

BOOK REVIEWS

Michael L. Hadley and Roger Sarty. *Tin-Pots and Pirate Ships: Canadian Naval Forces and German Sea Raiders 1880-1918*. Kingston and Montreal: McGill-Queen's University Press, 1991. xxvi + 391 pp., maps, photographs, bibliography, index. \$34.95, cloth; ISBN 0-7735-0778-7.

Here is an important book for serious study on the roots of Canada's defence policy as well as the early years of her navy. It is a fascinating read. Co-authors Hadley and Sarty have previously made substantial contributions to our naval historiography. This book combines Sarty's expertise on Canadian naval policy and operations during World War I with Hadley's special knowledge of German naval policy and U-boat operations. It organizes a vast amount of material, much of it newly dredged, in a most effective way. It introduces players not previously noted in this context and presents revealing views of many key characters, including Vice Admiral Charles Kingsmill and Deputy Minister Georges Desbarats. Moreover, it brings to life the reactions of politicians and the public to the march of events.

Part One, from 1880 to 1914, covers the great power alignments and some fascinating background on German imperialist clashes with the burgeoning United States, her designs on North America and turn-of-the-century diplomatic intrigue. There are accounts of German intelligence gathering and rumour-mongering in the United States and Canada (some verging on

comic-opera) and the telling observations of a German cruiser captain on the sorry state of the Canadian navy in 1912.

The second part, 1914-1916, documents Great Britain's repeated dismissal of Canada's pleas for help in establishing its own naval defence. Great Britain wanted men and, as with the army, got them. Canada, with practically no resources of its own, received short shrift in the Admiralty's priorities. Three successful U-boat voyages to the United States in 1916 are minutely detailed. One of them calmly sank half a dozen merchant ships off Nantucket Light while US Navy destroyers looked on, raising interesting niceties on neutrality and law of the sea.

With the stage set for a major assault in North American waters, Part Three takes us through the unrestricted U-boat warfare of 1917-18 and Canada's response. The patrols of the six U-boats are closely, indeed intimately chronicled. The map showing "U-boat routes and sinkings 1918" off the eastern seaboard could have been made much more helpful to the reader had it shown the tracks of the U-boats rather than isolated, undated positions.

Rising to the challenge, Canada's navy had blossomed by the summer of 1918 to some 120 little ships. With the lack of preparation, shoreside staff, resources and support, it is not surprising that they were half-equipped, defect-ridden and their crews only partially trained. Still, the little navy controlled shipping in coastal waters capably, escorted coastwise and ocean-

bound convoys and swept harbour approaches for mines. Twenty-eight vessels were sunk in Canadian waters by the U-boat "pirates" in the late summer of 1918, yet of these, most were fishing vessels, only two were substantial steamers, and not one was sunk in convoy.

That was the real measure of effectiveness of the ramshackle little navy. But it was simply not understood. The press reported wild rumours and howled over the loss of fishing vessels as naval officers in Halifax indulged in "pink teas." While public and politicians hailed the army's victories, they contemptuously dismissed their "tinpot" navy for failing to do what no one in Canada, or in Britain, had ever given it the means to achieve. At war's end they turned away from their navy once more.

Footnotes, bibliography and index are first rate. With this minutely chronicled work in hand one can far better understand the sad historical fact that, except in time of later wars, the navy has never really captured the support of Canadians.

Tony German
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Erich Groner (revised and expanded by Dieter Jung and Martin Maass). *German Warships 1815-1945. Volume One: Major Surface Vessels*. Annapolis: Naval Institute Press, 1990. xii + 228 pp., drawings, tables, notes, abbreviations, index. US \$49.95 or Cdn \$68.50, cloth; ISBN 0-87021-790-9. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario.

This book's German origins go back to 1936, when Erich Groner first published *Die deutschen Kriegsschiffe 1815-1936*. Another version, with minor corrections, was issued in 1944. The original had a

small press run, the revisors noting that "the book was so unusual at the time, it represented a risky project in publishing terms...and [they] restricted the extent of the work...The full manuscript could not be published." (p. vii) Wartime bombing raids on 22-23 November 1943 destroyed much of the *Oberkommando der Marine*, including stocks of old documents from the Imperial Marine, the Office of Technical Information Service, and the Research, Invention and Patent Office. Thus the revisors have had considerable trouble checking Gröner's facts, especially from the building programs of the 1930s and 1940s. Over a hundred tons of German naval documents survived and were taken to Britain, not to be returned for researchers' benefit until 1965. Thus it was not until 1966 that a first revised edition of the work was produced, now divided into two volumes, one on major warships, the other on submarines and other vessels. This edition, published in German in 1983, has been expanded by about forty percent, with particular attention to technical descriptions and development rationales for the ship classes. A rough version of Volume Two, produced in 1968, was also updated and released this past fall. Mr. Gröner died in 1965, leaving that work in its initial format. This edition is entirely in English.

While the book is primarily a reference tool, to be used to determine dates and details of any ship that served Germany and its predecessor states as naval vessels, it contains much that is intriguing, and certainly a wealth of technical *minutia*. The drawings of every class, from the sailing gunboats ceded to Prussia by Sweden at the 1815 Congress of Vienna to the designs for the projected massive "H Class" 1939 battleships that were never built, are superb. Drawn to a constant scale of 1/1250, the smaller and earlier little ships

are really too small to be of much use except for comparisons. But the details of the battle cruisers of World War I and the large destroyers of World War II give sufficient information for careful study, with at least one and often two plans provided. Each class and ship is incorporated in tables, covering its construction, propulsion, armament, handling characteristics, and (of particular value to historical writers) a brief summary of its career, which in most cases means just giving classifications and the final end of each. Propulsion and armament details are extensive, and the Jane's-style tables are useful and authoritative. In particular, earlier small gunboats, "torpedo steamers" (1874-1876) and pre-World War I torpedo boats, as well as vessels that preceded the German federation of 1871, had not previously been well documented in English. The careers of vessels seized by the Germans in the Netherlands, France, Italy and elsewhere in 1940-1943 are briefly covered, making this a comprehensive reference volume. Of considerable interest are detailed plans for seven aircraft carriers, none of which ever progressed to any extent except *Graf Zeppelin* which, although largely completed, never had a chance to launch an aircraft.

While the organization of the chapters is a bit confusing, page header references and an extensive index make for easy searching. A useful note for writers: the authors give dates for the various forms of the German Navies (*Kaiserliche Marine—1871-1918; Reichsmarine—1921-1934; Kriegsmarine—1934-1945*). And now we have the resurgent *Bundesmarine*. For those with a particular naval interest, this is a most valuable specialised book.

F. M. McKee
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Burkard Baron von Mullenheim-Rechberg (trans. Jack Sweetman). *Battleship Bismarck: A Survivor's Story*. New and expanded edition; Annapolis: Naval Institute Press, 1980, 1990. xxi + 467 pp., maps, photographs, tables, appendices, bibliography, index. US \$24.95, cloth; ISBN 0-87021-027-0. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario.

Robert D. Ballard with Rick Archbold. *The Discovery of the Bismarck*. Markham, ONT: Viking/Madison Press, 1990. 232 pp., maps, photographs, paintings, diagrams, appendix, index. \$40, cloth; ISBN 0-670-83587-0.

In May 1941, most of Europe had fallen under Hitler's control; Britain stood alone against the German juggernaut. Apart from the sinking of *Graf Spee*, the repulse of the Luftwaffe in the Battle of Britain and some minor naval triumphs, there was little encouragement for the beleaguered British people. When the BBC announced on 24 May that *HMS Hood*, the pride of the Royal Navy, had been sunk by the German battleship *Bismarck*, the universal British reaction was appalled silence.

Three days later, *Bismarck* was herself sunk by the Royal Navy. The senior survivor was Burkard Baron von Miillenheim-Rechberg, a Lieutenant Commander and *Bismarck's* Fourth Gunnery Officer. He later became West Germany's consul general in Toronto and eventually an ambassador in the West Indies. In 1975, after he retired, he decided to write an account of the birth, life and death of *Bismarck*. The first edition in English translation was published in 1980. This is a new and greatly expanded edition of that book.

This must be one of the most gripping sea stories ever written. Beginning with the commissioning and work-up in the Baltic, life on board the magnificent battleship is

described in detail. Then the terrible drama unfolds. *Bismarck*, accompanied by *Prinz Eugen*, embarked on Exercise Rhine, a raid on British convoys in the north Atlantic. The departure from home waters, the passage north of Iceland to the Denmark Strait, the tracking by cruisers HMS *Norfolk* and *Suffolk* and the tragic meeting with the *Hood* and *Prince of Wales* culminate in *Hood's* violent destruction. Victory, euphoria, doubt, despair, hope and finally a rendezvous in a bloody battle against impossible odds end the life of *Bismarck*. Her active service had lasted nine days.

When *Bismarck* sank, more than one thousand out of a total complement of 2,200 crew were estimated to be struggling in the oil-covered sea. The cruiser *Dorchester* and the destroyer *Maori* rescued 110. Then the RN ships, all very short of fuel, headed for the United Kingdom. Rescue by ropes and ladders was difficult and time consuming and there were no scramble nets. Submarines were concentrating in the area and a fleet of Luftwaffe bombers had been promised. Five survivors were rescued later by German vessels.

The sinking of *Bismarck* had a decisive effect on the Battle of the Atlantic; no longer could German surface forces undertake large-scale operations of any duration. It was at this point that the first edition of the book ended. The new and expanded edition includes the Baron's experiences as a prisoner of war, mostly in Bowmanville Camp in Ontario. It is enlightening to learn from an ex-prisoner how our POW camps appeared from the inside. Throughout the expanded edition the Baron comments freely on Hitler and National Socialism. The translation is excellent; this book could become a classic of maritime history.

Dr. Robert Ballard, distinguished marine geologist with the Woods Hole Oceanographic Institution, discovered the remains

of *Titanic* in 1985, relating his experiences in a best-selling book. At a book fair in Germany he met the Baron and this gave him the idea for his next underwater challenge, the discovery of *Bismarck*.

Using the same underwater camera vehicle which revealed *Titanic*, he succeeded in finding *Bismarck* three miles beneath the surface of the Atlantic, six hundred miles west of Brest. This led to *The Discovery of the Bismarck*, an attractive and informative book. The progress of the search over a hundred square miles of ocean floor is interwoven with *Bismarck's* history from creation to spectacular end. Excellent photographs, diagrams, maps, charts, paintings and fold-outs, most in full colour, are spread throughout the book. Perhaps the most haunting are the paintings of *Bismarck* as she lies on the bottom. The text is based on independent research as well as on the Baron's book. Rick Archbold, a Canadian editor and writer, assisted Dr. Ballard in the research, writing and organization of this fascinating account.

This is just the beginning of a whole new era of exploration, the systematic investigation of the ocean floor by remote-controlled vehicles. Some survivors of *Hood* and *Bismarck* believe that *Bismarck* should have been left alone. There is no doubt that sooner or later all such sites will be visited. So far there has been no loss of reverence for a war grave; indeed, a spirit of veneration for the lost in *Hood* and *Bismarck* has been vividly awakened.

The Discovery of the Bismarck complements *Battleship Bismarck*. It is a fitting companion to one of the most thrilling sagas of the sea, a remarkable chapter in the history of World War II.

L.B. Jenson
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Giinther Hessler (ed. Ministry of Defence [Navy], intro. Andrew J. Withers). *The U-Boat War in the Atlantic*. Facsimile edition; London: HMSO, 1989. xi + x + 151 pp., maps, index, diagrams. US \$49.95, cloth; ISBN 0-11-772603-6. American distributor, UNIPUB, Lanham, MD.

Archive moles will recognize Hessler's book as an old, once classified, acquaintance. Now translated and revised in a project jointly-sponsored by the British Admiralty and the US Navy, this superbly bound and boxed volume adds much detail and lore to the German perspective of the Battle of the Atlantic. For it is specifically the German view which is presented, an achievement which has an intriguing history. In 1945, the Admiralty commissioned U-boat skipper and submarine staff officer Giinther Hessler (the son-in-law of Grand Admiral Karl Donitz) to write the German account of the naval war. With access to the requisite war diaries and documents—except, of course, to "Ultra" intercepts and similar evidence that remained classified for many years—he completed his wide-ranging analysis. The result was an unprecedented specialist's guide to problems and conditions "on the other side of the hill."

Against the background of his magisterial unravelling of submarine plans and deployments, Hessler addressed a number of issues that specialists had not fully grasped. He revealed the complexities of Germany's submarine strategy; he commented on critical technical problems such as faulty torpedoes and leaking exhaust vents that caused the loss of submerged submarines; he shed light on the impossibility of U-boat intervention at Dunkirk, on the difficulties of communication between submarines and aircraft, on Germany's surprise at the Torch landings, and on the role of Germany's "*B-Dienst*" radio decryp-

tion service. There was no other source quite like it at the time. Though a wealth of studies and exposes have subsequently shed much light on this major conflict, Hessler's work remains important. One feature in particular is especially valuable: the five colour-coded spreadsheets of U-boat operations and deployments covering the whole Atlantic war.

The "Introduction to the English Version" explains that this "study of the methods with which the Germans succeeded in inflicting [their] enormous casualties is important to-day." The reason, it proclaims with a rattle of sabres, lies in the purely practical value of history: "in an unsettled world the submarine persists as a dangerous weapon which others—having learned the lessons—may one day use as an instrument of world domination." Whether the Ministry feared the post-perestroika Soviet fleet or that of a united Germany is not clear. Unfortunately, the book is not without its serious shortcomings, for the Ministry has failed to grasp the difference between an in-house government document and a usable scholarly book. Having decided to reproduce a marketable Hessler, it should have engaged professional historians to work according to recognized standards. Not having done so, the editing and updating is sporadic and confused, and the organisation awkward. The amateurish index is symptomatic of the book's problems. For example, there is no entry for the *Anthenia*, though the book accords a whole section to this famous incident. There is not a single entry for "torpedo," though one does find something under "T-5" and "T-1" (the German designation for the two types of acoustic torpedoes); nor is one helped by consulting "mines," though the specialist will gain a nudge in the right direction by consulting "SMA" "TMB" and "TMC" (the German designations for

moored and ground mines). Nor are there entries under either radio or receivers or direction-finding; the index does, however, provide some clues to such electronics under the German code-words "*Presskohle*," and "*Grenzwellenempfänger*." There is nothing under "spies," although the German cue-word "*Pastorius*" points to the secret operation for landing German spies by submarine on the US Atlantic coast. (The book fails to acknowledge the spy landings in Canada.) One could go on. Warships destroyed by U-boats are listed in an Appendix as either "Allied" or "American;" among the "Allied" it is mere chance whether Canadians are correctly identified. None of this should surprise Canadian readers, and of course, none is Hessler's fault. Indeed, German scholars are now preparing a German edition that will address these shortcomings while preserving the integrity of the original document. Until then, this special edition will fill an important gap in the specialist's library.

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Edwin P. Hoyt. *Carrier Wars: Naval Aviation from World War II to the Persian Gulf*. London: Robert Hale, 1990. x + 274 pp., photographs, notes, bibliography, index. £14.95, cloth; ISBN 0-7090-4018-0.

This is the British edition of a book first published in the United States by McGraw Hill. One wonders why the British publisher bothered to invest in it.

The book purports to cover the evolution of carrier-borne naval aviation from 1939 to the late 1980s. The title is a conceit given that almost two hundred pages focus exclusively on American and Japanese carrier operations in the Pacific after the attack on Pearl Harbor. Brief reference is

made to Japan's incursion into the Indian Ocean in 1942 and the role of the British Pacific Fleet in the closing period of the campaign. Scant mention is made of the extensive use of carriers in other theatres, especially the development and use of escort carriers in the Atlantic. Post-war carrier-based aviation is dealt with in a similar cursory way.

The simplistic approach is compounded by some errors of fact and consistency, especially when dealing with the Royal Navy and the Fleet Air Arm. These points are minor, however, compared to the treatment meted out to the admirals. With the exception of Yamamoto, Mitscher and Halsey, Hoyt is scathing in his characterization of most, whether Japanese or American. Whether they all deserve to be dismissed as "timid," "cautious" or "shy" is debatable, especially Admiral Spruance, whose abilities were demonstrated in the handling of the US carriers at Midway in 1942. By comparison, the mauling suffered by US carriers under the command of Vice Admiral Kincaid, "a fighting man" (p. 114), at the Battle of Santa Cruz in October 1942 draws no comment.

Overall, the book lacks the objectivity, breadth and depth one would expect from its title. Major personalities are portrayed, usually unflatteringly, as two-dimensional cartoon characters. It lacks the maps needed to make the campaigns more comprehensible. It would also have benefitted from a more representative and original selection of photographs; those used are almost all well-known and in one case incorrectly captioned. As a balanced treatment of the development of carrier-borne aviation during the last fifty years, this book is a disappointment.

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Ken Macpherson. *Minesweepers of the Royal Canadian Navy 1938-1945*. St. Catharines, ONT: Vanwell Publishing Limited, 1990. ix + 110 pp., photographs, photo credits, tables, figures, bibliography, index. \$27.95, cloth; ISBN 0-920277-55-1.

This photograph album about RCN minesweepers is the latest product of Mr. Macpherson's abiding interest in the ships of the Canadian Navy. Less detailed than his *The Ships of Canada's Naval Forces*, this is a companion to his other photographic collections. In providing his photo credits, which for a work of this nature are as essential as footnotes to a text, Macpherson writes that "books on the war at sea have a distressing tendency to contain few—and hackneyed—illustrations of ships. In this book, as in the earlier one on frigates, my primary purpose has been to present photos seldom or never before published—consistent, of course, with quality." (p. 108) He has succeeded. For the major classes of minesweepers he provides at least two photographs of every ship along with brief details of its construction, wartime career, and disposal. The pictures tell an interesting story about camouflage. An unusual photograph of HMCS *Grandmere* shows the design outlined but not yet completed, (p. 51) Standard patterns might be modified by different shades of dark and light paint. West coast ships experimented with jigsaw patterns. The pictures also provide small details, such as an Oerlikon platform (p. 82), as well as larger ones, such as a close-up of HMCS *Ingonish*, ice-clad in Halifax harbour (p. 43), which reveals the layout of the upper decks. For a new generation of naval historians who have never seen these ships, even in post-war configurations, these pictures will be especially useful for providing the detail of shipboard arrangements. For one of the Bangor pro-

grams and for the Algerine class, diagrams of the internal arrangement for each deck are also provided. Unfortunately, space constraints make the labelling difficult to read. Macpherson also provides some very brief introductory comments about minesweepers in general, and about the practical matter of minesweeping in World War II. Within its specific topic, this is a useful book for the serious student of naval history, and a pleasant collection for the veteran or younger enthusiast.

William Glover
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John Lambert and Al Ross. *Allied Coastal Forces of World War II. Volume I: Fairmile Designs and US Submarine Chasers*. London: Conway Maritime Press, 1990. 256 pp., line drawings, photographs, tables, appendices, bibliography, index. £35, cloth; ISBN 0-85117-519-5.

The story of the Allied coastal craft of World War II is a fascinating but complex saga which has been confused by the scraps of misinformation and myth attached to it. This is a natural: the history of wartime coastal forces—basically the history of young men in fast boats—is the type of dramatic subject that attracts the notice of journalists, popular historians and filmmakers. One only has to think of the attention accorded Lieutenant John F. Kennedy and his *PT-109* to be reminded of this fact. Unfortunately, this concentration on the dramatic has obscured rather than illuminated the subject, especially the technical aspects of allied coastal forces.

Lambert and Ross have set out to strip the mystery and confusion from Allied coastal craft of World War II and have gone about this in a thoroughly professional manner. This volume, the first in what

will ultimately be a three-volume study, is primarily devoted to the products of the Fairmile Corporation including the A, B, C and D types and, although not strictly germane but of great interest, the Fairmile wooden Landing Craft Infantry and Landing Craft Support types. Also included are the US 110-foot Submarine Chaser type and that most graceful and useful of coastal craft, the seventy-two foot Harbour Defence Motor Launch. The methodology will be familiar to readers of the "Anatomy of the Ship" series and includes a history of the design, development and service of each type accompanied by numerous plans, photographs, and line drawings.

Yet there is more here than detailed descriptions of types of coastal craft. The authors have included separate studies of selected weapons systems and equipment, including very useful accounts of radar, camouflage, and depot ships as well as appendices that include production analysis, materials consumption, service summaries and the results of trials. Finally, there is a fascinating description of surviving examples of coastal force craft and their postwar use around the world. In short, this book actually constitutes a technical history of coastal forces.

There is much to interest the Canadian reader. Lambert and Ross give due coverage to the Canadian Fairmile B type, the CML, which rendered yeoman service on both coasts during the war. They include a detailed list of craft, shipyards and service and make special mention of the CMLs that were provided on Lend-Lease to the US Navy. The Fairmile D type, manned by the Canadian 65th MTB Flotilla and Canadian flotillas in the RN, is mentioned prominently in the text.

I have some minor criticisms. Some details are unclear because of the scale of the plans and drawings, a problem that will

affect modellers more than general readers or historians. Fortunately the authors have made most of their drawings available separately on large-scale sheets. I would also have liked a more extensive listing of the archival sources and technical pamphlets used. None of these criticisms, however, detracts from what is a fine piece of work and one well worth the asking price.

The authors inform us that the second volume will be devoted to the Vosper seventy-foot MTB types and the third to the seminal British Power Boat seventy-foot MTB and its descendants. If these volumes are up to this standard, the completed trilogy will constitute the standard technical history of coastal forces for the foreseeable future. For now, this present volume is a required reference source for anyone interested in allied coastal forces.

Donald E. Graves
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Brian Nolan and Jeffrey Street. *Champagne Navy: Canada's Small Boat Raiders of the Second World War*. Mississauga, ONT: Random House Canada, 1991. ix + 260 pp., maps, photographs, appendix, bibliography, index. \$27, cloth; ISBN 0-394-22141-9.

Early in World War II, the Royal Canadian Navy lacked ready resources for training and utilizing volunteer reserve officers who were called up or enlisted for active service. Many were, in consequence, sent overseas on loan to the Royal Navy.

