types of charters — bareboat, crewed bareboat, flotilla, and sailing school. These allow you to tailor the charter to the experience and the nature of the crew with which you will be sailing. Thus, five very experienced adults require different arrangements than one experienced adult, a tolerant spouse, and two preteen children. The book provides the information needed to make the correct choices so that the charter will be a pleasant experience for all. The book also emphasizes that flexibility in choosing a type of charter will broaden the sailing possibilities; some areas like the Galapagos Islands are only available by crewed bareboat and flotilla charter. Provisioning is another consideration. Whether you or the charter company does the provisioning, what matters is striking a balance between familiar and new foods, as well as between time devoted to preparing your own and dining out. Much of the enjoyment of the charter will be determined by the experience with the ibod.

Planning the trip is half the fun of chartering and here the book offers more good advice. Careful analysis of the type of experience desired will help ensure a pleasant time for the party. The nuts and bolts of getting ready are also covered. From health and legal requirements for the chartering area to a small notebook for a personal log, most of the pre-trip concerns are mentioned. Of critical importance is the nature of the charter contract. The book indicates what you can expect to find in a contract from a good company.

Over a third of the book is devoted to describing charter areas of the world. I particularly like the classification system used; the most popular (example: The Greek Isles), the most exotic (Seychelle Islands), the most challenging (Maine), the easiest (British Virgin Islands), and the most unusual (North Carolina). Within each category, three to seven areas are described, ranging from half way around the world to the middle of North America. For each area the authors provide information about what cab be found in terms of sailing and shore side experience. A possible itinerary that covers some of the more interesting aspects of the area is described.

Another third of the book is a directory of chartering companies organized by geographic region. Each listing has the cruising area, type of charters available, number and length of boats, high and low season dates, and how to contact each company. The directory itself is worth the price of the book for the time it saves looking through sailing magazines for charter companies in the area you would like to sail.

I recommend this book to anyone thinking about that first charter. It will help you make the right choice of type and location of your charter, resulting in an experience which will make you eager for more. I would also recommend it to experienced charterers looking for new locations and conditions to sail.

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