At the time, the RN had a "big ship" mentality that gave little credence to the utility of small, fast motor torpedo boats and motor gunboats. Disparagers of the light, vulnerable, uncomfortable craft deployed as coastal forces were prone to call them "costly farces." This attitude

changed when the Germans and Italians proved that the speedy, highly-maneuvrable small craft carried a deadly sting and were effective in sea combat at close range. Grudgingly, the RN raised the priority of motor boat construction and assigned eager young officers, mostly volunteer reservists, many with yachting experience, to the MTBs and MGBs. Among those appointed, a number of the Canadians serving with the RN were to become combat aces.

Champagne Navy is about the Canadians in motor boats who engaged in bloody, bitter actions in the English Channel and Mediterranean and Adriatic Seas, harassing the enemy and supporting invasion landings while establishing reputations for daring leadership and outstanding initiative. Their success, related in the first half of the book, influenced the RCN in its decision to form two flotillas of MTBs, manned exclusively by Canadians. The second half is an account of the forays of the 29th and 65th Canadian flotillas against E-boats and strongly-escorted convoys, and their supporting role in the Normandy invasion. Though many of the stories have been told before, the authors have collected them, along with new material, in an exciting narrative. Readers of *Hero: The Buzz Beurling Story* and *The Parachute Ward: A Canadian Surgeon's Wartime Adventures in Yugoslavia* will recognize the repertorial style. Once begun, the book is hard to put aside.

The appellation "Champagne Navy" alludes to the RN and RCN "in their best vintage years." It also intimates that service in MTBs and MGBs was a heady experience, often leaving a monumental hangover. One could wish that the authors had more fully developed the background to the formation of the two Canadian MTB flotillas. The success of individual Canadians in RN coastal forces was not alone the

decisive influence. The RN had been casting covetous eyes on the pool of talent in the sizable fleet of B-class Fairmile motor launches (MLs) deployed in Canadian coastal defence. Whatever the imperative to form the 29th and 65th flotillas with British-built boats, the RCN drew upon its ML fleet for most of the officers and ratings needed to man them, and the crews performed with distinction.

This is essentially a chronicle of daring and danger, victory and sacrifice. It reveals a side of RCN operations that deserves to be remembered with pride. Young readers in particular will identify with the youthful MTB crews who flirted with death whenever they set out on night-time missions across the English Channel.

George Schuthe
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John T. Mason, Jr. (ed.). *The Atlantic War Remembered: An Oral History Collection*. Annapolis: Naval Institute Press, 1990. xxi + 457 pp., maps, photographs, appendices, bibliography, index. US \$29.95, Cdn. \$47.95, cloth; ISBN 0-87021-523-X. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario.

While this book is very definitely about the European War, as opposed to the Pacific war (the subject of which forms a companion volume), its title is misleading: it is a collection of thirty-seven chapters based on the editor's interviews between 1959 and 1988 of twenty-eight people whose memories of World War II are recorded in the oral history collection of the United States Naval Institute. Anyone who expects to find very much about the Atlantic War will be greatly disappointed and will probably thank God for Admiral Dan Gallery, who provides the single transcribed tape which

even mentions U-boats. Apart from this misnomer, the book contains a great deal that is of interest and value.

The book ranges from interviews with the three women who founded and directed the WAVES, SPARS, and Marine Corps Women's Reserve, through those with Admiral Kent Hewitt, commander of the US Naval assault forces of Operation HUSKY and Operation DRAGOON, to Admiral Alan Kirk flying his flag in the USS *Augusta* off Omaha and Utah beaches on 6 June, 1944, as CTF-122. Each group of interviews is preceded by a brief informative capsule history by the editor about the period, the people and the topic to follow, thus providing historical continuity.

Many of the chapters are not directly concerned with naval actions. Some discuss technology, such as the development of radar (Admiral Horacio Rivera, Jr.), aircraft procurement (Cdr. E.E. Wilson), mine and bomb disposal (Admirals Waters and Kauffman), and salvage operations and harbour clearance (Admiral Sullivan). Others treat clandestine intelligence operations (Admiral Jerrauld Wright), semi-diplomatic duties in Russia (Admirals Frank and Olsen) and the nightmarish duty of organizing the Yalta conference (Admirals Olsen and Smith). Indeed, many of the varied and untold behind-the-scenes stories of the organization of the "great endeavour" are represented here.

One must quarrel, however, with the editor's method of treating this gold-mine of historical material. He explains in his preface that "in order to make the reading of the transcript flow more freely the questions of the interviewer have been eliminated, but the context of the question is invariably incorporated in the answer obtained." (p. xviii) In my view, as a clinical psychologist of some experience, he has achieved exactly the opposite! As a result,

some of the transcripts are difficult to read, disjointed, and lacking in clarity to the point of confusion. He has lost far more than he has gained through the misapplication of interview techniques. A classic example of this is to be found in the middle of p. 245, and confusion of this sort is the book's major flaw.

Some errors of fact have not been purged from the transcripts either. Admiral Harry Felt tells of his mission to Russia in 1944 and (p. 250) says that an aircraft that he thought was a B-36 had gone down in the Russian maritime provinces. One would expect even a *naval* aviator to be aware that the first flight of the XB-36 took place in 1946 and that the aircraft did not enter squadron service until 1947!

Careful reading of the text reveals the extent and source of the animosity between Admirals Kirk and Ramsay during D-Day planning and operations and the conflicting, indeed diametrically opposed, opinions of Admirals Kirk and Hall regarding the quality of British staff work. Hall's comment regarding General Montgomery, that "it was amusing to see how cocky some people can get when they've been told they are great men," (p. 382) certainly confirms the well-known fact that all was not sweetness and light in the upper echelons of the Anglo-American alliance.

The transcripts are neither humourless nor dry and pedantic. Admiral Kirk's account of the staff meeting with Winston Churchill at No. 10 Downing Street to discuss the date for the Normandy landings, when Churchill posed the question "Well, what I would like to know is, when did William cross?" (p. 358), is hilarious and almost worth the price of the book! And one wonders whether even Admiral King, lodged in the Czarina's boudoir at Yalta, dared shave with a blowtorch!

Printed and published to the usual

superior standards of the Naval Institute Press on acid-free paper, this otherwise fine book suffers from poor editing and a lack of proofreading. More attention to these details would certainly have swept the "unexposed" mines (p. 136), allowed Krutchmer to become Kretchmer again (p. 43) and restored to "the HMS *Vernon*" its rightful title, (p. 43)

James C. Lawless
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Robert J. Cressman and J. Michael Wenger. *Steady Nerves and Stout Hearts: The Enterprise (CV6) Air Group and Pearl Harbor, 7 December 1941*. Missoula, Montana: Pictorial Histories Publishing Company, 1989. viii + 72 pp., maps, photographs, tables, notes, bibliography, index. US \$9.95, paper; ISBN 0-929521-25-0.

On 7 December, 1941, USS *Enterprise* (CV6) was returning to Pearl Harbor after ferrying Grumman F4F-3s to Wake Island. The "Big E's," Douglas SBD-2s of VS-6 and VB-6, arrived over Oahu just in time to be shot at by friend and foe alike; six of their eighteen aircraft were lost. Later that evening, nervous American gunners downed five of the six Grumman F4F-3s of VF-6 as they tried to land at Ford Island. "What the hell goes on here?" asked *Enterprise's* Air Group Commander. It was, and remains, a fair question, which Cressman and Wenger attempt to answer.

"It is not our intention," state the authors, "to present yet another overview of what occurred on that day, as the 50th anniversary draws near, nor to debate at whose fleet blame rests." The result is what they modestly describe as a "small unit history" showing how the Japanese attack affected the men of the *Enterprise* Air Group who found themselves thrust so

unexpectedly into war. Drawing upon a range of sources—documents from the Naval Historical Center in Washington, ships' logs and muster rolls from the National Archives, unpublished diaries and manuscripts, interviews with surviving participants, published books and articles—*Steady Nerves and Stout Hearts* meticulously reconstructs a small part of the larger story of Pearl Harbor.

The book is illustrated with many excellent official US Navy and Army Signal Corps photographs from the National Archives and the Naval Imaging Command and with pictures from private sources. The authors have scrupulously treated photographs as historical documents, selecting images which are, wherever possible, taken at the same time as the events being described in the adjacent text; the extensive captions are both accurate and informative. The attractive layout by Cressman presents the photographs in the form of either quarter or half-page plates on high-quality semi-gloss paper, making the book a visual pleasure. Unfortunately, the cartography leaves something to be desired, particularly the rather murky map of Oahu. (p. 13)

"The four pilots brought their F4F-3s into position for launch. At that instant, one of the plane handlers held up a small chalkboard with the words: JAPS ATTACK PEARL HARBOR with an expletive added to lend authenticity to the announcement. *Enterprise* launched her CAP into a stiff east-north-easterly wind at 0915, just three minutes after a message arrived in the carrier's radio room to execute War Plan 46 against Japan." This is history from the bottom up, well worth the modest price of *Steady Nerves and Stout Hearts*.

Peter Robertson
Ottawa, Ontario

Arthur J. Marder, Mark Jacobsen and John Horsfield. *Old Friends, New Enemies: The Royal Navy and the Imperial Japanese Navy. Volume II: The Pacific War 1942-1945*. London: Clarendon Press, 1990. xxx + 621 pp., maps, appendix, photographs, bibliography, index. £40 and US \$110, cloth; ISBN 0-19-820150-8.

Arthur Marder was undeniably the modern Royal Navy's premier chronicler and indeed one of this century's greatest historians. His many books tracing the RN's progress from the late nineteenth century through the ages of "Jacky" Fisher and Winston Churchill, especially his monumental *Dreadnought to Scapa Flow*, set standards of scholarly presentation and humane learning against which all naval writings continue to be judged. When shortly before his death in 1981, Marder finished the first volume of *Old Friends, New Enemies*, subtitled *Strategic Illusions, 1936-1941*, his many admirers marvelled at the seeming ease with which he moved into what were for him largely uncharted waters of Japanese affairs and World War II in the Pacific. The result was another classic: an exhaustively researched and well-structured analysis that blended diverse questions of policy, doctrine, technology and personalities into a compelling narrative. His treatment of RN-IJN relations from the 1921 Washington naval treaties through the first years of the Pacific War to the destruction of Force Z (*Prince of Wales* and *Repulse*) in December 1941 portrayed clearly both fleets' strengths and defects, demonstrating that neither had a monopoly on vague strategic or operational thought. It was a fitting epilogue to a remarkable career. But the question remained: would its important but unfinished companion volume ever see the light of day?

That it has been completed and now

published is a tribute to the devotion and persistence of Marder's wife Jan (until her own death in 1985) and many old friends, as well as to the skills and courage of his former doctoral students, Mark Jacobsen and John Horsfield. Few scholars could have faced a more daunting prospect, with their master's towering ghost and reputation so clearly at hand. Marder had completed an initial draft covering developments to April 1942. This appears as Chapters 1-6 and an Appendix on RN prisoners of war. But beyond a very rough outline that generally categorised his notes, letters and scraps of paper into Parts 1, 2 or 3, he left no instructions regarding his intentions. That Jacobsen and Horsfield have so successfully completed their task, including generous doses of the Marder "touch," speaks volumes about how well they understood their mentor.

Their remarkable collaboration in recounting the story from Japan's initial successes in early 1942, the collapse of Allied defences in the Dutch East Indies and Singapore, the Java Sea fight, the avoidance of total defeat and then holding the line in the Indian Ocean, to the eventual creation of the Pacific Fleet and its part in Japan's ultimate defeat provides the first comprehensive account of these too often ignored events. Because of their decision initially to work only with Marder's research materials, some of Jacobsen's and Horsfield's findings have been overtaken by specialist treatments of specific issues published since 1981, although these are acknowledged and incorporated in their comprehensive treatment. Most of the volume's new insights or materials concern Admirals Somerville and Fraser and their difficulties both with the enemy and their own masters, including Churchill and Mountbatten.

This volume is also much more consciously than its predecessor a history of

the Royal Navy in the Pacific. Marder himself encountered serious problems of balance in his comparative approach because of major quantitative and qualitative differences between British and Japanese records and the well-known reticence of Japanese veterans to testify frankly about their experiences and personal views. As Marder was never able to complete his planned researches in Japan, his successors wisely decided to treat the UN only as and when it collided with the RN. Even so, the chapters devoted to Japanese grand strategy, inter-service, intra-Axis and civil-military relations and operational methods are among the best explanations of the Japanese "Way in Warfare" available in English.

In their concluding chapter, the authors retrace the entire story, setting the record of both navies' accomplishments and failures within the broader context of the entire global war. It is a brilliant summation of the limits of naval and human power that no student of war can afford to ignore, and as such, the appropriate capstone to Arthur Marder's final work.

Barry D. Hunt
Kingston, Ontario

James J. Sadkovich (ed.). *Reevaluating Major Naval Combatants of World War II*. Westport, CT: Greenwood Press, 1990. xxii + 203 pp., bibliography, index. US \$42.95, cloth; ISBN 0-313-26149-0.

The eight essays in this volume—on the United States, British, Canadian, Japanese, French, German, Italian and Soviet navies—make for an enjoyable and worthwhile read. Each author succeeds in presenting new research within the context of historiography and key events, and expends no more than a readily digestible twenty pages in doing so. The one disappointment is the

thin essay on Britain's Royal Navy, although the editor has skilfully closed the most obvious gaps in his introduction.

Most of the authors share a similar sophisticated and penetrating approach. Tales of great battles take second place to more fundamental questions concerning the security (or successful interdiction) of maritime communications over the long-haul. What ultimately mattered was staying power: economic strength and its application through effective organization of material resources, human talent and information. Although capital ships and fleet actions receive due attention, there is greater emphasis on subtler or less glamorous technology and techniques, such as sonar, radar, signals intelligence, operations research, control of merchant shipping and production of minor warships and merchant vessels. Less striking than the success of Britain and the United States, which had the most advanced navies with the greatest depth of scientific and industrial support from the outbreak of war, is the failure of the Japanese and German fleets and the shortcomings of the Soviet navy. In each case, rather paradoxically, ideologies that were at once collectivist and celebrated warrior heroes failed to achieve the organization within and without the service that would have harnessed and unleashed individual talent most effectively.

These assessments are far removed from chauvinistic characterizations originating in wartime attitudes and the circumstances of the Cold War. One of the strengths of this collection is the effort to understand each navy in terms of its own archives and the relevant national historiography. This yields some of the most interesting results in the Italian and French cases. The editor's contribution on Italy very effectively sets out its achievements—a not insubstantial contribution to the Battle

of the Atlantic and the successful convoying of supplies to the Axis armies in Africa while tying down much of the British capital fleet in the Mediterranean for over three years—alongside enormous disadvantages, including antagonistic allies, weak capabilities in technological innovation, and chronic shortages of torpedoes and fuel. Claude Huan, himself a veteran of the wartime service he discusses, sets forth convincingly the agony endured by the French navy after the German conquest of 1940. Navies, after all, exist to serve states, and despite the occupation, the French fleet had to preserve it as best it could including the maintenance of the overseas departments and the convoying of life-sustaining supplies to the metropolitan population. In this light, Admiral Darlan's refusal to rally to the British in the summer of 1940 calls to mind Churchill's chilly reaction at the same time when Roosevelt calmly explained that American assistance to Britain would be wasted and that the wisest course was to turn the Royal Navy over to the United States, in return for the assurance that it would some day attempt to liberate the United Kingdom.

Marc Milner's searching essay demonstrates that he and other Canadian scholars are on the cutting edge of international historiography. In the context of this volume, his excellent survey suggests some fresh perspectives. If the RCN's performance was often disappointing, we should keep in mind that the standard against which it has been judged was that of the two most successful navies. On the other hand, the RCN's great expansion loses some of its legendary quality considering that Canada's was one of only two major national economies for which World War II was a positive boom. Moreover, we had privileged access to both the American economy, the greatest in the world, and

Britain's pathbreaking innovations in tactics, training and technology. As for the fecklessness of allies and the generally un-supportive domestic political environment that contributed to the RCN's difficulties, we should keep in mind the experience of the Italians and French.

Roger Sarty
Ottawa, Ontario

Michael A. Palmer. *Origins of Maritime Strategy: The Development of American Naval Strategy, 1945-1955*. Annapolis: Naval Institute Press, 1990. xiv + 154 pp., maps, photographs, bibliography, index. US \$19.95, hardcover; ISBN 0-87021-667-8. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario.

In a compact, well-written book, Michael A. Palmer illustrates the surprising degree to which the United States Navy's current maritime strategy parallels American naval doctrine of the immediate postwar period. Employing the maxim that a good offence is the best defence, US Navy strategy in both the 1945-55 and post-1977 eras has refused to abdicate any wartime naval initiative to a potential Soviet adversary. Instead, the US Navy plans to carry the war right to the enemy's doorstep, utilizing to greatest advantage its air strike, amphibious and submarine forces to attack naval/military/industrial targets along the Soviet littoral to protect the vulnerable western sea lines of communication.

For Palmer, it all has a sense of *deja vu*. He relates how at the close of World War II the USN lacked a clear potential enemy and thus had lost its sense of coherent strategic doctrine. "Big Navy" supporters were uneasy with the global "policing" role inherited from the Royal Navy. Desperately seeking serious alternatives,

American naval strategists seemed to find salvation in the onset of the Cold War with the Soviets in 1945-46.

Indeed, these were difficult days for the USN. Budgetary restraint, inter- and intra-service rivalry (what Palmer refers to as the "Battle of Washington") and lack of a clear *raison d'être* all had depressing effects. Enter Vice-Admiral Forrest P. Sherman, Deputy CNO (1946-47) and later CNO (1949-51), who is credited by Palmer with rekindling a sense of "mission" in the service. With his forward, "transoceanic" strategy, the USN would be relevant again and could act as the nation's "first line of defence." In justifying his bold new approach, Sherman remarked that "the worst place to protect a convoy is at the convoy. The worst place to protect a city from air attack is at the city. The best place is at the bases [*sic*] from which the airplane or submarine comes." (p. 79) The details provided strong deployments for the Norwegian, Mediterranean, Arabian and Yellow Seas, the Persian Gulf and the north Pacific. The planning involved conventional (and possibly nuclear) air strikes on airfields, depots, naval bases and shipyards as well as shore bombardment, mining operations, amphibious raiding, submarine forays and ASW sweeps. Carrier air power was confidently considered the key to all offensive as well as fleet protection missions.

By the mid-1950s, Palmer explains, United States strategic doctrine evolved with the technical changes in Soviet long-range delivery systems. Enforced inter-service strategic planning diluted the Navy's own particular concerns. The rising threat from China together with US involvement in regional conflicts far removed from the European theatre also helped to shelve the maritime strategy by 1955.

Although this is a fine addition to the literature, I would have liked Palmer to

address more of the pertinent issues of the times. He barely mentions the Korean War and any effects it had on overall US naval planning. Related to this is his almost total neglect of Communist China and the role it might have played in an American-Soviet war. Finally, the whole issue of Soviet naval strength is treated very casually. Information on Soviet submarine strength—a threat so often referred to in the book—is very sketchy. Nor is any use made of Soviet sources, though the writings of Admiral Sergei G. Gorshkov could provide valuable insight into what it was the USN might have been up against if the maritime strategy had ever been put into operation.

Serge Durflinger
Verdun, Quebec

Gerald Segal. *The Soviet Union and the Pacific*. London: Royal Institute of International Affairs and Boston: Unwin Hyman, 1990. xiii + 236 pp., figures, notes, bibliographical note, index. US \$14.95, paper; ISBN 0-04-445814-2

Derek da Cunha. *Soviet Naval Power in the Pacific*. Boulder, CO: Lynne Rienner, 1990. xi + 284 pp., photographs, tables, maps, figures, bibliography, index. US \$35, cloth; ISBN 1-55587-176-3.

In July 1986, Mikhail Gorbachev launched the Soviet Union's most ambitious Pacific initiative during a speech in Vladivostok. The site was entirely fitting, for Vladivostok is not only the headquarters of the Soviet Pacific Fleet (the principal instrument for conferring authority on the USSR as a "Pacific" power in the 1980s) but also is likely to play a crucial role in the development of the Far East. Thus the speech highlighted Gorbachev's twin concerns, defence and economics. He was eager to

exploit the potential of arms control to undermine the threat posed by US maritime strategy (with its emphasis on aggressive naval operations in the northwest Pacific) and to establish the USSR's legitimacy as a Pacific state on the basis of trade rather than force.

Segal's *The Soviet Union and the Pacific* and da Cunha's *Soviet Naval Power in the Pacific* complement one another and enable us to achieve both a fresh appreciation of these ambitions and an understanding of the context in which Soviet naval power evolved in the 1980s. Segal's treatment is broad, but carefully documented and insightful. He reveals just how remote and underdeveloped the Soviet Far East really is. Others have compared this vast, thinly-populated region's relationship to Moscow with that between Alaska and Washington. It is, Segal notes, an remote corner of an isolated empire. But it is rich in natural resources—timber, minerals and petroleum. Gorbachev's problem is how to attract the skilled labour, technical expertise, and risk capital needed to unlock this potential and convert the USSR into an active participant in the Pacific economy. As it is, the Soviet Union is a marginal player, accounting for only 3.8% of Pacific trade in 1988. In fact, its total trade with the region is only slightly larger than its commerce with Czechoslovakia. Moreover, its prospects are slim. Although Soviet authorities attempted to realize Gorbachev's aims by launching a major development plan for the Far East in 1987, they "fudged the choice between new and old thinking." (p. 12) Their approach was symptomatic of the principal failing of Soviet economic reform: the inability to break with the past. Instead, they attempted to harmonize two irreconcilable systems with predictable results. Crippled by inadequate communications and infrastructure, as well

as anxiety about the negative consequences of rapid change, the USSR's Pacific territory remains underdeveloped, its principal worth lying in its geostrategic location.

The Soviet Union's most remarkable foreign policy achievement in the 1980s was its rapprochement with China. Both nations were dominated by pragmatists at the time; both were engaged in sweeping economic and political reform; and both, building on a shared experience of command socialism, sought to make virtue out of necessity by converting budgetary pressures into troop reductions and increased trade. As well, both shared a recognition that the old patron-client relationship was no longer appropriate, and that far from providing the lead Moscow should learn from China's economic modernization programme.

The Sino-Soviet rapprochement of the late 1980s enabled the Soviets to reduce their military forces east of the Urals by roughly 120,000 men. They sought to exploit the propaganda advantages from those reductions by calling upon the United States to undertake similar cuts, particularly at sea. To reinforce their demands, the Soviets announced the intention to scrap a large number of naval units in their Pacific Fleet. The US reacted sceptically and da Cunha's brilliant analysis proves that they were right. Castigating the "instant defense experts in the Western mass media" for their naivete (p. 247), he demonstrates conclusively that the Soviets were scrapping ships long since obsolete and "dressing up these moves as unilateral arms control gestures." (p. 247) Between 1978 and 1989, for example, the number of destroyers in the Soviet Pacific Fleet fell from seventeen to fourteen. However, eight new ships accounted for 52,700 tons compared with 37,300 tons for the eleven older vessels. The net gain was 15,400 tons, a displacement equivalent to three DDH-280 or

two Sovremenny destroyers. These figures highlight what was happening throughout the 1980s: Soviet numbers remained high while the quality improved dramatically. It was a case of fatter and meaner with bigger, more versatile, and more powerful surface vessels and submarines being allocated to the northwest Pacific.

Da Cunha undertook his study to draw attention to the "misconceptions and intellectual laziness that has characterized much analysis of the Soviet Navy in recent times." (p. 244) One myth he shatters is that the bulk of the Soviet Pacific Fleet was stationed in the Sea of Japan and had somehow to force its way into the Pacific through narrow choke points in times of war. Quite the contrary. The real problem, as he indicates, is not how the Soviets would get out but how the Americans would get into the Sea of Japan and the neighbouring Sea of Okhotsk. Roughly eighty percent (fourteen out of seventeen) of the Soviet Delta III ballistic missile submarines are stationed on a regular basis at Petropavlovsk and would probably retire to their Okhotsk "bastion" during hostilities. The evidence suggests that the Soviets would use their old Foxtrot diesel submarines as a moveable minefield (harking back to pre-World War I visions of the submarine) to block entrance routes through the Kuriles. They would also bring to bear an impressive array of surface and aerial anti-submarine units to destroy American hunter-killers, since protection of their SSBNs is one of their top priorities.

The other priority is anti-carrier warfare. Much of US maritime strategy is predicated on the operations of American carrier battle groups off the Asian shore of the USSR. With an enormous wealth of evidence, da Cunha suggests that Soviet forces, committed to a rapid transition from a peacetime to a wartime footing and

schooled in massive, combined arms assaults, would exploit the extended range of missile-equipped, fourth generation fighters like the M-31 Foxhound and the SU-27 Flanker to overwhelm the defences of these battle groups. His case is telling, although this reviewer gets the impression that having immersed himself completely in the literature on the subject da Cunha may be overly impressed with the likely performance of Soviet attack forces. The reviewer's only other concern relates to Japan's role in a maritime clash in the northwest Pacific. While there has been much uncritical reportage about the threat of Japanese remilitarization, the fact remains that Japan does have an increasingly significant inventory of ships and planes that would play a part in blunting attacks on American naval units. This dimension of what is likely (and fortunately) to be the great naval battle that will never take place needs further exploration.

These are two splendid books. Both are particularly timely and useful: Segal's because it provides up-to-date analysis of a much overlooked dimension of Soviet policy and de Cunha's because it contributes an encyclopedic description and interpretation of Soviet naval growth in the world's most critical theatre. Both are essential reading, dispelling misperceptions and wishful thinking.

J.A. Boutilier
Victoria, British Columbia

Tony Gibbons. *Warships and Naval Battles of the Civil War*. New York: Gallery Books, 1989. 176 pp., illustrations, appendices, index. \$24.98, cloth; ISBN 0-8317-9301-5.

This oversized book appears at first glance to be just another popular "coffee table" volume long on graphics and short on

content. Yet closer examination reveals it to be a solid contribution to Civil War naval historiography.

After three decades of work, Gibbons has assembled vital information on over 1,500 vessels that flew the Union or Confederate flags between 1861 and 1865. Of these, he presents full colour drawings of 147 significant vessels, some with inboard profiles of the interiors added. Each illustration is accompanied by the vessel's statistics (tonnage, dimensions, armour, machinery, speed and armament) plus a brief account of her career.

Featured are Confederate and Union ironclads, gunboats, raiders, cruisers, blockade runners, and submarines, ranging from the famous—the *Monitor*, *Virginia*, *Alabama*, *Cairo*, etc.—to long-forgotten vessels used as block ships or transports. The drawings are well done and the accompanying statistical and descriptive material is accurate. Also included in the volume are paintings of five major Civil War naval battles, unfortunately omitting Hampton Roads, Mobile Bay or Memphis.

The British author has added appendices of the names and basic information on all Union and Confederate vessels that he has been able to track down over the years. These total 913 warships of the USN and 549 warships of its Confederate counterpart. These are as impressive as the material contained in the body of the book.

Three flaws, however, mar this otherwise fine volume. First, the short overview of the Civil War that serves as an introduction is simply inadequate, containing numerous oversimplifications and skewed interpretations. Second, although the drawings and accompanying text for each type of vessel are well done, they are presented haphazardly within their respective sections of the book. No chronological or schematic thread is discernible. Thus Confederate

vessels are mixed with Union, major vessels with minor, and sub-types with different sub-types. Third, there is no bibliography to give the reader sources or to direct him to additional readings on the subject.

Despite these flaws, *Warships* is a noteworthy piece of scholarship complemented by artistic renderings of an oft-neglected part of the Civil War story: the ships that sailed and sometimes duelled on the oceans and the inland waterways of the United States during the four-year conflict between the states. It belongs in every academic, military, naval and maritime collection as well as in the personal library of every Civil War *aficionado*.

James M. Morris
Newport News, Virginia

Stephen R. Wise. *Lifeline of the Confederacy: Blockade Running During the Civil War*. Columbia: University of South Carolina Press, 1988. xi + 403 pp., maps, photographs, appendices, bibliography, index. US \$24.95, cloth; ISBN 0-87249-554-X.

Since its revolution, the most cataclysmic event in the history of the United States was the war between the states. While probably no other conflict except the two great wars has engendered a body of literature of such proportions, a great gap is the book that was not written. General Robert E. Lee planned to write a volume not to justify himself but, as he explained in oft-quoted remark, because "I want the world shall know what my poor boys with then-small numbers and scant resources succeeded in accomplishing." That term "scant resources" is germane to the subject of *Lifeline of the Confederacy*.

At least a dozen books have dealt with the subject of blockade running, but generally they used romanticized and inac-

curate accounts written during or just after the war. None was as comprehensive as *Lifeline of the Confederacy*, which includes full information on all the ships engaged in blockade-running; a complete, dated listing of arrivals and departures at blockaded and supplying ports; an analysis of the Confederacy's economic woes; and a description of the available ports and their navigational and infrastructure problems.

There is a mix of factors which have been argued *ad infinitum* that might have accounted for the result of the war. But perhaps the least considered is that the Confederacy could not have stayed the course for four years against a vastly more powerful, wealthy and populous adversary had it not been for the supplies brought into its ports by the blockade runners.

Possibly no country that ever went to war did so under less auspicious circumstances than the Confederacy. The economy of the south was agrarian. While it did have important exports—principally cotton, tobacco, rice and tar—it had few industries, little means of manufacturing weapons and munitions, and was dependent on the north for industrial supplies. Even most of the pre-war shipping trading through southern ports was owned in the north. And if these were not obstacles enough, four days after the shots on Fort Sumter the north declared a blockade.

The Confederacy's main supplier was England and cargoes were shipped to Bermuda, Nassau and Havana in ocean-going ships and thence to southern ports by the blockade runners. By the second year of the war these ships were being built in English shipyards to the special requirements of the trade-fast (up to eighteen knots), light-drafted, steel- and iron-hulled steamers designed to carry an immense amount of cargo. Most were side-wheelers, but by 1864 single and twin-screw vessels

appeared. Blacked out and burning anthracite coal, these low-silhouette vessels slipped past Union patrols at night. Some were owned by the Confederacy, but the majority belonged to English shipping companies. Most captains were English, some being Royal Navy officers on half-pay furlough. It was a high-profit, high-risk business. Approximately 1,300 attempts were made to run the blockade by three hundred ships, of which 136 were captured and eighty-five destroyed. Those seized became Union warships, their numbers and speed adding to the effectiveness of the blockade. The major southern ports used were Wilmington, Charleston, Savannah, Mobile and New Orleans. With the capture of these ports by Union forces, beginning with New Orleans in April 1862, the Confederacy was doomed.

In the Canadian context, the appendices show that in the last half of 1864 ten ships arrived at Wilmington, North Carolina from Halifax and eight departed for Nova Scotia. Listed also is one Canadian ship, the *Acadia*, built in Sorel in 1864 solely for blockade-running. It made one unsuccessful trip, running aground at Velasco, Texas in February, 1865.

Lifeline of the Confederacy tells the complete story in comprehensive detail, filling a large gap in the available historical literature and containing much new information. Wise has accomplished a prodigious job of research and produced a book that will be the standard work on the subject. And while it could be called an "historian's book," it has captured the romance and adventure of blockade-running and tells the story in a way that will appeal to the casual reader with an interest in history.

Peter G. Rogers
Halifax, Nova Scotia

William Morrison Robinson, Jr. *The Confederate Privateers*. Reprint; Columbia: University of South Carolina Press, 1990. xvi + 372 pp., photographs, appendix, index. US \$29.95, cloth; ISBN 0-87249-691-0.

First published in 1928 and written by an amateur historian and unabashed southerner, *The Confederate Privateers* is both charming and predictably weak in some regards. Reissued as part of the "Classics in Maritime History" series by the University of South Carolina Press, Robinson's book stands as one of the most thorough studies of Confederate privateering, as well as remaining valid and eminently readable.

The book's twenty-six chapters are loosely organized chronologically but their order actually owes more to the author's interests than a rigorous research design. Confederate privateering activities are discussed more than analyzed, but the author cannot be accused of omitting anything. The introductory chapter acknowledges that while by 1861 privateering was already an anachronism, this did not prevent the south's "more virile and imaginative shipowners" (p. 1) from arming their vessels. Subsequent chapters look at the careers of such successful privateers as *Savannah*, *Jefferson Davis*, *David*, and *Sally* along with the unfortunate *Petrel*, *Beauregard* and *Rattlesnake*. Robinson also traces the brief, inglorious history of the only Confederate submarine, *Pioneer*, which killed four crews before being lost. Several chapters address legal aspects of Confederate privateering, including the Admiralty Court for South Carolina, the Union's attempt to try Confederate privateers as pirates and the south's successful retaliation. Robinson looks at reprisals made without letters of marque and letters of marque issued without reprisals, privateers who turned to trade and others who ob-

tained naval commissions that rendered their adventures somewhat less private. The Confederate privateer cruising grounds off New Orleans, Cape Hatteras, the Gulf of Mexico and the Pacific are examined in light of captures made and engagements fought. Even privately-owned Union privateers never commissioned are mentioned.

When Robinson feels that specific incidents or individual characters merit it, they are given chapters of their own. It is in these accounts that Robinson's anecdotal style is most obvious and most enjoyable. There is Richard Thomas, who boarded the Washington-Baltimore packet as Madame La Force and seized it with his Potomac Zouaves; John Y. Beall, who was involved in secret Confederate activity on the Great Lakes, captured and secretly hung; Captain Greathouse, whose plan to become the scourge of the Pacific never got out of port; the ludicrous Captain Handy, USN, wrapped in the Union flag and mining and abandoning his ship only to be sent back when it failed to explode; and the black cook Tillman, "cruel and brutal as any pirate" (p. 86), who murdered his ship's Confederate prize crew in its sleep and went on to a career with P. T. Barnum.

As an epitaph for the world's last privateers, *The Confederate Privateers* serves its subject admirably. Relying heavily on contemporary newspaper accounts as well as official naval records and unpublished archives, Robinson brings to life aspects of Confederate maritime history that had been neglected by such well-known scholars of the day as E.S. Maclay and Horace Greeley. While the work may lack the kind of quantitative analysis demanded by today's historians, it offers a comprehensive study of Confederate privateers that remains, according to series editor William N. Still, Jr., the standard work on the subject. Although there is no bibliography,

the footnotes are excellent and most information is accessible through the index. The appendix, which consists of the procedures in Confederate prize courts, including the fifteen Standing Interrogations used in examining captured crews, is particularly valuable for comparison with prize procedures from other periods.

For all his praise of Confederate privateering, Robinson was well aware of the irony inherent in a conservative southern society in rebellion. While he takes pride that such innovative maritime weapons as the ironclad, the submarine and the torpedo boat were invented by men with few seafaring roots, Robinson also acknowledges that Confederate privateers were fighting the inevitable. The author's feeling for his subject and the extent of his research combine to make *The Confederate Privateers* a must for anyone with an interest in the history of privateering.

Faye Kert
Ottawa, Ontario

Ivan Musicant. *The Banana Wars: A History of United States Military Intervention in Latin America from the Spanish-American War to the Invasion of Panama*. New York: Macmillan, 1991. x + 470 pp., maps, photographs, bibliography, index. US \$34.95, cloth; ISBN 0-02-588210-4.

United States Department of the Navy. *Caribbean Tempest: The Dominican Republic Intervention of 1965: Colloquium on Contemporary History, January 9, 1990*. Washington: Naval Historical Center, Department of the Navy, 1990. 65 pp., figures. Available from the Naval Historical Center, Washington Navy Yard; paper.

It is one of the anomalies of our times that the most powerful and stable power in

world affairs, the United States of America, has as southern neighbours some of the most feckless and unstable nations in the world. How the United States acquits itself as the hemispheric giant in near proximity to the likes of Haiti, Nicaragua, Guatemala and Panama must be a cause for concern. The US has accepted a role, out of necessity, as policeman. When American strategic interests have necessitated intervention, presidential initiatives have resulted in some sort of military action. This is perhaps as it ought to be, for as Musicant so powerfully portrays in his book, growing anarchy lies to the south, sometimes requiring deliberate military action to protect American interests.

This is no tale for the moralist, or for the nationalist who thinks that nations should be left alone to solve their own problems. Time and again the Americans have intervened on grounds such as humanitarianism, democratic rescue, or strategic interests. The Americans inherited the imperialistic impulse from the nineteenth-century British in the Caribbean; what the marines or the airborne now accomplish was done on a similar scale by the British and French less than a century ago. Now that the Americas are so completely a U.S. hemispheric reserve, these jurisdictions seem more like American spheres of influence. Long before President Bush declared his "new world order," presidents and secretaries of state had proclaimed the Monroe Doctrine. This is a military history, from the rise of the United States as a world power to the recent interventions in Granada and Panama. It is not a diplomatic history but rather a nuts-and-bolts account of the several interventions. Based on printed accounts and other histories of American intervention, this is the most recent account of US military actions in its backyard. To its credit it does not strain to

provide any ideological or moralistic explanation for the historical process.

Caribbean Tempest is the proceedings of the Second Colloquium on Contemporary History hosted by the Naval Historical Center in Washington. It brings together addresses by Dr. Theresa Kraus, Brigadier Edwin Simmons and Major Lawrence M. Greenberg. The event was organized by Dr. Edward Marolda, Head of the Contemporary History Branch. It is hoped that these useful contributions, which add much to our understanding of the dynamics of the 1965 event, will inspire further gatherings of historians and past practitioners of the *Pax Americana*.

Barry M. Gough
Waterloo, Ontario

Dennis L. Noble (comp.). *Historical Register U.S. Revenue Cutter Service Officers, 1790-1914*. x + 81 pp., cloth.

Dennis L. Noble. *Great Lakes: A Brief History of U.S. Coast Guard Operations*. 13 pp., photographs, paper.

Donald L. Canney and Barbara Voulgaris. *Uniforms of the United States Coast Guard*. 22 pp., photographs, paper.

Florence Kern and Barbara Voulgaris. *Traditions: 200 Years of History*. 26 pp., photographs, paper.

These are all bicentennial publications issued in 1990 by the Washington, D.C. office of the US Coast Guard Historian. The *Historical Register* is simply a list of all officers known to have served in the US Revenue Cutter Service, the predecessor of the seagoing arm of the Coast Guard. Dates of appointment, promotion to higher ranks, and release are shown. The infor-

mation is as accurate as possible, but cannot be absolutely complete for the early years, when appointments were sometimes temporary or political. After the 1870s the data should be accurate. In 1915 all serving officers were transferred to the newly-formed United States Coast Guard. The *Register* can be obtained by non-profit institutions free of charge from the Coast Guard Historian's Office. It could be useful for researching an incident involving a Canadian or other non-American ship if USRCS officers were involved, or even in tracing a family tree.

The other three publications are attractive and informative pamphlets issued to commemorate two hundred years of USRC and USCG service. *Great Lakes* deals with lighthouse, rescue and patrol activities in those waters from the late eighteenth century. *Uniforms* deals with the changing dress, while *Traditions* covers flags, emblems, paint schemes, medals, customs and ceremonies. They are in an eight by eleven inch format on glossy paper with excellent black and white illustrations. They are available, free of charge, from the Historian's office and, no doubt, US Coast Guard stations or ships.

Douglas Maginley
Mahone Bay, Nova Scotia

James Lees. *The Mast and Rigging of English Ships of War 1625-1860*. 2nd rev. ed.; London: Conway Maritime Press, 1984 and Annapolis: Naval Institute Press, 1990. xi + 212 pp., drawings, photographs, appendices, indexes. US \$39.95, cloth; ISBN 0-87021-948-0. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario

A book on the subject of a sailing ship's rigging is an ambitious project. The rigging of a single vessel can be, or seem to be, a

daunting affair, but James Lees, in *Masting and Rigging*, does not limit himself to any one ship. Rather, he proceeds to explain the changes tophammer underwent over almost 250 years. He begins when reliable information first becomes available and ends with the eclipse of sail by steam in the Royal Navy about 1860. Lees was well-placed to undertake so great a project, for he spent fifteen years at the National Maritime Museum at Greenwich as Senior Conservation officer. This gave him access to what is arguably the world's largest and finest collection of ship models, draughts and documents.

This book can be used in many ways by the scholar or serious ship modeller. Reading it from cover to cover is well worthwhile, for the student will encounter many little known points and acquire a thorough education on the subject. Secondly, it can be used to supplement contemporary sources, notably *Steel's Elements of Masting Sailmaking and Rigging* (1794). Such sources are not always accurate or complete and can be a bit ponderous to read. This is emphatically not the case with Lees. The text, and the book as a whole, are designed for quick access to information. Finally, and most significantly, it can be used as a stand-alone reference, to rig any Royal Navy ship of the period, using the extensive tables and formulae provided (the root dimensions are various combinations of the length and breadth of the hull).

The book is divided into four sections; masting, rigging, sailmaking and seamanship. Each is followed by high quality black and white photographs, as well as reproductions of contemporary draughts, prints and so forth. The rather unusual way in which each section has its own index is extremely handy, once one becomes used to it. The text is clear, concise and easy to read, and the author includes a large num-

ber of sketches to illustrate complicated points. As with most technical books, it is the accompanying drawings that are so invaluable, and in this case they are first-rate, simplifying what would seem to be a most complicated topic. When he is uncertain on any point, he summarizes the options, and gives what he feels to be the most logical answer.

There are a number of points in the book of special interest. The masting section contains a description of how the bowsprit, its top and sprit topmast were assembled. Also explained is how, during the transition phase from sprit topmast to jibboom, some ships, notably *Victory* of 1737, carried both of these spars. An explanation of how the top accommodated both is given. Also worth special mention are the formula in the Seamanship section which determine the precise size and shape of any block, deadeye or heart, based on the size of rope rove through them. Particularly useful are five belaying plans, representative of the years 1719, 1733, 1742, 1810 and 1850. Specific information of this sort is extremely hard to find, and its inclusion here is most welcome.

The book's publisher states that Goodwin's *The Construction and Fitting of the Sailing Man of War* was intended as a companion volume to *Masting and Rigging*. Taking this a step further and adding Lavery's *The Ship of the Line* and Harland's *Seamanship in the Age of Sail 1650-1850*, we have a quartet from Conway that would allow one to build, rig and sail virtually any wooden ship of the Royal Navy. In my own projects, I am always reaching for my well-thumbed copy of Lees; reviewing it gives me the opportunity to introduce a trusted friend to other members of the Society.

John McKay
Langley, British Columbia

Brian Tunstall (ed. Nicholas Tracy). *Naval Warfare in the Age of Sail: The Evolution of Fighting Tactics, 1650-1815*. London and Annapolis: Conway Maritime Press and Naval Institute Press, 1990. ix + 278 pp., maps, figures, illustrations, index. £35, cloth; ISBN 0-85177-544-6.

This book concerns the fleet tactics of the Royal Navy and its chief rivals in the age of sailing ship combat since roughly 1588. The book was written by the late W.C. Brian Tunstall, who was once Hon. Secretary of the Navy Records Society, Lecturer in Naval History at the Royal Naval College, BBC advisor on naval matters during World War II, and latterly, Reader in International Relations in the London School of Economics and Political Science. It has been prepared for the public in digestible form by Dr. Nicholas Tracy, one of the few students of naval history outside Great Britain who possess the qualifications to do so, for a publisher who has recognized its importance.

Since I wrote the description of Tunstall included in the work, I am obviously an interested party. However, aside from a brief foray into the field of naval tactics in my biography of Sir Julian Corbett, I am not an expert in the field, although that experience did show me the perils of tactical exposition and the need for competent guidance. It also revealed to me the expert nature of Tunstall's appreciations.

Brian Tunstall had a formidable knowledge of naval history. His expertise on fleet signalling derived, in the first place, from his father-in-law, Sir Julian Corbett. From Corbett's works and papers he derived the notion that accounts of fleet actions based on half-understood diagrams were generally not scholarly. Historical evidence needed to be sifted and assessed, within the context of the available evidence of the time. He

thought that the knowledge Corbett had gained by 1922 was sufficient to permit him to rewrite his own books that dealt with tactics. Tunstall persevered in the collection of eighteenth century signal books that Corbett had begun. This joint collection, along with that of the late Admiral Holland, virtually laid the foundation for a new art. Most are now in the National Maritime Museum at Greenwich.

Over the years Tunstall mastered the connections between signals and tactical knowledge and began to prepare his knowledge for publication. However, the seeming need to produce colour illustrations and the diffuse nature of the material made the production of a book a formidable venture in commercial terms. Thus, although Tunstall's insights opened up vast new avenues of understanding to the student of naval tactics, the public was denied access. His appreciations alter our ways of looking at sea-fighting under sail. His work bade fair to change the "field" (not the "world" as I appear to have indicated in my short memoir of Tunstall included in this work).

It is, of course, for the public to judge, not whether Tunstall's appreciations are all equally valuable, but whether they are stimulating to the experts in this difficult arena of scholarship. Had not the present publisher taken an imaginative and supportive approach, and had not Nicholas Tracy assumed the formidable task of editing and interpreting a work that bristles with difficulties and will certainly draw criticism, it might never have been produced. Hard decisions had to be made. The one that decided that for reasons of cost the illustrations would be in monochrome is obvious. The other is the decision to use various black and white diagrams to make the text intelligible. So long as students of tactics regard these diagrams as guides to the exposition of tactics by Tunstall and

Tracy and not as substitutes, all will be well. It was a difficult choice for Tracy and the publisher. However the editor's work is well done. The book itself is handsome and something more than the coffee-table production it seems at first. I think Brian Tunstall would have approved. I hope it will fill the niche in naval history that he hoped it would.

Donald M. Schurman
Kingston, Ontario

Anthony M. Slosek. *Oswego and the War of 1812*. Oswego, NY: Heritage Foundation of Oswego, 1989. v + 56 pp., maps, photographs, illustrations, appendix, bibliography, index. No price, paper; no ISBN.

This booklet recounts in Slosek's words and those of participants (mainly American) the British assaults on Oswego during June 1813 and May 1814 and the battle of Big Sandy at the end of May 1814. Three narrative chapters form the core of the booklet; four others and an appendix provide, by way of background, either descriptions (such as of Oswego itself and the US Navy on Lake Ontario during the War of 1812) or biographical sketches of a number of (again, mainly American) participants. The economic development of Oswego in the immediate post-war period is touched on in a brief concluding chapter. While the story is told in a lively and interesting fashion, the booklet is something of a disappointment in two respects.

Notwithstanding the title, it is primarily concerned with relating three incidents of the War of 1812 that took place in and around Oswego. That narrow focus seriously detracts from the interest and value of the booklet to nautical researchers. No attempt is made either to describe or to evaluate the impact of the war on Oswego's

shipbuilding industry or freight-forwarding business, activities that were of major significance to the economic and social life of the town in the years before the War. Moreover, the author has chosen to treat the three incidents in isolation rather than to set them in the broader context of the naval war on the Great Lakes. Control of the Lakes was a factor of the greatest importance in determining the outcome of the land war. Accordingly, it is disappointing that, while he does mention that the contest for the command of the Lakes was "a shipbuilder's war" and does also note in passing that the British recognized the value of the naval stores that were at Oswego and Oswego Falls in May 1814, Slosek does not go on to explore further the motivation behind the British assault in May 1814—the stores were *en route* to complete Commodore Isaac Chauncey's fleet at Sackets Harbor—and to assess the implications of the British failure either to seize those stores or to destroy them completely. Why the May 1814 assault was, in the words of George Stanley, "a tactical success but a strategic failure" ("Kingston and Oswego," *Historic Kingston*, No. 13) is an interesting and worthwhile question to ask, but it is not one that the author poses or attempts to answer. It is also unfortunate, given that British naval vessels figure far more prominently in the core chapters than do American ones, that the author has not complemented his background chapter about the US Navy on Lake Ontario with another about the Provincial Marine of Upper Canada and the Royal Navy. The challenges that were faced by those two organizations in building and maintaining a fleet on the Lakes were considerably more difficult than those met by the US Navy.

Despite a promise made by the author in the Introduction to recount the three incidents "in the words of the actual partici-

pants, Oswegonians and the enemy," that promise goes largely unfulfilled in the instance of the "enemy." Of the three British sources quoted in the booklet—a rather modest proportion of all quotations—only one, a relatively brief extract from Sir Gordon Drummond's report to Sir George Prevost on the battle of Big Sandy, is a first-hand account; the other two are from Cyril Field's history of the Royal Marines and C.J.H. Snyder's *In the Wake of the Eighteen Twelvers*, a fictional account of the naval war on the Great Lakes. It is unfortunate that the author, in his attempt to provide a (presumably) balanced account of events based on primary sources, did not make use of, for example, the journal of Lieutenant John Hewett, Royal Marines—a British hero of the May 1814 assault—which is in the National Archives of Canada. (Hewett also made some watercolour sketches of the 1814 assault that could usefully have served as contemporary illustrations for the booklet.)

It is, of course, grossly unfair to criticize an author for not having written a different book. Slosek has given us with a good read, but, by not attempting more, he has failed to provide his readers with any new interpretations of or deeper insights into either the naval aspects of the War of 1812 or the wider implications of the War.

G. Edward Reed
Ottawa, Ontario

Robert Malcomson and Thomas Malcomson. *HMS Detroit: The Battle for Lake Erie*. St. Catharines, ONT: Vanwell Publishing, 1990. x + 152 pp., photographs, illustrations, maps, tables, notes, bibliography, index. \$29.95, cloth; ISBN 0-920277-54-3.

While attending the 175th anniversary celebrations of the Battle of Lake Erie in

1988, the brothers Malcomson noticed a small announcement in the commemorative issue of the *Journal of Lake Erie Studies* about Project HMS *Detroit*, currently underway in Amherstburg, Ontario. Its aim is to construct a full-size replica of the British flagship of this battle, under the command of Robert Heriot Barclay. Since there exists an overwhelming preponderance of material and focus from the American point of view, the group determined to redress this and come up with a more comprehensive and balanced account. In this they have succeeded. With *HMS Detroit: The Battle for Lake Erie*, we have a detailed overview which explains the importance of this chapter in British, Canadian and American history in impartial and non-partisan terms.

The wording of the subtitle is telling: it was a battle *for* Lake Erie, not a battle *of* Lake Erie. The initial chapters recount the build-up to war for domination of the waterways separating the two countries, the local conditions, and the contrasting support given by those in command.

The battle itself is clearly and graphically described, bringing to light Barclay's courageous and unfortunate role, given the abysmal crew and logistical anomalies with which he had to contend. Although defeated, he correctly stated that "the Honor of His Majesty's Flag has not been tarnished."

The battle was pivotal, for the Americans could have capitalized on this victory, but with the Treaty of Ghent in 1814, the territory gained at great, bloody expense was quite simply relinquished. The ensuing fame and fortune of the opposing commanders differed greatly, and there was considerable petty back-biting and formal enquiries. The Malcomsons wisely do not perpetuate the three myths that other accounts keep copying: that Barclay lost his arm at a skirmish sometime *after* the Battle of Trafalgar; that he fooled around with

the young widow at Long Point; and that there were animals on board the *Detroit* when she met her end at the Falls.

Robert Buckie
Amherstburg, Ontario

Anthony Price. *The Eyes of the Fleet: A Popular History of Frigates and Frigate Captains, 1793-1815*. London: Hutchinson, 1990. 298 pp., illustrations, index. £18.99, cloth; ISBN 0-09-174638-8.

This is a difficult book to describe or review. It is a labour of love, an odd mixture of biographical fact and fiction concerning the history of frigates and frigate captains. The author's aim is clear: his intention is to focus the historical spotlight on the captains, their times, their navy and their ships. However, he has been distracted by the fact that British writers of naval fiction during the twentieth century have created several great characters whose exploits have entertained millions of delighted readers. Far from presenting a popular history of the development of the frigate or an analysis of evolving frigate warfare during the classical age of British naval history, he has produced a curiosity that argues chiefly, though often only implicitly and not at all significantly, that real life frigate captains out-performed the fictional ones. While having some sympathy for this view, it really does not matter.

The author, himself a successful writer of spy novels, recounts the stories of five real frigate captains as a background to popular naval fiction. Instead of Ramage, Bolitho, Delancey, Drinkwater and Jack Aubrey, we are introduced to Edward Pellew, Hugh Pigot, Thomas Lord Cochrane, William Hoste, and Philip Broke whose notoriety came while they were frigate captains. Captain Pellew opened the quar-

ter century of hostilities with the capture of *La Cleopatre* (40) in 1793 and concluded them with the bombardment of Algiers in 1816 as Admiral Lord Exmouth, C-in-C, Mediterranean Fleet. He had a good war. Captain Pigot did not. A brutal sadist, his crew murdered him in the same year as the great mutinies of Spithead and the Nore. He is included to illustrate that naval officers, like everyone else, were subject to human failings. Fans of Jack Aubrey will recognize the model for his career in Thomas Lord Cochrane, son of the impoverished Earl of Dundonald. A bizarre feature of the book is the inclusion of Horatio Hornblower as a sixth frigate captain, but those familiar with his biography may recall that he was Sir Edward Pellew's favourite midshipman just as William Hoste occupied a similar place in Nelson's affections. Captain Hornblower's adventures in the *Lydia*, however, are best explored in Mr. C.S. Forester's account. Captain Philip Bowes Vere Broke is the author of one of the most remarkable letters ever to pass between belligerents: "As the *Chesapeake* appears now ready for sea, I request that you will do the favour to meet the *Shannon* with her, ship to ship, to try the fortune of our respective flags."

In each of his accounts the author explores the relation between "interest," luck and ability, but he really does not add any insights. The *Eyes of the Fleet* is not based on new research, is highly derivative and ought to have included James Henderson's *77 Frigates, an Account of the Lesser Warships of the Wars from 1793-1815*, (London, 1970) in the brief note on sources. Since the author does not attempt to prove or disprove old theories or present a new interpretation of the great Anglo-French naval struggle, readers have a right to expect an interesting, well-written and informative account. But what might rea-

sonably be expected does not appear, though others may want to try this curious book and judge for themselves.

James Pritchard
Kingston, Ontario

Peter Goodwin. *The Anatomy of the Ship: The Bomb Vessel Granado 1742*. Annapolis: Naval Institute Press 1989. 125 pp., drawings, photographs, appendices, bibliography. US \$32.95, cloth; ISBN 0-87021-178-1. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario.

Some people might glance at the above, see 125 pages, then the price, and proceed right along to the next book review. But please, wait: this book is worth every penny and then some. Peter Goodwin's efforts are truly outstanding. His background as a design engineer really comes to the fore in the very fine lines' drawings. However, these are only one part of the various components in the book which he has masterfully combined to hold one's attention.

One can see immediately that Goodwin spent many hours researching bomb vessels. His "Introduction" and "The development of the bomb vessel" (p. 7) and "History" (p. 9) set the stage for the balance of the book. He has blended many aspects of different types of bomb vessels to give his readers an overall view. The records of the *Granado* were meticulously researched, and we are taken from her construction through to the end of her career. Along the way we are given just about every aspect of her life, from "Decoration. Internal arrangement" (p. 13) to "Boats/Crew" (p. 20). The "Appendices" (p. 22) and "Sources" (p. 28) give us an in-depth look at the "Dimension and Scantling List 1742" (p. 22), as well as numerous other documented records. It is fortunate

that the British had the foresight to maintain detailed records, and Goodwin has covered all of them in relation to *Granado*.

We are also treated to a series of very well done "Photographs" of Robert A. Lightle's model of *Granado* (p. 29), which is displayed at the National Maritime Museum at Greenwich. These photos add immeasurably to the book's appeal and value. The book truly "comes alive" due to the many pictures along with concise captions. Each of the very detailed drawings is supported with extensive, numbered (keyed) references, all of which leaves virtually nothing to guess work. Every detail of the *Granado* is covered from the keel to the truck of the main mast. Overall, there are approximately three hundred perspective and three-view drawings done in an extremely professional manner. The dust jacket illustration depicting the *Granado* is a nicely reproduced copy of an original painting by Ross Watton. This gives the volume that little extra touch of class.

There is no doubt that Peter Goodwin's work will last for decades, probably centuries, and will be consulted by many people from all walks of life. It is rich in information for the naval architect, historian, artist, model builder, and even the nautical buff who just enjoys looking at and studying a fine piece of work.

Robert W. Cook
East Lake Ainslie, Nova Scotia

Todd Gray (ed.). *Early-Stuart Mariners and Shipping: The Maritime Surveys of Devon and Cornwall, 1619-35*. Exeter: Devon and Cornwall Record Society, 1990. xxvii + 171 pp., maps, appendices, tables, indexes. £10, paper; ISBN 0-901853-33-X.

The Vice-Admiralties of Cornwall and Devon effected several maritime surveys

between 1619 and 1635 which have survived at the Public Record Office and the Pepys Library, Magdalene College, Cambridge. The point of such censuses was to identify and assess sail and manpower available to the weak navy of James I (the ports of the South West had a history of resistance to impressment). The 1619 survey covered south Devon; another of 1626 covered southwest Devon, south Cornwall and some north Devon parishes; that of 1629, part of north Cornwall. These are the substance of this collection; surveys of particular ports in the late 1620s and a 1635 summary are included as appendices. The various original compilers did not, apparently, bring the same dedication to their tasks. The survey of 1626, for example, was more superficial than its predecessor. The surveys are, nevertheless, of considerable interest to maritime historians, particularly when brought together in convenient, alphabetized form, indexed both by ship and personal names.

Gray emphasizes that early modern occupational censuses are rare, and maritime censuses rarer still. Thus, it is very unusual to know the names and approximate ages of the "mariners at home" in Dartmouth in 1619, not to mention "sailors," shipwrights, coopers, "surgeons at sea" and "mariners & sailors from home." In some cases fishermen are distinguished by their trade, in others they are not; occasional fishermen might escape listing altogether. In short, these surveys must be interpreted carefully, but they are both rare and rich in detail. Similar caveats apply to the shipping lists, from which it is, nevertheless, possible to assess the approximate tonnage, ownership and even the distribution of shares of vessels in particular ports.

The editor demonstrates in his introduction some of the ways that these statistics from a non-statistical age can be used.

A mapping of seamen's parishes of origin underlines the importance of inland labour pools. A comparison of ports suggests that in terms both of men and ships Dartmouth was the centre of gravity of Devon's maritime strength in this period. Some changes are apparent, even in the few years which elapsed between the two main surveys of 1619 and 1626. Over the longer term other comparisons with the data presented here are possible. For example, ships' names evocative of good fortune, Christianity and service, common in these lists, are rare among the West Country ships listed in the "maritime surveys" of Newfoundland carried out by the naval commodores a half century later. There are, certainly, other ways the surveys of Devon and Cornwall will be used in the study of early seventeenth-century north Atlantic maritime demography, labour, shipping and commerce. All in all, this is a valuable collection, carefully prepared and presented.

Peter Pope
Flatrock, Newfoundland

Peter Kirsch. *The Galleon: The Great Ships of the Armada Era*. Annapolis: Naval Institute Press, 1990. 214 pp., illustrations, photographs, appendix, bibliography, index. US \$34.95, cloth, ISBN 1-55750-300-1.

It has often been stated that more is known about the construction of Viking ships than about the vessels of the Renaissance. Happily, new archival and archaeological research is helping to reverse this situation. Peter Kirsch's new book on the galleon offers a positive step in the understanding of this particular development in shipbuilding during the sixteenth century. The impetus for the book came from the author's desire to reconstruct a model of a "West European galleon, c.1600" on display in the

Statens Sjöhistoriska Museum in Stockholm. To accomplish his goal, Kirsch has marshalled a great deal of archival and iconographic material, some previously unpublished, to achieve as complete a picture as possible of galleon design.

The book is divided into eight chapters. The first deals with the development of the galleon on a nation-by-nation basis (Venice, Spain, Portugal, Netherlands, Scandinavia, England, and France). However, the emphasis is clearly on development in England, likely reflecting the author's greater familiarity with and access to these sources. The slim discussion of Spanish galleon development could have been greatly enhanced by consulting Palacio's informative *Instrucion Nauthica* (1587). The chapter as a whole might also have been better served by reference to recent archaeological and related archival work that has provided a wealth of new information on sixteenth-century vessels. I am thinking here of sites in France (Villefranche Wreck), England (*Mary Rose* and Catterwater Wreck), West Indies (Molasses Reef and Highborn Cay Wrecks) and the Basque whaling vessels at Red Bay, Labrador.

The next two chapters are devoted to rigging and ordnance employed on vessels during the galleon era. Kirsch does not, nor did he intend to, provide exhaustive studies of the subjects. Rather, he produces good overviews of both topics. The knowledgeable reader will find little that is new in these chapters. Based almost solely on primary and secondary historical sources, the presentations could have benefited by reference to archaeological examples bearing on both subjects.

Two chapters discuss the galleon in battle and the men who manned these vessels. Again, primary and secondary sources form the principal base. In the chapter on naval warfare, English sources predomi-

nate. A wider range is employed in the chapter pertaining to the crews. In both, though, the information is presented in an anecdotal form. Although a broader selection of sources might be preferred, these chapters provide a realistic historical dimension as well as a believable glimpse into the organization and living conditions on vessels of this period.

One chapter focuses on the model of the Stockholm galleon upon which the reconstruction is based. This is competent and straightforward, supplemented by drawings and photographs describing the architectural and ornamental features of the model. Another chapter provides a discussion of ship construction methods employed by various European countries during the sixteenth and early seventeenth centuries. In many respects this is a companion to the chapter on the development of the galleon and the criticisms levelled there apply equally. Venetian shipbuilding is quickly covered while the Netherlands and Portugal are reviewed in somewhat more detail. Most of the chapter concentrated on English construction methods and is based almost exclusively on one document, the anonymously authored *Treatise on Shipbuilding* (c. 1620). As an unexpected and welcome bonus, the treatise is included as an appendix. Edited by William Salisbury and previously published by the Society for Nautical Research, it is presented in its entirety with drawings and explanatory notes. Kirsch successfully extracts the important elements and logically presents the steps involved in building a large sailing ship of the period. This chapter, because of its technical nature, will require the reader to move constantly from the text to the appendix and the drawings to fully understand the design process.

The final chapter presents a reconstruction of a galleon based on the Stock-

holm model and the *Treatise on Shipbuilding*. The author clearly articulates his arguments for selecting the design elements for the reconstruction. How successful has he been? The model is incomplete and, as the author admits, the treatise is obscure or silent on many aspects, resulting in much supposition. The final test, I feel, must await the discovery of similarly-dated vessels with which comparisons can be made.

The major criticism of this book is the absence of recent archaeological and related archival information bearing directly on the construction of galleon-period vessels. In fairness to the author, some of this material may not have been readily available at the time the book was written. It can only be hoped that a future edition might include this data. On the positive side, the book is well-written and easily readable. Produced on good quality paper and nicely-bound, it is profusely illustrated with high quality historical drawings, the author's own plans and drawings, plus photographs. Typographical errors are few (e.g., on pp. 7 or 8, the superscript for note 9 is missing; on p. 142, mainmast has been mistakenly used for foremast in three instances; on pp. 153 and 207, notes 10 and 11 have been reversed).

Despite such criticisms, the book does present new information even as it re-examines and explains older knowledge. Naval historians, modelmakers, marine archaeologists and armchair enthusiasts will all find much here to entertain, enthrall, and entice. The real strength of this book will lie in its ability to provoke discussion and to spur further research. To people interested in this period of naval architecture, this new publication will be a welcome addition to their libraries.

R. James Ringer
Ottawa, Ontario

Jeremy Green. *Maritime Archaeology: A Technical Handbook*. London: Academic Press, 1990. xx + 282 pp., photographs, diagrams, bibliography, index. £27 or US \$55, hardcover; ISBN 0-12-298630-X.

This book is disappointing. There is a great need for a textbook on underwater archaeology suitable both for senior undergraduate and graduate students and for amateurs wishing to progress beyond the standard introductory course. There may also be a demand for a handbook that would give professional archaeologists faced with unanticipated situations during shipwreck excavations a summary of proven methods. Green is well qualified to write either or both; his publisher hints that he has succeeded in the present volume. He has not, though he has come closer than anyone else to providing the needed textbook.

Green admits that this work is "personal" and "biased." Yet this acknowledged lack of balance is so pronounced that the reader is left groping for some logical structure underlying the information even as the book is rendered unsuitable for any single audience. Thus, it does not help to be told in the introduction that "terms such as marine, nautical and underwater" archaeology do not describe the book's topic when it is not defined until the conclusion (it is in fact largely shipwreck archaeology). Green does address both surface and underwater survey techniques, some methods for wreck searches, excavation, artefact conservation, methods and objectives of studio, surface and underwater photography, artefact drawing, research and publication, the role of computers, legislation for submerged heritage management and a limited amount of theory. Yet the lack of balance crops up throughout. Why devote over fifteen percent of a book on *maritime* archaeology to artefact drawing

and photographic techniques that are equally applicable to all other branches of the discipline and which were recently addressed in Griffiths *et al.*, *Drawing Archaeological Finds* and Adkins & Adkins, *Archaeological Illustration!* Why provide a grossly superficial introduction to computers with no specific relevance to archaeology? On survey methods, the reader is treated to valuable practical tips on position fixing by horizontal sextant angles but is never told to hold the instrument on its side, a most unnatural position for the uninitiated. And now that a GPS receiver (which is accorded less than a page) is more precise, more convenient and probably cheaper than a pair of sextants, Green's hard-earned experience in this area is obsolete. This reliance on out-dated approaches pervades the book; the most blatant example is a discussion of electronic navigation systems based on a 1977 review. The "personal" emphasis also leads Green to stress his own work while omitting other contributions or leaving the reader with only passing references to parallel developments. One could continue.

These flaws are doubly unfortunate because there is much wisdom and experience scattered through this book. Few practising maritime archaeologists will find the patience to search for these gems amidst the barren overburden while those new to the speciality will often be left without sufficient guidance to grasp the author's points. Neither group will welcome paying so much for such annoyance. The student at least should persevere for the present since there is no better text available. Otherwise, perhaps the best to be said of this book is that one day it will provide useful material for its replacement.

Trevor J. Kenchington
Musquodoboit Harbour, Nova Scotia

Lewis R. Fischer and Helge W. Nordvik (eds.). *Shipping and Trade, 1750-1950: Essays in International Maritime Economic History*. Pontefract, UK: Lofthouse Publications, 1990. xii + 325 pp., figures, maps, tables. £15, paper: ISBN 1-85517-001-9.

The essays in this volume focus on a variety of topics, ranging from Hans Chr. Johansen's study of the role of Danish shipping services in linking the Mediterranean and the Baltic between 1750 and 1850 to K.S. Mathew's description of the maritime trade of Masulipatnam on the Coromandel coast of India in the second half of the eighteenth century. William N. Still examines shipbuilding in North Carolina in the eighteenth and nineteenth centuries, and K. Dharmasena looks at the growth of national shipping in Sri Lanka from 1750 to 1985.

Each of these essays, as well as three others in the collection, achieves one of two things. On the one hand, our understanding of the global dimensions of maritime development is considerably enhanced through the careful description of Asiatic foci of maritime activity. On the other, the presentation of new research on secondary and tertiary regions of maritime activity adds depth to our comprehension of the western tradition. Such regions were essential components in trade and shipping systems, yet because of their secondary nature, researchers failed to take them into account. This left us with an incomplete and uncertain picture of historical development until now. McPherson, Reeves, and Pope describe the development of Indian shipping from 1870 to 1935, and Fatima Sequeira Dias briefly outlines the position of Sao Miguel in the internal trade of the Azores. Gelina Harlaftis' study of the role of the Greeks in the Black Sea trade (1830-1900) is especially fascinating and enlight-

ening because of the detail it offers of the Greek trading diaspora and, by means of that, the clear sense it gives of the ethnic complexity and network of interrelations in the regions of south Russia, the Danube, the Black Sea and the Balkan Peninsula.

Apart from those essays which articulate the geographical framework, there are several others of value owing to the detail and analytic insight they offer on the mechanisms of trade and shipping: David Williams on the unique characteristics of the bulk passenger freight trades (slave, emigrants, troops); C. Knick Harley on the impact on freight rates of mixing cargoes (passengers with cereals, cattle); David Starkey on the effects of war on the market for seafarers; J. Forbes Munro on the repercussions of the opening of the Suez Canal for a shipowning company in south Asia; Yrjo Kaukiainen on profitability in international shipping; and Tommaso Fanfani on the relationship between shipping and protectionism in Italy.

All the above essays focus on the late eighteenth or nineteenth centuries. Three others deal with the twentieth century: Lars U. Scholl on the German merchant marine in the 1920s; Mariko Tatsuki on competition and streamlining on the Pacific routes in the 1920s and 1930s; and William D. Wray on the Mitsui Line in the Far Eastern Freight Conference in the 1950s.

Attention to secondary but essential components of the world maritime system and to technical aspects of maritime trade are the valuable features of this volume. The editors are to be congratulated for bringing together these essays, although it is regrettable that they did not step forward to reflect, even briefly, on their implications and significance.

David P. McGinnis
Calgary, Alberta

Michael W. Marshall. *Ocean Traders*. New York: Facts on File, 1990. 192 pp., photographs, drawings, maps, bibliography, index. US \$24.95, hardback; ISBN 0-8160-2420-0.

This is essentially a book for the general reader, written almost entirely from secondary sources. On the whole it is better and more reliable than many of its kind. Attractively presented and well illustrated, it provides quite a useful introduction to the history of the ship.

Inevitably in such a book, there are oversimplifications and unevenness. Thus the Nydam boat is described as a Viking longship (p. 19) and one would find it hard to accept the statement on the same page that "between c. AD 400 and 1200 the essential characteristics of the Viking longship changed little." The description of both the cog and the hulk is inadequate and in the case of the latter misses essential points. The illustrations of these vessel types are also inadequate and somewhat outdated. The dating (p. 43) of the Spanish-Moorish bowl depicting an early three-masted ship in the Victoria and Albert Museum is surely not firmly 1425, but probably sometime before 1450—a matter of some importance in the context. Leaping a few centuries, the familiar photograph of four hands securing a section of the foresail of the barque *Garthsnaid* which had come free from the gaskets in heavy weather, taken in 1920 by acting second mate Alexander Turner from the jibboom end and perhaps the finest photograph of its kind ever taken, is wrongly-captioned (p. 154) "Furling the mainsail." Moreover, Mr. Turner is given no acknowledgement.

On the whole, however, this book sets the essentials.

Basil Greenhill
Boetheric, Cornwall

Wolf-Rüdiger Baumann. *The Merchants Adventurers and the Continental Cloth-Trade (1560s-1620s)*. Berlin: Walter de Gruyter, 1990. xiv + 425 pp., maps, charts, tables, appendices, bibliography, index. DM 176, cloth; ISBN 3-11-012582-X.

Manufactured cloth surpassed raw wool as England's most important export before the end of the fifteenth century, and continued its importance, especially in the overseas trade of the Merchants Adventurers, in the early modern period. Much has been written on the subject from the English sellers' point of view, and it is both interesting and valuable to have a translated work which concentrates predominantly on the German receiving markets. The author emphasises that this is not an institutional history, but one of patterns of production, trade, and distribution. Changes in trade centres, trade flows, merchants, and the impact on the German economy of the extensive English activity are Dr. Baumann's concerns. He draws on much published and unpublished material from Austria, Denmark, England, Germany, and the Netherlands.

Chapter 1 provides a brief chronological exposition of the Adventurers' move from Antwerp to German ports. Experiments with Emden, Middelburg, Stade and Hamburg eventually resulted in Hamburg becoming the preferred centre by 1611. This account is developed in chapter 3, which attempts to establish the scale of imports to these towns. In the absence of customs accounts or other good serial sources, the picture is necessarily sketchy, but the author sets out clearly the available information from a variety of sources.

Chapters 2 and 4 are particularly interesting. English cloths were luxuries, as they has been in the middle ages, but unlike then, many were now unfinished, depending on continental finishing centres. Chapter 2

collects fascinating detail on dyers, dye-houses, and regulations in a number of German towns, where finishing industries were established well before the Antwerp hegemony ended. The dyers were not always popular locally, but the finishing industry overall provided welcome employment for skilled and unskilled workers. Much of it was organised by local men, but the author points to instances of Englishmen importing cloths, having them dyed in Cologne, then sending them on to the Frankfurt fairs. The main finishing centres are examined in turn with details of regulations and guild organisation; there is a particularly interesting examination of the English merchants at Nuremberg. The chapter is mainly an exposition of information, but also assesses the impact of English cloth. The author argues that it was of exceptional quality and rarely in direct competition with local products; that English imports kept the industry alive in some old centres and established it in new ones; and that the deliberate enticement of Low Country immigrants to dyeing centres helped to encourage the development of lighter cloths, which later came to compete with the English kersies. Chapter 4 examines the organisation of the Adventurers in Germany. By 1620 there was an English community of 228 in Hamburg. The merchants had regular show days and auctions, and ninety percent of their business was done on credit. They moved into inland centres, not only as visitors, but even as a small permanent colony at Nuremberg in the later decades of the sixteenth century. They also entered the linen industry to cut out middle men, buying unfinished cloth and having it bleached. The Merchants Adventurers tried to monopolise the port trade, but failed to stop interlopers, or even to control all their own members, some of whom traded inland without permission. Dr. Baumann

provides details of names and numbers wherever he can. He takes a very positive view of the impact of the English merchants' inland trade; they stimulated long-distance trade, commerce and industry in a number of towns, which were therefore willing to challenge the old Hanseatic towns in encouraging the presence of the English because of the prosperity they brought. The final chapter looks at English activity in each centre and provides much biographical detail.

Sometimes this well-produced book's information threatens to make it simply a catalogue of facts, but conclusions are drawn at the end of each chapter. The author makes his thesis clear on the positive impact of the English not only in ports but also within inland Germany.

Wendy R. Childs
Leeds, England

Klaus Friedland (ed.). *Maritime Aspects of Migration*. Köln: Böhlau Verlag, 1989. vii + 465 pp., illustrations, tables, figures. DM 128, paper; ISBN 3-412-13886-6.

This volume consists of twenty-five papers read in Stuttgart, Germany in August 1985 at the quinquennial meeting of the International Commission of Maritime History held in association with the 16th International Congress of Historical Sciences. The title ties the collection to two of the major objectives of the Commission: to promote research on man at sea and the sea as a communicating factor of mankind. Conceptually the papers deal more with population mobility and passenger traffic than with migration, most definitions of which imply a permanent relocation. The conference brought together an important group of international scholars; it would have been useful to have had their disciplinary

and academic affiliations identified.

The papers cover a broad spectrum of topics within the compass of population movements by sea and are organized under four regional groupings—the Mediterranean, North and West (Europe), The Atlantic and Indian Ocean/Australian. Eighteen papers are presented in English, five in French, one in Spanish and one in German. Most focus on population movements of the nineteenth and early twentieth centuries; however the Mediterranean articles deal with the Middle Ages.

The movement of population is a key component of maritime history. It also represents a process that has helped shape maritime activity and been influenced itself by maritime transport; passenger and migrant travel helped create a demand for transport, even as its availability and technology have helped shape population flows. This volume aptly illustrates the multivariate ways in which population movements and maritime activities are related.

The papers on the Mediterranean during the Middle Ages examine sea transportation around the Levant colonies (Ballard), the transport of crusaders and pilgrims to the Holy Lands (Richard) and the types of ships used around the eastern Mediterranean (Villain-Gandossi). Pryor describes the natural hazards (winds, currents, and rocks) in navigating the Mediterranean. Katele focuses on the pirates and corsairs and the difficulty of distinguishing protection and aggression in the struggle for maritime supremacy between Genoa and Venice, 1204 to 1381.

The trans-Atlantic migrations from northwest and western Europe are given prominence by articles on Norwegian emigration (Pettersen; Nordvik), steerage conditions and American law (Jones), the socio-demographic characteristics of Irish immigrants 1846-1851 (Glazier, Mageean

and Okeke), and the seventeenth century Spanish-American slave trade (Vilar). Most papers focus on the mechanisms of migrations, especially aspects related to technology and infrastructure. A few articles analyze the relationships between the passenger trade and commodity flows—Norwegian emigrants and Canadian timber (Nordvik) and British emigrants and Australian wool (Broeze). Five articles examine migrations around the Indian Ocean. These include Moslem migration in the sixteenth century (Khoury), Chinese migrations associated with the development and decline of ocean-going junks covering the fifteenth to nineteenth centuries (Ju-K'ang), assisted migrations (slaves, coolies and bondsmen) in response to English shipping networks 1685-1765 (Young), the transport of indentured labourers from India to Surinam (Emmer with Kuypers), and the social expansion of the Indian Ocean through passenger traffic 1815-1939 (McPherson, *et al.*).

The more impressive articles from a methodological perspective are by Fischer, who uses crew lists and censuses to trace deserters as migrants, and by Jones, who through business records examines the role shipping agents played in migration. The volume contains some excellent empirical studies on maritime migration within the Indian Ocean region, on shipping lines and agencies, and particularly on the Huguenot immigrants in Ireland (de Courcy) and the passenger traffic to Australia and New Zealand (Broeze).

The volume unfortunately is virtually unedited with respect to grammar and syntax. Nonetheless it is a very valuable reference book for scholars of maritime history and migration.

W.G. Handcock
St. John's, Newfoundland

Sarah Palmer. *Politics, Shipping and the Repeal of the Navigation Laws*. Manchester: Manchester University Press, 1990. x + 209 pp., tables, figures, bibliography, index. US \$59.95, cloth; ISBN 0-7190-13988-3. Canadian distributor, St. Martin's Press, NY.

Over a period of two hundred years, between the mid-seventeenth and mid-nineteenth centuries, the Navigation Laws were the most important influence upon British and colonial shipping and trade, channelling imperial commerce through British ports and obliging the use of British or colonial-built and registered vessels manned by predominantly British and colonial crews. The ultimate expression of mercantilism, the Laws have in recent years received relatively little attention from historians. Dr. Palmer sets out to remedy this neglect in a study concentrating on their repeal. Her professed aim is to bridge "the conventional gulf between political and economic history" while supporting "the growing claim of maritime history to be considered as a field of study in its own right." (p.x) Although she is only partially successful, the book is important.

Palmer, an interested observer of the contemporary political scene, is strong on the politics of repeal. She provides an account of party political alignments and the manoeuvres of protectionists and free-traders which, though largely garnered from the readily-accessible *Hansard* and *Common's and Lord's Select Committee Reports*, nevertheless sets the record straight. Palmer suggests that the shipping interest was not well represented in the Commons after examining its composition, and she documents the greater importance of extra-parliamentary lobbies of shipowners and, significantly, of seamen. Britain's northeast coal ports produced a protectionist lobby which probably contributed to the

prolongation of coastal trade regulation until 1854. Elsewhere there was less unanimity in opposition to the repeal of the Laws: the owners of steam liner companies, in particular, professed their support for free trade.

The issues were different from those involved in the repeal of the Corn Laws in 1846. The Navigation Laws impinged more directly upon national security and strength in their connection with state revenue and the manning of the Royal Navy, and their repeal involved a much greater commitment to free trade. Palmer is right to insist that the Navigation Laws not be subsumed under the Corn Law repeal in the narrative of mainstream political and economic history. She does a real service to maritime history by bringing shipping into politics and politics into shipping.

But what does the book contribute to the "new maritime history" and how far does it reinforce the scholarly credentials of the discipline? The early chapters are promising. Concisely, Palmer outlines the state of *British* seaborne commerce (colonial shipping is relatively neglected) in the period immediately before the repeal of the Navigation Laws. She covers the regional deployment of shipping and patterns of trade, evaluates the strength of foreign competition and provides insights into the business structure of the industry and the state of shipping technology. However, in subsequent chapters a narrative of political events takes over. The validity of key arguments for and against repeal is not tested against the realities of shipping and trade. The final result is an equivocal and confusing picture of the significance of repeal. Clarification may be sought in the work of Schyler, Imlah and Clapman, which exemplify just that synthesis of politics and economics which makes maritime history greater than the sum of its parts. Palmer's

book undoubtedly has a place alongside them, but its long-term importance may well be to persuade maritime historians to look anew at the Navigation Laws.

Valerie Burton
St. John's, Newfoundland

Peter N. Davies. *Fyffes and the Banana: Musa Sapientum—A Centenary History 1888–1988*. London and Atlantic Highlands, NJ: Athlone Press, 1990. xviii + 301 pp., maps, photographs, tables, bibliography, index. US \$39.95, cloth; ISBN 0-485-11382-1.

"Yes, we have bananas!" With that clarion call Canadians welcomed the inauguration of the Canadian National Railways' ocean/rail service that enabled bananas from the West Indies to be brought into this country on the fabled "Lady Boats." This, and the memory of my diminutive mother wrestling in one of Glasgow's railway stations during World War II for a bunch of bananas tossed by American servicemen, helps point out both the way in which the fruit caught consumers' imaginations and the extent to which they came to treasure it as a dietary staple. It is therefore interesting to read Davies' account of Fyffes, the quintessential purveyor of bananas in Britain. Davies has solid credentials to write this story, for in addition to his other accomplishments he wrote the best early biography of A. E. Jones, the British shipowner who left such a mark on both sides of the Atlantic.

All you ever wanted to know about bananas, *ad musa sapientum*: this is a pedantic yet erudite book, and a company history in the truest sense of the beast. It contains much of the *minutiae* to satisfy the oldest of dear Aunties looking for a remembered name, as well as a solid account of Fyffes from its modest origins to the present. Above all, however, it is the book's

emphasis on "marketing, not production...the ultimate key to success" (p. 32) that takes it out of the genre of potted histories of shipping companies and marks it as unique. In fact Davies fits the ships into his narrative in much the way that Fyffes dealt with bananas—as necessary adjuncts but not central to the story. What was important to Fyffes was to make the lowly banana "the most popular fruit in the United Kingdom"—a goal achieved by 1905 (p. 116)—so that satisfactory profits could be maintained. Then it was up to the company's servants to keep it within the reach of the ordinary bloke. Davies cites some remarkable efforts by management to ensure this (pp. 138-40).

The closest Canadian parallel to Fyffes' business approach was probably that of the Quebec Steamship Company in its market-farm-to-consumer approach to the Bermuda-New York vegetable trade, 1875-1915. This is the strongest aspect of the book, giving the feel for what was really involved in keeping ships gainfully employed; they were there, after all, not just to flog the ocean, but to transport a product that someone wanted to buy in sufficient volume to generate a profit for all concerned, sometimes including the planter. If no other lesson is learned from this book, this should be the one.

It is intriguing to find one of Britain's leading maritime historians plying his craft in such a way as to take full advantage of commercial realities. One would suggest, however, that such a worthwhile pursuit not be made so easy to cavil at by having the author's photograph cheek-by-jowl with the company's public relations manager on the inside front cover. Or to have the current Chief Executive Officer give the last word in pronouncing on the company's future (p. 236). Presumably, with such clout, the recent news that bananas have now been

found to be bad for one's teeth will be overcome as successfully as other such canards detailed in the text (p. 167), and Fyffes will proceed into its next century with confidence.

One thing that is missing from the book—amidst, it must be acknowledged, a plethora of the familiar academic baggage of footnotes and appendices, and a fleet list—is a good description of the Fyffes archive. Although its existence is noted (p. 285) there is no indication of its extent—and it is important to note that when Davies himself discusses recent profit statements he cites the public record (p. 225). This is of significance to potential researchers, as no mention is made of Fyffes' records in either Mathias and Pear-sall, *Shipping: A Survey of Historical Records* (London, 1971) or the more recent *Guide to the Manuscripts in the National Maritime Museum, Vol. 2* (London, 1980). We may not want to tackle the banana trade again, but there is always an interest in ships that could be followed up.

Kenneth S. Mackenzie
Pointe Claire, Quebec

Malcolm Falkus. *The Blue Funnel Legend: A History of the Ocean Steam Ship Company, 1865-1973*. London: Macmillan, 1990. xix + 411 pp., maps, tables, photographs, bibliography, appendices, index. £45, cloth; ISBN 0-333-52283-4.

Trained as an NZS apprentice in the mid-1950s, it has taken a long time for my socialization to wear off sufficiently to appreciate that, in Britain at least, Blue Funnel was unique. Malcolm Falkus' book is the first full-length, analytical study of a British cargo-liner firm and it is wholly appropriate that this extraordinary company should be its object.

Blue Funnel Legend, a history of the business rather than of the fleet and its crews, is almost encyclopedic in style and length and is sensibly organised as much around themes as chronology. The author's first substantial chapter highlights the firm's uniqueness by describing and probing the system and style of management which until the mid-1960s had scarcely changed for three-quarters of a century: the famous open-plan office with the partners (not directors) sitting at their desks on a raised "quarterdeck," their continuing commitment to civic duty and their determination to maintain what would today be called a "hands-on" approach to everyday management. These matters, taken together with some observations on such salient personalities as Lawrence Holt, neatly prepare—and fortify—the reader for some of the over-detailed *minutia* of the unfolding episodes of commercial history. The next two chapters deal successively with voyage patterns and cargoes and the intricate network of agencies so essential to the finding of cargoes and the dispatch of ships. The remaining ten chapters, except one on the subject of conferences and the role of Holts within them, relate chronologically Blue Funnel's commercial development. The final chapters in this sequence become ever more schematic but nonetheless revealing as the firm steadily diversified out of shipping and, without ever announcing the fact locally, moved its head office to London. Sensitive to Liverpool's problems and mindful of the unremitting blows to the city's morale during the economic collapse of the 1970s and 1980s, the firm went quietly in 1980. Even in 1988 it was no less discreet when India Buildings was sold to a London-based property firm.

The notorious problem with commissioned histories of companies and trade unions is their tendency to celebrate their

subjects rather than submit them to the critical scrutiny normally expected in an academic study. An experienced scholar like Malcolm Falkus would of course have been as aware of this difficulty as of the fact that as he closed on contemporary events and persons his sources would be selected for him and not by him. A careful reading and decoding of occasional passages reveals an understandably cautious author who, presumably in the interests of diplomacy but certainly not of the disinterested reader, determinedly registers tributes and CVs of worthy individuals. At such moments the prose is as trite as an annual report to shareholders.

When it comes to analysis—most if it implicit—Falkus is refreshingly resistant to the great man theory of history. The founding Alfred Holt is firmly put in perspective—"a child of his time." (p. 83) Of other characters, Lawrence Holt appears as an austere liberal who, if bound by a sense of rectitude and often capable of benevolence, was pretty unlikeable. The fact that Leonard Cripps (in the 1930s) was cordially loathed by the seagoing staff is not mentioned—but Falkus does record that Cripps was not well-loved by his fellow partners, either! The author himself, while acknowledging Cripps' managerial effectiveness, comes close to suggesting that the Major (as Cripps was known to seafarers) took an almost pathological pleasure in his cost-cutting measures. More recent figures are also not exempted from comment: Sir John Nicholson was said not to "suffer fools gladly and preferred not to suffer them at all." (p. 291) Here again, however, Falkus is careful to distinguish between managerial competence and personality: if Nicholson was remote and autocratic in the manner of Richard and Lawrence Holt he is presented as a person of outstanding ability.

For an economic historian, Falkus is

unusual in his sensitivity to the nuances of characters and their significance in the closed social world of the enterprise and at least tacitly seems to acknowledge the contribution that social history might make to the study of the firm. But this said, it is plain that Falkus himself lacks the analytical tools of the social historian and is not always sure-footed on political questions, either. For example, the armed Chinese Communist uprising against the Nationalists in Shanghai in 1927 is written off as a riot. More glaring than this, given his obvious interest in commercial family dynasties, is the failure to explore the significance for the style of the firm of the connectedness between the families who ran Holts and the radical Liberal and Fabian socialist elites. Some exploration here might have led to some very interesting and provocative comments on the impact of Fabian socialism on the enterprise. Falkus notes the brief employment of Michael Foot by Blue Funnel in the 1930s and likens Stafford Cripps' austerity measures when he was chancellor of the exchequer to those of his brother Leonard-but leaves untraced the paths connecting the Hobhouses, Holts, Webbs and Cripps. There is comparable neglect of the *family* politics that must surely have featured prominently at key moments when the firm was collectively owned by a closed circle of relatives and trusted friends and unquoted on the stock exchange. The leading families only appear in the persons of the prominent males and it is hard to believe that in those family networks, formed and maintained by women, the women were silently quiescent. But it is easy for an historical sociologist to highlight these errors of omission. The fact is that this is a fascinating book and currently provides the only example of a well-informed study of the rise and decline of the British liner

company. Taken literally, this is a study of Blue Funnel. Read more laterally, it is both a study of the modern British shipping industry and an illuminating case history of a company's attempt to get out of an ailing industry and find a new and more profitable role. Highly recommended.

Tony Lane
Liverpool, England

Gerald A. Rushton. *Whistle Up the Inlet: The Union Steamship Story*. Vancouver and Toronto: Douglas and McIntyre, 1974. 236 pp., photographs, appendices, fleet list, index. \$14.95, paper: ISBN 0-88894-186-2.

For seventy years, from 1889 to 1959, the red-funnelled ships of the Union Steamship Company of British Columbia Ltd. were a familiar part of the maritime scene at Vancouver and all coastal settlements as far north as the Alaska border. The ships often afforded the only means of communications with scores of canneries, logging camps and isolated ports of call. They provided close personal contacts with lonely settlers, delivering the mail and necessities. In addition the company operated a fleet of excursion vessels out of Vancouver to popular resorts such as Bowen Island, well-patronised before the days of access by roads.

In its early years the company had a close association with the famous Union Steamship Company of New Zealand; hence the choice of name and funnel colours. In 1911 control was acquired by J.H. Welsford and Company, a prominent Liverpool shipowning family, with capital to expand widely the company operations. Shortly after World War I, a young man was sent out from Liverpool to become traffic manager. He was Gerald A. Rushton, son of Sir Arnold Rushton, manager of the Welsford Company, and he remained

with the company until its demise in 1959.

No one was more qualified to write the history of the company, and the result was the publication of *Wliistle Up the Inlet: The Union Steamship Story* in 1974. The book was a surprise best-seller on the coast, for this was a human-interest story that appealed to all who had travelled with and admired the old company. The first hard-cover edition quickly sold out and was followed by a paperback version in 1978. Mr. Rushton followed his first book in 1980 with *Echoes of the Wliistle*, a copiously illustrated history of the company. And now another paperback edition of the original book is available. Last year the history of the company was the subject of a special display at the Vancouver Maritime Museum, officially opened by Mr. Rushton.

The company expanded rapidly during the boom years on the coast, absorbing several competing firms, including the Boscowitz Steamship Company, Terminal Steam Navigation Company, All-Red Line, Frank Waterhouse Company, and Tide-water Shipping Company. These acquisitions included valuable resort properties at Bowen Island and Selma Park. By 1929 the Union Fleet was at its zenith, serving more than two hundred ports on the coast. Then came the depression, and the company started a downhill slide, with no dividends and no necessary fleet renewals. In 1937 the Welsford family sold its controlling interest to Vancouver capitalists. Under its Canadian owners the company had a chequered career. While still maintaining its reputation on the coast, it fell victim to progress. Roads and planes won traffic. Out-of-date and uneconomical ships were not replaced. With a change of government the company lost its subsidy. It was the last straw, and in 1959 the proud Union house - flag was lowered for the last time.

The valuable appendices of Mr. Rush-

ton's book include a fleet list and list of company captains and executives.

Norman Hacking
North Vancouver, British Columbia

William McClosky. *Fish Decks: Seafarers of the North Atlantic*. New York: Paragon House, 1990. xvi + 307 pp., photographs, appendices. US \$22.95, cloth; ISBN 1-55778-076-5.

To quote Senator Michael Kirby, "dealing with Canada's constitution was mere child's play compared to dealing with fisheries." Kirby might now have second thoughts but the point he made is still valid. The fishing industry is both complex and diverse and anyone who ventures to describe it is courageous.

Freelance writer William McClosky has braved these confused waters in his latest full-length book. His stated intention is "to report on those representative fisheries along the great continental shelves of northern Atlantic waters which it has been my good fortune to observe." (p. 23) By restricting his book to his personal observations he leaves gaping holes in his focus on the north Atlantic. Instead, we are treated to six chapters dealing with the fisheries in the Norwegian and Barent Seas. Five relate to Labrador, while the Grand Bank and George's Bank rate only one chapter each.

The remaining chapters deal with New England activities, sealing and the "watermen" of Chesapeake Bay. It is quite a leap from the "sheltered estuarine waters" (p. 180) of the latter to the hostility of the north Atlantic. The geography is further stretched as the writer treats us to his experiences in Madras, the Dominican Republic, Japan, China, Alaska and even far-flung Bali, all of which would be fine if there were a shortage of topics in the north

Atlantic fishery begging for in-depth treatment. The Hague Line decision of the World Court, the two hundred-mile limit, and changing technology, to mention just three concerns, have had far-reaching effects on the industry. McClosky does give a section of a chapter to the World Court decision, but it is a quick glance through American eyes.

It would have been helpful to have explained Canada's argument based on the equidistant line as opposed to the US contention that it was entitled to jurisdiction over maritime areas contiguous to its coastline. The two hundred-mile limit is given a chapter but scant treatment is afforded the all-important "cod wars" between Iceland and Britain. As for technological changes, the electronic age is acknowledged but little is said about the revolutionary switch from side to stern otter trawling. The latter greatly increased the catch rate with wide ramifications. Among other notable failures is the treatment given attempts to unionize the fishery in Newfoundland. Surely such names as Coaker, Lane, Lake, Locking and McGrath deserve mention. Can the Canadian cooperative movement be discussed without recognizing the work of Moses Coady with the fishermen of eastern Nova Scotia? And what can be said about a book on the north Atlantic fishery that does not mention Lunenburg once? Historians might also flinch when they read that "in 1949 Canada absorbed Newfoundland" (p. 114) and that Newfoundland's resettlement policy was the brainchild of Ottawa bureaucrats. The long-standing debate over whether John Cabot was Venetian or Genoese has been decided by McClosky, who declares him to be an "Englishman." (p. 68) Spelling errors can sometimes be overlooked if they do not alter the meaning, such as on pages 136 and 168 where we

find Newfoundland's favourite meal given as "fish and brews," which to the uninitiated will signify an entirely different thing.

For all its errors and omissions, this collection of essays (not necessarily a continuous work) is still captivating. They are more anecdotal than historical, more entertaining than educational. McClosky has a sharp eye for detail and a descriptive turn of phrase. The book contains excellent photographs but a map or two might help some readers. Those with a romantic view of the sea will find this book interesting. It will be less appealing to those who have to wrest a living from the hostile north Atlantic on slippery fish decks.

Gregory P. Pritchard
Lunenburg, Nova Scotia

Rosemary E. Ommer. *From Outpost to Outport. A Structural Analysis of the Jersey-Gaspé Cod Fishery, 1767-1886*. Kingston and Montreal: McGill-Queens University Press, 1991. xvi + 245 pp., tables, maps, diagrams, notes, bibliography, index. \$39.95, cloth; ISBN 0-7735-0730-2.

This detailed case study of the Jersey cod fishery in the Gulf of St. Lawrence is based on the extensive Charles Robin Company archives, Jersey ship movements and records of some of the lesser Jersey companies. Using export-base theory and the concepts of forward, backward and final-demand linkages, the author demonstrates why Gaspé gained very little from either the processing of the cod before shipment (forward linkage) or the supply and production of material for the fisheries (backward linkage), which were concentrated in Jersey. Virtually all the profits of the fishery went to Jersey where they were used to develop ancillary industries, shipbuilding and a maritime carrying trade (final-

demand linkage). In Gaspé the only backward linkage was the construction of some transport vessels; in this connection, twenty-nine percent of the Jersey-owned fleet in 1830 had been built in Gaspé, the Baie des Chaleurs and Cape Breton. When Gaspé was abandoned by the Jersey companies in the latter part of the 1800s, about all that the Gaspeians had gained from the fisheries was an increased population. A substantial part of the analysis is concerned with the "merchant triangle" which had an administrative base in Jersey, a production base in Gaspé and marketing areas in the Mediterranean, the West Indies and Brazil. This has required reconstruction of the shipping routes of both individual vessels and all Jersey shipping for the years 1830 and 1840. (pp. 144-167)

I am impressed with the way this case study explains the workings of the Jersey-Gaspé cod fishery, but at the same time uneasy with the manner in which some aspects of the Gaspé coast fisheries have been described. As two examples, the statements that by 1834 shipbuilding at Paspébiac was minimal and that in 1850 CRC had "discontinued shipbuilding" (p. 144) are misleading. Although this suggests that shipbuilding was on the verge of collapse by the mid-1830s, between 1792 and 1873 CRC's Paspébiac shipyard built thirty-three square-rigged vessels totalling 6,638 tons at a nearly uniform rate of three to five every ten years. When the four decades before and after 1835 are compared the decrease in post-1835 production was only 193 tons and three vessels. Another example, which has been neither explained nor footnoted, states that because of the reduction and removal of the preferential duties on timber, shipbuilding began to decline in the 1830s and was transferred to Jersey, (p. 114) Yet the peak period for the number and tonnage of Gaspé-built square-rigged

vessels either registered for the first time in Jersey or re-registered there later was 1836-45. There was a considerable decrease in these registrations for vessels built during 1845-55 but it was followed by a steady increase until construction of square-riggers ended in the 1870s, by which time the tonnage and numbers of the Jersey fleet had fallen well below the 1865 peak. Finally it has to be pointed out that there were Gaspeians who were not subservient to the Jersey firms. Three, all of whom by coincidence had family or business connections with Prince Edward Island, were: the Mabe (not Mabé) family which built vessels at or near Malbaie from 1813 to about 1890 for their own account, Jersey firms, Quebec City merchants and local men; William Cuthbert of New Richmond, whose business was peripheral to the timber trade of northern New Brunswick and in 1846 and 1848 was the owner of the two largest vessels to be constructed anywhere on the Gaspé coast; and, as an earlier example, Mathew Stewart, owner of the Shoolbred Seigneurie at Nouvelle, who with his brothers was involved in shipbuilding, whaling and the salmon trade from the 1790s to the 1830s.

David J. McDougall
Lachine, Quebec

Alain Cabantous. *Le del dans la mer: Christianisme et civilisation maritime XVIe-XIXe siècle*. Paris: Editions Fayard, 1990. 433 pp., bibliography, index. FF150, paper; ISBN 2-213-02513-4.

In *Le del dans la mer*, Alain Cabantous attempts to map the mentality of Europe's seagoing populations by exploring their changing spiritual and institutional relations with faith and the ocean in the period 1500-1850. He organizes his discussion

around a triangular relationship: God, Man, and Ocean.

The individual elements of the trilogy seem stable. The ocean is changeless and its hazards were barely ameliorated during the period under study. Christian imagery, while retaining some of the Old Testament sense of Ocean as alien chaos, mostly honoured the sea as a highway for Christ's message, a symbol of unfathomable majesty, and a harbinger of personal obliteration and helplessness. And seamen, in Cabantous's view, were naturally spiritual, sharing not a religion of duty and fear but "une religion du tragique" inspired by the sense of humble insignificance the sea brings home to those who venture upon it.

But sailors were curious parishioners. By their profession they spent much of their lives far from regular Sunday attendance and other hallmarks of institutional Christianity. In any case, Europe's seamen were too few and scattered to be important targets for clerical attention through most of the period. Their inescapably spiritual encounter with the Ocean made them eager for comforting and protecting rites, Cabantous argues, but their lifestyle often kept them detached from, if not hostile to, many institutions of formal Christianity. This ambivalent and evolving relationship between sailors and Christianity is Cabantous's central preoccupation.

The ambivalence was maintained through 350 years of Church-sailor relations that changed constantly but never quite settled into lasting harmony. In the early stages, the seaman's innate religiosity was just barely channelled by the Church's haphazard efforts to provide chaplaincies, confreries, and other shaping institutions. In the eighteenth century, the Church began more vigorous missionary efforts, but a secularizing, laicizing counter-trend had begun among sailors—a response to grow-

ing control over the dangers of the sea, or just another aspect of the rationalist spirit of the age? By the nineteenth century both Catholics and Protestants had a formidable institutional presence among maritime populations. By 1850, few ports would have much trouble organizing a blessing-of-the-boats ceremony. But nineteenth-century religion had become a more private experience, and the importance of overt religiosity in sailors' activities was fading.

Cabantous's working method is mostly to seek and ponder archival and published quotations on the God-Man-Ocean theme. These he has in impressive abundance, mostly from French sailors, chaplains, and theologians, but including an assortment from the rest of Europe and even North America. His themes are so general and his conclusions so prudently hedged that it is difficult to imagine what evidence might test or disprove his findings. But would his model of a particularly maritime variant of religion stand up to a comparison to landlocked Christianity? There must have been many peasants who were innately devout, yet lax in observance, sceptical about the clergy, superstitious, backsliding, and blasphemous in the face of misfortune—just like Cabantous's sailors and fishermen.

By cheerfully drawing our attention to the proliferation of question marks in the chapter headings and subtitles, Cabantous disarms potential criticism. Perhaps we expect French historical studies, particularly those concerned with the dread theme of "mentalité," to be rigorously theoretical and serially-statistical. Instead *Le ciel dans la mer* is speculative and impressionistic. Cabantous seems content to engage our interest in questions to which he expects no conclusive answers.

Christopher Moore
Toronto, Ontario

Edmund Eglinton (ed. and intro. Basil Greenhill). *The Mary Fletcher. Seven Days In The Life Of A West Country Coasting Ketch*. Exeter: University of Exeter Press, 1990. x + 85 pp., photographs, drawings, notes. £16.50, hardcover; ISBN 0-85989-326-X.

One of the more ironic aspects of today's increasing interest in traditional sail is that vessels which actually make their living under sail are virtually extinct, with some exceptions in the East Indies, Indian Ocean, Baltic Sea and Chesapeake Bay. Shiphandling skills and sail seamanship are largely maintained through school ships and sail training programmes, routinely using inexperienced but willing youths to work the ship and fulfil the simple purpose of getting from one port to another both instructively and safely. Their experiences, while real enough, offer few glimpses of the undermanned, hardscrabble existence that characterized the last years of "working sail" in Europe and North America.

Edmund Eglinton's delightful little work, *The Mary Fletcher*, gives the reader a glimpse of this vanished, "real" world of working sail, written by a man who spent fifteen years at sea in West Country coastal vessels. Finishing shortly before his death in 1983, Eglinton has written a fictional account of a week in the life of a generic small coastal ketch, in particular the key moments of its voyage from the Irish Sea to Newport and the mouth of the River Yeou, which he named the *Mary Fletcher*.

The book is subtly effective, for in the laconic, often humorous interplay between "Captain Trumper" and his two men—the Mate and the Cook—the reader is led by gentle degrees to understand not only the simple, effective, and often startlingly eighteenth century seamanship practised but also the affection and commitment of the

men to what they know is a vanishing life:

By the time George had drunk his tea and smoked a cigarette it was half an hour after midnight. In three and a half hours he would be at the helm again. True they had all had a full night in the night before, but by eight o'clock the next day he, the mate, would have managed only less than four hours' sleep. Yet men like him, his shipmate, Arthur, and the Captain himself, even though they knew their lot was unlikely to improve, still clung to the little ships they had grown to cherish and to exercise of the highly developed skills they had acquired on board them. No power on earth, however, would have persuaded any one of them to admit to that fact. (p. 31)

The book functions as a primer in seamanship, depicting the techniques whereby two men carry out the work of several with the aid of worn-out gear in reefing down the main and mizzen and how a single man works the headsail sheets with the economy of effort of a seasoned dinghy hand to bring the *Mary Fletcher* round through the wind. The book adds simple but effective details on how men like "Trumper" used tide, wind and ground tackle as effective tools to manoeuvre the powerless ketch, with a skill and simplicity that makes it easier to understand how another superb coastal sailor, James Cook, could come to handle his Whitby cat in North Sea estuaries, learning skills that would come to full fruition in the distant South Pacific. A note by Peter Allington at the end on dredging and other methods of moving a vessel in tidal water elucidates in detail the techniques referred to in Eglinton's

ton's fictional account, and are of interest to anyone undertaking to move engineless vessels in such waters. But most impressive remains the paragraph-by-paragraph account of how three overworked, tired men actually made the *Mary Fletcher's* gear and rig get them to where they wanted to be.

An additional delight of the book, which was skilfully edited by former National Maritime Museum Director Basil Greenhill, are the photographs of crew laboriously emptying the hold virtually by hand after a voyage, or ketches similar to the fictional craft, some of startling age, lying on the bottom in oddly graceful bulkiness as the tide ebbs. The tide of time has ebbed for these working vessels and those who manned them but Eglinton's beautiful little work creates a picture that is lucid and worth treasuring by any student of the interaction of men and the sea.

Victor Suthren
Ottawa, Ontario

Edwin H. Daniels, Jr. (ed.). *Eagle Seamanship, A Manual for Square-Rigger Sailing*. 3rd ed; Annapolis: Naval Institute Press, 1990. vi + 216 pp., figures, glossary, index. US \$14.95, paper; ISBN 0-87021-251-6. Canadian distributor, Vanwell Publishing, St. Catharines, Ontario.

This is a strange manual for an ex-seaman who grew up on *Nicholl's Seamanship* in its various editions from 1905 to 1913 and who served aboard Baltic schooners and four-masted barques on which the basics of seamanship were taken for granted or, if non-existent, were quickly learned, sometimes painfully, by example, experience, and necessity. But those were the days of four hundred-ton schooners with crews of no more than six and 4,800-ton barques with complements of thirty-the days when cargo

was king and crews cost money.

Today, masters and officers on sail training vessels face different problems. How, in the case of the *Eagle*, to employ and train nearly two hundred cadets aboard a vessel which as a cargo carrier would have carried a crew of no more than twenty-five, not to mention contemporary safety regulations and complications caused by engines and electronic equipment? In this small book, working a square-rigged sailing vessel is explained to the last detail, indeed to such an extent that it makes me wince. Yet I do see the necessity of it if faced with an large number of cadets serving aboard a sailing vessel for only a short time. While the book focuses on a three-masted barque, it should be worthwhile reading for masters and officers on any square-rigged sail training vessel plying her trade and it is an absolute *must* for cadets who are taking their short time at sea seriously and are conscious of the chance of a lifetime given them by this experience. Desk-bound maritime historians would also benefit by carefully perusing this volume.

But, for the life of me, I cannot help but take exception to some of the American nautical terminology. Who, for instance, has ever heard of "*dousing*" a square sail? I would be most interested to learn where this expression originated.

Niels W. Jannasch
Tantallon, Nova Scotia

James P. Ronda. *Astoria and Empire*. Lincoln: University of Nebraska Press, 1990. xiv + 400 pp., maps, illustrations, appendix, notes, bibliography, index. US \$25, cloth; ISBN 0-8032-3896-7.

Astoria and Empire chronicles John Jacob Astor's enterprise on the Columbia River (1811-13) from the perspective of his na-

tional ambitions. Astoria brought the first settlers to Oregon, launched British fur traders into competition on the Columbia, and led to the opening of the Pacific northwest. It was a risky yet bold political assertion of American sovereignty in the region. Astoria has been the subject of much writing, but this is the first comprehensive analysis in over fifty years and the first to place it in an international political context. It is long overdue.

Astoria and Empire compares well with earlier works, such as Washington Irving's contemporary account, *Astoria: or, Anecdotes of an Enterprise beyond the Rocky Mountains* (1836) and Kenneth Porter's scholarly study, *John Jacob Astor: Business Man* (1931). Crisply written, with a dramatic story line and detailed footnotes, it will appeal to professional and casual historian alike. Ronda's fine eye for accuracy does not cloud the tense drama of the *Tonquin's* voyage and destruction, or the adventure-filled race between Astor's overland expedition, led by Wilson Price Hunt, and the Missouri Fur Company's expedition under Manuel Lisa. Ronda brings the personalities of these expeditions to life, especially for the overland expedition. So rich is the detail and story that an appendix summarizing the expedition members and their backgrounds would have been useful.

Ronda's sources for the drama and adventure of the sea and overland journeys include the oft-cited contemporary journals of Alexander Ross, Gabriel Franchere and Ross Cox as well as less familiar contemporary journals of John Reed and Duncan McDougall. Reed's journals of the overland expedition provide a useful perspective to the overall Astoria adventure. The overland expedition is often overshadowed by the more dramatic voyage of the *Tonquin* led by the despotic Captain Jonathan Thorn.

The Astoria adventure was far more

than a dramatic race to establish a fort at the mouth of the Columbia to gain a territorial foothold in the lucrative sea otter trade and more than a money-making venture for Astor. It embodied his international vision, spreading his fur trade empire across the continent and allowing him to participate in the contest for the shores of the Pacific northwest. Astor was a larger-than-life figure, the most successful early nineteenth-century American businessman who kept regular company with princes and presidents. Ronda captures his dreams through the surviving letters between Astor and Thomas Jefferson and others in the American government. Yet we are left without a strong sense of Astor as a person. In concentrating on Astor's empire, Ronda has missed the man. It is, perhaps, a minor point, for such an analysis could be lengthy. Porter needed two volumes.

It is to be regretted that so few Astor documents have survived and those that have are scattered throughout North American archives. Ronda has done a fine job of tracing and analyzing his correspondence, but the analysis is tied to its sources. Missing is a complete global and maritime context. Astor played his venture out over an international arena of Britain, Canada and Russia. A review of his other international business interests would have helped. Much can be done to paint that picture once more Astoria material comes to light, in particular from Russia and possibly China. From a maritime historian's perspective, however, Ronda missed a very significant archival source—ships' logs, journals and correspondence from the era. That material is concentrated in New England archives because most sea otter traders originated from Boston, Providence, Salem, New Bedford, etc. The archives of the Peabody Museum, Essex Institute, and the Massachusetts Historical Society have

considerable holdings on this era. Much remains to be mined from them.

The Astoria trade was maritime—sea otter pelts for Chinese silk—yet Astor was not a maritime fur trader. His was a "land" empire built on beaver pelts and New York real estate. Arguably Astor was out of his depth. He hired good fur traders, Scottish-Canadian and French-Canadian *voyageurs*, but in hindsight he hired the wrong captain in Thorn. The *Tonquin* was doomed with him at the helm. He caused eight sailors to drown crossing the Columbia River bar, an ominous portent of the explosion at Nahhitti on Vancouver Island which destroyed the ship, killing the entire crew as well as dozens of natives, all because Thorn had insulted a chief. However, as Ronda explains, "because the ship was destroyed in such a dramatic fashion, it is easy to overestimate the consequences of the event." (p. 267) I concur. The *Tonquin's* destruction did not create Astoria's failure, and there is much more to the Astoria story than the story of the *Tonquin*.

In short, while Ronda has written a fine book which offers new insights, the story of Astoria remains incomplete until the full maritime perspective is revealed.

Thomas F. Beasley
Vancouver, British Columbia

Thomas Vaughan and Bill Holm. *Soft Gold: The Fur Trade and Cultural Exchange on the Northwest Coast of America*. 2nd rev. ed.; Portland: Oregon Historical Society Press, 1990. xi + 297 pp., illustrations, maps, bibliography, index. US \$25, paper; ISBN 0-87595-206-2.

First published in 1982 as a catalogue to accompany a major exhibit at the Oregon Historical Centre of materials from the Oregon Historical Society and the Peabody

Museum of Harvard University, this profusely-illustrated volume traces the history of the maritime fur trade and of relations between the Pacific coast peoples and Europeans who came by the sea to explore and trade on the northwest coast. Chinese demand for the luxuriant sea otter pelts, the "soft gold" described in the title, attracted many nations into the isolated north Pacific and launched the trans-Pacific commerce that opened the northwest coast, bringing explorers, traders, missionaries, and artists into contact with native. Russian, Spanish, British, American and French visitors left written and pictorial depictions of what they saw and many collected beautifully constructed Indian artifacts that are found in major collections around the world. The Peabody Museum became the repository for collections of artifacts gathered by Captain James Magee and other Boston fur traders who participated in the trans-Pacific fur trade. Vaughan and Holm stress the theme of trade which commenced the moment that the Spanish explorer Juan Pdrez arrived in 1774 off the Queen Charlotte Islands to contact the Haida peoples.

The book embraces the period from the early explorations up to the mid-nineteenth century. The introductory essay provides a useful outline of the major historical events, illustrated with trade goods, instruments, and other items. The main body of the volume is divided into two parts that examine northwest coast Indian artifacts from the Peabody Museum and the European visual record of maps, sketches, drawings, and paintings that depict coastal themes. The organization of the artifacts into sections illustrating canoe models, weapons and armour, wooden bowls, basketry hats, headdresses and masks, textiles and ceremonial dress, rattles, pipes, tools, and argillite carvings,

gives readers a comprehensive view of the outstanding artistic and technical achievements of northwest coast peoples and of the dramatic changes that occurred during the period of the maritime fur trade and the beginning of European settlement. Each section draws attention to traditional art forms and often shows the remarkable innovations introduced by native artisans using metal tools following the era of first contacts. The excellent colour plates and detailed annotations make the volume a truly valuable contribution for those interested in the early history of the coast.

Perhaps of even greater interest for maritime historians, Vaughan and Holm compile a comprehensive collection of charts, maps, coastal profiles, drawings, illustrations from log books, watercolours, and paintings. Drawings by John Webber, who sailed with James Cook, and other early artists are reproduced beautifully in full colour. The Russian pictures and sketches of Tlingit subjects are less well-known and the section on Canton and the Pearl River approaches to the Chinese marketplace add a fascinating dimension that spans the Pacific. The authors include a number of the accurate detailed pictorial studies of coastal peoples and places by Sigismund Bacstrom. The collection brings to life the romance, difficulty, and high adventure that inspired many engaged in the maritime fur trade. Although there were distinctly negative sides to the cultural exchanges and the trade that do not often appear in the volume, the authors have illustrated the richness and diversity of native civilizations and the north Pacific and presented the first stage of trans-Pacific commerce.

Christon I. Archer
Calgary, Alberta

J.E. Candow. *Of Men and Seals: A History of the Newfoundland Seal Hunt*. Ottawa: Canadian Parks Services, Environment Canada, 1989. 239 pp., bibliography, photographs. \$13.25, paper; ISBN 0-660-12938-8.

While numerous works have treated specific periods in the history of the Newfoundland seal fishery, none has covered them all. It is Candow's stated intent "to fill that void." This is a noble objective-and long overdue. It is also timely; *Of Men and Seals* was published one year after the Federal government effectively ended commercial sealing by banning the use of large vessels.

Candow identifies all the main components and processes of the hunt and provides essential details of the resource (harp and hooded seals) and physical environment (sea, ice, temperature, wind and currents) which dictated where, when and how Newfoundlanders could "go to the ice." He is also to be commended for attempting to place this complicated industry in a proper temporal and global context. The main body of text is divided into three "natural" segments: 1793 (first large sailing vessel)-1861; 1862 (introduction of steam-powered vessels)-1938; and "The Seal Hunt since 1939." Each of the first two contains an "overview" followed by a chapter containing more detailed information, which unfortunately produces considerable duplication. In addition, sixty-four individual parts with little apparent attempt at integration guarantee not only uneven treatment of individual topics but disrupt the narrative. Yet it would be perhaps unreasonable to expect more from a study which began as an attempt "to accumulate a research base for a Canadian Parks Service commemorative exhibit on the Newfoundland seal hunt." Unfortunately it often seems that significant portions of the text have been lifted straight from a wall display.

Of Men and Seals would also have benefited from a more judicious use of sources. While there is a fairly comprehensive bibliography which is meticulously referenced in the text, Candow does not always appear to have a firm understanding of the relative importance and reliability of some sources. There are thus numerous inaccuracies: the instrumental role of Dundee, rather than Peterhead, in the introduction of steamers, for example. Neither does the author's explanation that he was forced to rely almost entirely upon secondary sources "because of time constraints" excuse citing material as "quoted in" rather than using the primary source.

Nonetheless, Candow's is thus far the only serious attempt to provide a comprehensive treatment of this important industry, which was second only to the cod fishery in terms of its influence on the economic, social and cultural development of Newfoundland during the eighteenth and nineteenth centuries, and which continued to have a regional impact in this century. Furthermore, it is the author's intention that *Of Men and Seals* serve only as "an introduction." Until a truly definitive history of the seal fishery is written, this book provides a useful overview, enhanced by an excellent set of photographs.

Chesley W. Sanger
St. John's, Newfoundland

Stanley Newman (ed.). *Shackleton's Lieutenant: The Nimrod Diary of A.L.A. Mackintosh, British Antarctic Expedition 1907-1909*. Auckland, NZ: Polar Publications, 1990. 144 pp., maps, photographs, bibliography, biographical notes, index. US \$27.50, cloth; ISBN 0-473-00969-2.

Shackleton's Lieutenant is both a welcome addition to the literature on the *Nimrod*

expedition and a valuable contribution to the study of the men of the heroic age of polar exploration. Trying to understand them involves not only mastering the complex contexts (such as gender, class, Imperialism, naval tradition, nutrition and sailing and sledging lore) in which they lived but also learning as much as possible about the individuals. The publication of any previously unpublished writings is therefore a case of the more the better.

Aeneas Mackintosh (1879-1916) was leader of the Ross Sea Party in Shackleton's 1915-1916 Imperial Trans-Antarctic Expedition. He first encountered the Antarctic as Second Officer of the *Nimrod* in Shackleton's 1907-1909 British Antarctic Expedition. The diary recounts his trip south from New Zealand in January 1908 as the *Nimrod*, without sufficient coal for the return voyage, was towed by the *Koon-ya* to the edge of the pack ice. At 1,150 nautical miles it is reportedly the longest successful tow by a ship not built as a tug. Given the unusually stormy weather, it was an horrendous experience for those on board, especially the ponies. Their sufferings are depicted with much sympathy by Mackintosh, who throughout the diary appears capable of feeling, or at any rate expressing, more warmth for animals and birds than he does for people.

Mackintosh's first experience of the Antarctic was rapturous—"It was all beautiful and wonderful" (p.41)—and he was overjoyed when Shackleton gave him a place in the shore party. On 31 January, however, while unloading cargo he was struck in the right eye by a hook. The eye had to be removed. That this was the first major operation performed in the Antarctic was no consolation to Mackintosh, a man on whom enforced inactivity weighed heavily. Compelled to mooch uselessly around, he came across a herd of seals, and was not

amused: "What lazy creatures these are! Like great big, fat men, they grunt and wheeze as they loll idly in the snow...oh, who would be a seal?" (pp. 54-55) This horror of idleness was to prove ominously characteristic.

After returning to New Zealand and visiting Australia for further treatment and the fitting of a glass eye, Mackintosh sailed back to the Antarctic in the *Nimrod* for a brief sojourn in late 1908 and early 1909. Here he gained all the land experience that he was to have before leading the Ross Sea Party and here again he demonstrated his hatred of sitting tight.

Returning from an abortive trip to Cape Royds, Mackintosh and his companion, the trimmer Thomas McGillan, were lucky not to lose their lives when the ice began to break up and move out to sea. Saving themselves by frantic scrambling, they regained their camp, where in a few days Mackintosh, thinking they might have to wait weeks for rescue, decided to walk to Cape Royds, and off they went. The pages that follow are the most hair-raising in the book but the dangers were caused as much by their inexperience and lack of equipment as by the terrain. (They at least realized the wisdom of roping themselves together after poor McGillan plummeted thirty feet down a crevasse, mercifully alighting on a ledge.) They finally found themselves with nowhere to go but three thousand feet straight down a slope:

We did not know what was at the bottom of the slope, so thought that if we had to die it was better to go this way than to die of starvation at the bottom of a crevasse; so we took our lives in our hands, dug our knives deep into the snow to act as brakes, stuck our heels well in, and let go. (p. 102)

One has to admire a man willing to risk his life but in reading this it is impossible not to think of Mackintosh's death seven years later when, unwilling to wait for safe ice conditions and with a blizzard threatening, he set off from Hut Point to Cape Evans and was never seen again. (Neither was his companion, V. G. Hayward; as on the former occasion, he was accompanied by a member of the lower classes.)

We should be grateful to Mackintosh's daughters for allowing the publication of their father's diary and to Stanley Newman and all who assisted him for the excellent job they have done. The notes are copious, well-researched and fair-minded. There are plenty of maps and photographs. The biographical notes on every member of the expedition are an especially good touch.

Shackleton's Lieutenant will be enjoyed by any fan of polar exploration. But it is more than a pleasure to read, for it also raises troubling questions about heroism and folly and the thin line between the two.

Anne Morton
Winnipeg, Manitoba

Nathaniel French Caldwell, Jr. *Arctic Leverage: Canadian Sovereignty and Security*. New York: Praeger Publishers, 1990. xviii + 123 pp., maps, bibliography, index. US \$37.95, cloth; ISBN 0-275-93453-5.

The author was sponsored by the Advanced Education Program of the US Navy; he has served as a naval officer on nuclear attack and fleet ballistic missile submarines, which provided him with first-hand experience in Arctic waters. He recognizes that sovereignty is a prominent issue in Canadian political affairs. Canada shares a continent with a superpower with a common language, a linked economy and a similar culture. These militate against a separate

Canadian identity, and so sovereignty protection is a major concern of our foreign and defence policies.

The background and events that led to Canada's claim over the Arctic territories and waters are outlined and questions raised concerning the decision at one point to develop a nuclear attack submarine force relative to the issue of sovereignty. As the book's emphasis is on the Arctic, there are numerous remarks and references to specific events in Arctic lands and waters.

The issue of Arctic sovereignty was first raised by Senator Pascal Poirier in 1907. He proposed the sector principle, which enclosed lands and waters between lines extending to the north pole from the eastern and western extremities of Canada's mainland. However, there was little in the form of settlements or outposts, so Canada did not appear to have effective possession of the Arctic islands. Attempts to rectify this by commissioning expeditions were judged by many to be insufficient grounds for possession, so the Canadian government developed a plan to take possession of the Arctic archipelago by setting up permanently-manned Royal Canadian Mounted Police posts, which after 1922 were established on major islands. By 1933 historian Kenneth Johnson concluded that Canada had a valid claim to the Arctic archipelago based mainly on these outposts.

In World War II the Arctic was not key to the strategic plans of either side. After the war, however, the Canadian Arctic emerged as a significant strategic territory. Submarines could use Arctic waters, and it was the shortest route for the bombers of the superpowers. The Permanent Joint Board of Defence which Canada and the US had established in 1940 became prominently involved after the war in matters associated with Canada/US cooperation in the air defence of North America.

As the Soviet threat evolved Canadian and American defence policies became more interdependent. Canada hoped the creation of the Atlantic Community would reduce the pressures from its southern neighbour.

In the 1980s the Canadian government briefly flirted with a new Arctic maritime strategy based on the acquisition of nuclear submarines, giving Canada a three-ocean capability, but this plan did not survive the 1989 budget cuts. The author at the same time briefly examined Soviet Arctic policy, in particular Gorbachev's proposals for an Arctic zone of peace. Unfortunately, this zone would not have applied to Soviet territory or naval activities in the Baltic Sea.

Caldwell concludes that while Senator Poirier's sector theory has never been accepted under international law, it was largely followed in the Arctic. Recognition of claims was based upon "effective occupation," such as Canada achieved with its RCMP detachments. Caldwell also concludes that Canada has not yet established such control over waters in the Arctic. If it could do so, it would be a major advance.

In a relatively short book Nathaniel Caldwell has written six chapters with extensive footnotes and references. These will be excellent resources for students of Arctic studies.

Donald A. Grant
Nepean, Ontario

Gail Osherenko and Oran P. Young. *The Age of the Arctic: Hot Conflicts and Cold Realities*. Cambridge: Cambridge University Press, 1989. xvi + 316 pp., maps, figures, photographs, index. £37.50 & US \$59.50, cloth; ISBN 0-521-36451-5.

This, the fifteenth title in the "Studies in Polar Research" series, is a comprehensive and easy-to-read primer on conflicts of

interest and uses in the Arctic along with potential paths to national and international dispute resolution. Chapters 2-5 survey the complex array of players and interests giving rise to increasing conflicts. Chapter 2 describes the strategic interests and capabilities of the US and the Soviet Union. The authors characterize militarization of the Arctic as "a fact of life" for the foreseeable future, partly because the shortest air route between the superpowers is across the Arctic Basin. The authors back up this claim with some useful statistics, such as that one-half of all Soviet ballistic missile nuclear submarines (SSBNs) are stationed with the Northern Fleet. Chapter 3 provides an overview of industrial interests in the Arctic, including not only resource potential, such as hydrocarbon reserves estimated at between one and two hundred billion barrels of crude oil and up to two to three thousand trillion cubic feet of natural gas, but also transnational corporate connections which may complicate future decision-making. Chapter 4 summarizes aboriginal interests and claims by comparing the political and socio-economic situations in Greenland, Alaska, Canada, the Soviet Union and northern Scandinavia. Three issues on the agenda of indigenous peoples are highlighted: cultural survival, protection of lands and offshore waters and self-determination. In chapter 5 the authors dispel the notion of the Arctic as a pristine wilderness by describing major environmental issues, including long-range transport of pollutants, such as radioactive fallout from the Chernobyl disaster, habitat disturbance from oil and gas activities (including the uncertain effects of noise on marine mammals), and wildlife protection, which has created perhaps one of the hottest controversies between nature preservationists and traditional wildlife harvesters.

Chapters 6-9 examine the handling of Arctic conflicts through private initiatives, governmental programs and international arrangements. The authors make a particularly useful contribution by documenting the somewhat hidden and often neglected route to mutual understanding involving private organizations. Three private initiatives are discussed and critically reviewed: assisted negotiations under the auspices of the Institute for Resource Management of offshore hydrocarbon leasing in the Bering Sea; the USA-Canada Arctic Policy Forum of 1984 in which twenty-six selected individuals undertook frank but informal discussions of US-Canadian Arctic issues; and the Canadian Arctic Resources Committee's hosting of six public seminars on emerging northern issues, including Arctic sovereignty and land claims.

The book is by no means timeless, as the authors recognize in an epilogue updating readers to fast-changing issues to May 1989. The conclusion that a broad movement toward multilateral arrangements dealing with environmental issues would occur has been substantiated by subsequent events. Founding articles for the International Arctic Science Committee (IASC) were signed by representatives from eight states in August 1990; the IASC as a non-governmental scientific organization promises to encourage international consultation and cooperation related to Arctic environmental issues. In June 1991 at the First Ministers' Conference on the Protection of the Arctic Environment held in Rovaniemi, Finland, representatives of Canada, Denmark, Finland, Iceland, Norway, Sweden, the Soviet Union and the United States issued a Declaration on the Protection of the Arctic Environment and adopted an Arctic Environmental Protection Strategy to begin to address better six key environmental problems—persistent

organic contaminants, oil pollution, heavy metals, noise, radioactivity and acidification. While stopping short of forging specific regional environmental standards, the strategy commits the states to develop a network of protected areas, to enhance regional cooperation in response to emergency pollution incidents and to develop an Arctic Monitoring and Assessment Program (AMAP).

While the authors present a balanced academic perspective on resource development and management issues in the Arctic, there is at least one "term of art" which some readers might find offensive. The repeated reference to "lesser Arctic rim states," while perhaps a common term in strategic jargon, should be replaced by less connotative language such as "less militarized countries."

As a valuable contribution to the literature on environmental dispute resolution and as a possible introductory textbook on Arctic affairs, the book is worth the price.

David VanderZwaag
Halifax, Nova Scotia

Martin Ira Glassner. *Neptune's Domain: A Political Geography of the Sea*. Boston: Unwin Hyman, 1990. xii + 151 pp., tables, maps, photographs, index. US \$34.95, cloth; ISBN 0-04-910091-2.

Political geography of the sea is a new field. *Neptune's Domain* is a political geographer's analysis of the main issues in the Third United Nations Conference on the Law of the Sea, plus issues such as military uses not in the conference agenda.

The author, who teaches political and marine geography and the Law of the Sea at Southern Connecticut State University, says that he often wished he had a book such as this to use in his own courses.

There are probably many of us who have wished at times for a textbook on the Law of the Sea that can be easily comprehended by those not trained as lawyers.

The book is about regulating the uses of the sea. It is organized around, but not limited to, a unifying theme: the geographic aspects of the Law of the Sea, primarily as set out in the 1982 United Nations Convention on the Law of the Sea. One of the main issues on which there was early agreement was a two hundred nautical mile "exclusive economic zone" (EEZ). According to Glassner,

One of the justifications advanced by proponents of a 200-mile EEZ was that the high seas beyond a narrow belt of territorial waters had been polluted and overfished because it was treated as common property...[Their] solution to the problem was to let individual States undertake the management of the most valuable parts of the sea. The fallacy in that argument was clear from the beginning. If, in fact, the sea had been *res communis*, the property of all, then every state, every seaman, every fisherman owned a share of it and should have striven to protect that share by cooperating with all other owners in the management (of this common property). But the sea was *not* treated as common property; it was treated as *res nullius*, the property of no one, and thus open to be raped and ravaged at will.

Glassner questions whether the new system will work better than the old non-system, replying in the affirmative but adding that it will not be quick or easy. (p. 134)

"The sea," Glassner concludes, "is not ours to destroy; it remains Neptune's domain and we are only its stewards." (p. 136) These are idealistic sentiments, but worth stating. This is a good little book for those who want to bring themselves up-to-date on the current state of the Law of the Sea without having to wade through the legal and technical complexities.

Allen D. Taylor
Cantley, Quebec

C.B. Bourne (ed.). *The Canadian Yearbook of International Law/Annuaire Canadien de Droit International*, Volumes 25-27. Vancouver: University of British Columbia Press, 1987-1989. Index. \$60, cloth; ISBN 0-7747-0281-2 (Vol. 25, 1987); \$60, cloth; ISBN 0-7747-0328-2 (Vol. 26, 1988); \$60, cloth; ISBN 0-7748-0335-X (Vol. 27, 1989).

The *Canadian Yearbook of International Law* is the only academic publication in Canada that specializes in issues of international law. Long-time editor Professor C.B. Bourne of the University of British Columbia and his distinguished board consistently produce an excellent book which canvasses Canada's broad interest in the development of international law.

Each *Yearbook* is organized the same way, with sections entitled "Articles," "Notes and Comments," "Canadian Practice in International Law," "Canadian Cases in International Law," and "Book Reviews." The section on "Canadian Practice in International Law" sets out statements and answers to questions raised in the House of Commons on topics about international law. This section also contains documents selected from the files of the Department of External Affairs which provide insight into the official Canadian position on numerous topics. For instance, Volume 27

(1989) contains excerpts from a letter of 8 August 1988 which reaffirmed Canada's position that all waters south of the A-B Line in the Dixon Entrance region between British Columbia and Alaska are Canadian, (p. 389) Volume 26 (1988) contains excerpts from an External Affairs document of 29 March 1988 which described Canada's position on Arctic waters, (pp. 314-5)

Given the importance of oceans to Canada and the priority given by the Canadian government to law of the sea issues over the last twenty years, it is not surprising that these are discussed in a number of articles. Three contributions to Volume 26 deal with ocean issues. Two of these, Elaine L. Hughes' essay on "Ocean Dumping and Its Regulation in Canada" and L. Alan Willis' essay on "The Crown Zellerbach Case on Marine Pollution," deal specifically with ocean environment issues. In Volume 25, respected Arctic specialist Donat Pharand has contributed an extensive note entitled "Canada's Sovereignty over the Newly Enclosed Arctic Waters." It is Dr. Pharand's conclusion that the waters between Canada's Arctic islands are locales over which Canada may exercise unlimited jurisdiction, including the denial of passage rights to foreign vessels.

Many of the contributions to the *Canadian Yearbook* are technical and designed for the specialist. One piece, however, stands out for comment. My colleague at the University of Victoria, Douglas M. Johnston, contributed an article to Volume 26 entitled "Functionalism in the Theory of International Law" which provides a unique analysis of the whole field of international law. This article is the preliminary work which will lead to a book applying functionalist thinking, as defined by Johnston, to international law theory and issues.

Professor Maxwell Cohen contributed the lead article to Volume 25, entitled "The

Canadian Yearbook and International Law in Canada after Twenty-Five Years." This surveys Canadian government and academic trends in international law. As always, Cohen's style and insights provide fascinating reading. Volume 27 contains a tribute to Cohen entitled "Maxwell Cohen at Eighty: International Lawyer, Educator and Judge" by Professor R. St.J. MacDonald. MacDonald, former law dean at Toronto and Dalhousie, a judge on the European Court of Human Rights, and one of Canada's most respected international lawyers, contributed major papers to each of the three volumes under review.

For those interested in international legal developments and insights into Canada's position on international legal issues, the *Canadian Yearbook of International Law* is the principal source of information and opinion.

T.L. McDorman
Victoria, British Columbia

Peter N. Nemetz (ed.). *The Pacific Rim: Investment, Development and Trade*. 2nd rev. ed.; Vancouver: University of British Columbia Press, 1990. x + 361 pp., tables, figures, maps, sources. \$29.95, paper; ISBN 0-7748-0360-6.

Peter Nemetz is an associate professor of policy analysis at the University of British Columbia and editor of the *Journal of Business Administration*. In this second edition of *The Pacific Rim* he has gathered fourteen new or updated studies with widely differing subjects and emphases to create an intriguing overview of the background, policy considerations, practical difficulties and possible future of conducting international business with Asian countries around the Pacific rim.

The diversity of viewpoints represented

is extraordinary in such a comparatively slim volume, ranging from broad international trade and investment policy to very specific recommendations for curing a nation's economic malaise. Still, their relationship is not always obvious. To overcome this, Nemetz contributes a sixty-seven page introduction which is a real *tour-de-force* and the most interesting and valuable essay in the book. He includes no fewer than thirty-seven tables and figures which not only help to fill in the gaps but also make the subject much easier for the non-expert. Frankly, some of the articles are not easy to follow; I quailed slightly when my eye fell on "...importance judgement (on five-point Likert-type scale) of attributes of a financial centre in terms of attribute contribution to centre growth." (p. 251)

Of the fourteen individual studies, five are concerned directly with Japan. They give a clear picture of Japanese penetration of Far Eastern financial and commercial markets over the last twenty years. Shifting manufacturing offshore to the developing nations has not only improved their market penetration but reduced production costs through the employment of cheaper labour and by lessening the amount of imported energy in the home islands. Aggressive pursuit of such policies has greatly reduced the market share of other developed nations, particularly the European Community.

Two articles discuss emerging financial centres in the Pacific; there is a very interesting comparison between the services demanded of the "live-wire" centres of Singapore and Hong Kong, and why and how they are growing. Another article studies the importance of the export trade of the ASEAN countries (Indonesia, Malaysia, Philippines, Singapore, Thailand and Brunei) to the Pacific Basin and to each other. ASEAN, with a population of some three hundred million, has an aggre-

gate income about sixty percent of Canada and the same as Australia, so the thirty-three percent of their income generated by exports is relatively more important to them. Petroleum and other mineral products continue to account for about a third of their exports, but there has been a marked shift in the remainder away from agriculture to manufactures, which by 1986 comprised forty percent of exports. Significantly, Canada's share in ASEAN trade, exports and imports, is under one percent!

The second part of the book is devoted to the critical role of energy supply and demand in the future development of the Pacific rim. Over the last twenty years the Asia-Pacific region has experienced a dramatic increase in Gross Domestic Product, trade and industrial growth, despite global economic disruption caused largely by the energy crises of 1973, 1979 and 1986. Given stability in energy supplies, what progress may it anticipate? The outlook for nuclear power is not bright: except perhaps for India and China, little new construction is expected and the United States, with 108 plants, is still the biggest producer. The perceived risks and world outlook are the subject of one study. Another provides a thorough discussion of the prospects for energy cooperation among the developing countries of the Pacific Basin, while still another compares energy requirements and policies of Japan and China. The latter shows, among other things, just how much it is possible to lower energy consumption, even in highly industrialized nations.

Two studies provide a real cautionary tale of how British Columbia developed a huge overcapacity for coal production. Fuelled largely by anticipated Japanese demand for coking coal which did not materialize, five new mines were opened (four in British Columbia and one in Alberta) in 1983-84, increasing total pro-

duction capacity by about seventy-two percent. Even with Japanese equity in the new mines ranging from ten to forty percent, the British Columbia and Federal governments committed almost \$500 million, even *before* their own cost-benefit analysis was completed! Meanwhile the growth of Japanese steel production, which had been forecast to increase at a compound rate of one percent per annum, actually decreased by 2/2% annually. And while the Japanese perhaps did not actually encourage overcapacity, they certainly had no reason to discourage it: a low return on equity would be more than balanced by savings on purchases due to fierce competition. The prospects for our coal industry remain very problematic.

Nemetz raises as many questions as he answers; therein lies the value of his book. Anyone contemplating business in Asia or the Pacific should read it; it will certainly improve the assumptions in his business plan. For the rest of us, its overview is invaluable for understanding both opportunities and pitfalls in our trade and investment relations with the region.

Daniel L. Hanington
Victoria, British Columbia

Harvey Oxenhorn. *Tuning the Rig: A Journal to the Arctic*. Toronto: Harper and Row, 1990. x + 281 pp., map, diagrams. \$29.95, cloth; ISBN 0-06-016351-8.

This is the refurbished log of a landsman's two-month voyage between Boston and Baffin Bay aboard the research vessel *Regina Maris* during a 1980s summer which he deliberately fails to date. Log is perhaps too literal a description since it is a mood piece as well as a factual account, and the author is as much concerned with literary contrivance as portraying what actually

happened on the seventy-year-old wooden barquentine. In fact he must embellish in order to produce a marketable tale since he admits that ninety percent of the time aboard was totally unremarkable. Nonetheless it is an enjoyable book, combining a great variety of history, science, sociology and lyrical description.

Historical passages relate to the Basque whaling venture at Red Bay in Labrador, the Danish settlement of Godthab in Greenland, and, in Newfoundland, the Viking base at L'Anse-aux-Meadows as well as the effect of Smallwood's resettlement policy on the erstwhile town of Williamsport, all told with the keen eye of an observer. Oxenhorn's descriptions of the archaeological research are pure *National Geographic*. Since the *Regina Maris* was operating as a scientific station for tracking humpback whales, we learn a great deal about endangered species. The science-cum-art of seafaring also figures prominently. Seven of the crew plus master, cook and engineer were experienced seafarers; the sixteen male and female students taken on as researchers and sailors had to balance their scientific lessons, under the guidance of four scientists, with their nautical ones, which made for agonizingly long days of study, experiments and watches.

Oxenhorn excels in his sociological analysis. While it extends to all facets of the voyage, he is particularly good on the relationship between master and crew, in which his own position as seaman/journalist provides a striking illustration of the difficulty of adjusting to absolute authority and to the priority assigned to working the vessel over all other considerations. He also analyses the dynamics of group behaviour in cramped quarters under very trying climatic conditions, and comments on the devastating impact of civilization on the Greenland Inuits visited en route.

Above all, however, Oxenhorn is a wordsmith. While I do not warm particularly to his episodic and whimsical style, I must admit that it is effective. From the description of the icebergs to the drama of going aloft, from the vivid impressions of the changes in the sea and the sky to the portrayal of shipboard grubbiness and discomfort, the strokes of his pen are executed with skilful artistry. He is also very good on people. One really gets to know Captain George Nichols, Jr., the medical researcher/Harvard University dean turned shipmaster who founded the Ocean Research and Education Society (ORES), ran a tight ship, and believed that "You should choose as your life's work whatever feels most like play." (p. 239) Another character is the "lumpy, crude" (p. 53), loud-mouthed engineer Fran Grost, with the bright, shrewd eyes, daughter of a Jewish submarine base commander, who normally lived on a tug. She condescendingly allowed the landlubbers to dry their wet clothing in her filthy engine room. Her practical and pragmatic approach stands in sharp contrast to Oxenhorn's own romantic and idealistic nature. By the time the book appeared in 1990, the *Regina Maris* had sunk, George Nichols had retired, and the ORES, which Oxenhorn had set out to publicize, had dissolved.

Judith Fingard
Halifax, Nova Scotia

Jimmy Cornell. *World Cruising Survey*. Camden, ME: International Marine Publishing Company, 1990. xii + 260 pp., maps, photographs, tables, index. US \$29.95, hardback; ISBN 0-87742-250-8.

World Cruising Survey is the most recent version of Cornell's popular first book, *Modern Ocean Cruising*, revised in 1986. In

this updated edition, Cornell answers those vital questions that concern anyone dreaming of blue-water voyaging. No stranger to deep-water cruising himself, Cornell, with family aboard, set sail from England in 1975. Six years and fifty countries on five continents later, circumnavigation complete, he had the makings of his first survey. Along the way Cornell, a former BBC radio journalist, interviewed hundreds of offshore cruisers with questions such as: Do you carry a firearm? What do you do about medical emergencies? What electronics do you carry? Should you take a pet? How do you educate your children? What are the effects on marriage? Are autopilots more effective than wind vane self-steerers?

Chapter 8-"How Much a Macho World"~elaborates on an earlier theme: cruising from a woman's point of view. Here, Cornell offers the suggestions of some forty women undertaking long voyages. He notes with satisfaction the growing number fully competent to navigate offshore, compared with his findings in 1979. Several women remarked, perhaps wryly, that "one should have as many comforts as possible, such as a small washing machine!" No chauvinist, Cornell is a solid promoter of the increased involvement of women in sailing. His wife, Glenda, actively contributed to the design of his present cruiser, *La Aventura*. Cornell's survey is meticulous and painstaking. The book is replete with tables and statistics woven through the pages, but not so they become tiresome. Cornell's style is neither heavy-handed nor facile; he writes authoritatively but does not preach. An intriguing series of tables display yacht arrivals and departures by month for selected ports. Canadian yachts figure prominently.

In recent years Jimmy Cornell has organized the Atlantic Rally for Cruisers

(ARC), an annual event that brings over a hundred yachts to the Canaries for the transatlantic passage to the Caribbean, and in which your reviewer participated in 1989. Jimmy Cornell is a regular contributor to *Cruising World* magazine and author of *World Cruising Routes* (1987). For anyone dreaming of that far distant shore, but assailed with doubts, this book is required reading.

Geoffrey H. Farmer
St. John's, Newfoundland

Robert Doherty. *Disputed Waters: Native Americans and the Great Lakes Fishery*. Lexington: University Press of Kentucky, 1990. vii + 172 pp., map, index. US \$24, cloth; ISBN 0-8131-1715-1.

Robert Doherty has written an informative and sympathetic account of the attempt by the natives of northern Michigan to assert their treaty rights to fish in the Great Lakes. The story will be relevant to Canadian readers with an interest in the history and future of the Great Lakes fisheries or in native claims.

Disputed Waters begins with a brief account of the pre-contact life of the Chippewa and Ottawa Indians of northern Michigan. The Indians had a relatively secure life based primarily on fishing which was largely destroyed by the commercial fishery of the nineteenth century. By the beginning of the twentieth century Michigan's native population had been marginalized and impoverished.

As part of a strategy to boost the economy in the 1960s, the Michigan government established a sport fishery by stocking lake trout and coho salmon. This was a success although few Indians benefited. In fact, when the government moved to restrict commercial fishing in order to save the

stocked fish for the lucrative sport fishery, it threatened the livelihood of Indian and white commercial fishermen. The Indians resisted the restrictions on commercial fishing, arguing that although they had surrendered their land by treaties in 1836 and 1855, they had never surrendered their fishing rights and thus were not subject to state regulations. In 1987 they took their case to court and won. Doherty discusses the case, *United States v. Michigan*, and concludes that the state made only a token effort to win, concentrating instead on scoring political points with the sports fishing lobby and building support for a political solution. While the court decision did not provide for an allocation between the sport and native fishing interests, in 1984 the issue came before the courts and a settlement was negotiated under an "alternative dispute resolution" procedure. This gave the Indians control of the northern waters and the state and sport fishing interests control of those in the south.

Although the alternative dispute resolution procedure, which appears to have been simply a high pressure negotiation, resolved the dispute, Doherty is critical, believing that it inherently favours the stronger party. He contends that the Indians were, with the exception of one group, overmatched. As a result, he argues, although large-scale commercial Indian fishermen benefitted from the settlement, the majority lost their chance to participate in the fishery.

Doherty acted as an expert witness on the Indian's behalf in the case and his sympathy for their position is evident. Occasionally it leads to questionable judgments. For example, many of the large predator fish in the Great Lakes are contaminated with heavy metals, pesticides, and PCBs. Doherty excoriates the Michigan Department of Natural Resources for being

"in the business of producing potentially dangerous food, nourishing tourist profit at the expense of human health," (p. 145) but he does not consider the question of Indian commercial fishermen selling the same fish for human consumption.

Disputed Waters is a short book, and in some cases one wishes for a little more detail. For example, Doherty argues that because the fish at the centre of the dispute, lake trout, are the result of a put-grow-take system and do not reproduce naturally, the issue is one of allocation and not of conservation. Unfortunately there are too few statistics in the book to allow the reader to make any judgement on the feasibility of successful allocation or on the relative importance of the sport and commercial fisheries.

Although *Disputed Waters* leaves several questions either unanswered or unasked, its relevance to the Canadian situation makes it an important book.

Alan McCullough
Ottawa, Ontario

A. H. Duke and W. M. Gray. *The Boatbuilders of Muskoka*. Erin, ONT: Boston Mills Press, 1985; second printing 1990. 152 pp., photographs, illustrations. \$40, cloth; ISBN 0-9692213-0-4.

Harold Wilson. *Boats Unlimited*. Erin, Ontario: Boston Mills Press, 1990. xi + 269 pp., photographs, index. \$29.95, cloth; ISBN 0-919783-98-8.

Boatbuilders explores its theme on Lakes Joseph, Rosseau, and Muskoka, three interconnected lakes in southern Ontario's "Cottage Country." It examines boatbuilding from the pioneering firms in the early 1870s to the decline and virtual demise of the industry during and shortly after World

War II. The technology covered is equally broad, from muscle-powered paddles and oars, through wind and steam-driven boats to modern gasoline and diesel engines. Both major and minor builders are covered. Though some began their careers building simple canoes, rowboats, and skiffs, at least one pioneer brought a boatbuilding tradition which could be traced back to Elizabethan England; this was Henry Ditchburn, a veteran of the Royal Navy who came to Muskoka, where he established himself as the leading boatbuilder in the district. His Ditchburn boat works were active from the early 1870s to 1938, with locations in Gravenhurst and Orillia. In 1893 at Gravenhurst, he became the first to build a gasoline launch in the district. Another fine boatbuilder was H.C. Minett, of Minett and Minett Shields on Lake Rosseau and Bracebridge from 1910 until the firm closed down in 1948. Tom Greavette was a third outstanding boatbuilder; he was the first in Canada to build launches on an assembly line. Eventually his firm shifted into the custom trade. Beginning in 1936, it produced three or four hundred "disappearing propeller" boats under license; during the war it built Fairmiles. Another firm which actually went by the name "Disappearing Propeller Boat Company" was established by W.J. "Young Billy" Johnston, Jr. and J.R. Hodson; the firm built mainly three different models. Several other firms and their creations are examined in this well-illustrated book, including the Port Carling Boat Works, which also shifted construction from launches to Fairmiles during the war, and the Duke Works, which is the sole active survivor of all the boat works that flourished during the heyday of the industry in the 1920s.

Despite the differences in their backgrounds and specialties, all the shipwrights

shared a dedication to their craft. Many could have made better money as saw-and-hammer carpenters, but chose boatbuilding instead. Muskoka's many boatbuilding firms (one of the highest concentrations in North America) provides the authors with a unique opportunity to trace the dawning, flourishing, and passing of the age of classic, made-to-order launches. Today, that era has given way to fibreglass hulls and mass production, but its legacy of beautifully-crafted wooden hulls may still be seen, lovingly preserved or restored in private collections or at antique boatshows on the waters where once they reigned supreme.

Boats Unlimited examines one particular aspect of the history of freshwater boatbuilding, namely the search for speed, as seen through the eyes of one of Canada's foremost power-racers, Harold Wilson. He and his father, Ernie, founded the Wilson Racing Team, which dominated powerboat racing in this country in the 1930s with two series of boats named either *Miss Canada* or the *Little Miss Canada*. Many of their boats were built by firms described by Duke and Gray in *Boatbuilders*. Thus, the *Miss Canada* was a twenty-eight foot Ditchburn Viking, a two hundred horsepower hydroplane capable of speeds up to forty-five miles per hour, while the first boat to bear the name *Little Miss Canada* was a hundred horsepower Greavette Ensign. Throughout the 1930s, the several Wilson Team boats were usually designed either by John Hacker, an American, or by Douglas Van Patten. The combination of boats designed by Hacker or Van Patten, built by Greavette, and driven by Harold Wilson was potent. Wilson won the Canadian National Exhibition "225 Class" World Championship race in 1933 in the *Little Miss Canada III*, designed by Hacker and built by Greavette, while in 1939 he won the President's Gold Cup in

Miss Canada III; these were but two of many victories during that decade.

Boats Unlimited is not all about racing. In Chapter 11, Wilson returns to more leisurely sailing and cruising on the Trent and Rideau waterways as well as barge travel in France. He served as supernumerary on the *Malcolm Miller*, a sail training ship and consort of the *Sir Winston Churchill*. In the final chapter, Wilson also describes the *Lord Nelson*, a Sail Training Association ship built to specification by the Jubilee Trust to take the handicapped to sea as active sailors and passengers. Nevertheless, *Boats Unlimited*, like *Boat-builders*, is really about pleasure and power boats of a bygone era; together these two books help keep the memories and the boats of that era alive.

Don Withrow
Etobicoke, Ontario

Bill Northcott. *Thunder Bay Beach*. Erin, ONT: Boston Mills Press, 1989. 150 pp., maps, photographs, bibliography. \$15, paper; ISBN 1-55046-028-5.

No, this is not a book about the beaches just down the waterfront from the grain elevators at the head of the lakes. As Northcott notes early in this work, the city of Thunder Bay is simply a "new upstart" which appropriated the name in 1970. The original Thunder Bay opens into Georgian Bay at the head of the peninsula which contains Penetanguishene and Midland to the east and Wasaga Beach to the west.

The beach has only a marginal stake in the broader sweep of history. Its most notorious resident was probably the late Harold Ballard; its most famous song a 1972 Gordon Lightfoot ballad about the "Silver Heels." Perhaps most familiar to marine historians would be the name of

James Barry, author of the best history of Georgian Bay, *Georgian Bay: The Sixth Great Lake* and a good photographic history, *Wrecks and Rescues of the Great Lakes*, among others. But this is local history of a sort that is just beginning to emerge, the cottage country community. And this is produced by one of the best in that business, Boston Mills Press. The book is standard Boston Mills' fare; only twice do two pages of text face the reader on turning the page. The long list of acknowledgements, many of which appear again in the text, must be balanced against a tiny bibliography. Surprisingly, neither acknowledgments nor bibliography refers to Barry, although his cottage makes an appearance in the photographs.

To the marine historian Northcott offers brief chapters on "Lights and Wrecks," "Hope Island's Marine History" and "Commercial Fishing." Each section mixes a little local legend and reminiscence with the newspaper clippings. The section on commercial fishing cries out for a discussion of its relationship to the large community on the beach of French Canadian ancestry, their persistence, and their relationship to the wealthy Ontario urbanites who settled in their midst.

The result is a book of few pretensions, best enjoyed for what it is and not berated for what it might have been. This is lazy summer afternoon reading. We could use a careful scholarly investigation into the cottage phenomenon, on the overlaying of urban waterfront communities on an essentially rural infrastructure, and on an "industry" whose principal economic product is leisure. But it would not be Northcott's book and they would not be Northcott's readers.

Walter Lewis
Acton, Ontario

Stephen Weir. *Sinking of the Mayflower, Lost November 12, 1912*. Burnstown, ONT: General Store Publishing House, 1989. 160 pp., map, photographs, bibliography. \$12.95, paper; ISBN 0-919431-42-9.

Just before the turn of the century, mineral resources began to be developed at Graigmont, near York River in the lee of Ontario's Algonquin Park. Corundum was shipped on the Madawaska River and Kamanisseg Lake to the railhead at Barry's Bay. The sternwheel tug *Mayflower* was built for this service in 1903, but the mining company soon brought in its own tugs, forcing *Mayflower* to eke out a marginal existence carrying passengers and package-freight. On 12 November 1912 she made a rare night-time run to deliver a casket; while on this mercy mission she was wrecked in a sudden storm. Nine lives were lost. This book is the story of her life and death and the subsequent investigation. There is also a long section aimed at scuba divers.

Considerable prominence is given to the inquiry. *Mayflower* was operating without lights, qualified officers, lifeboats or a passenger certificate. The certificate had been refused because of the other shortcomings, but she had not been tied up by the Steamboat Inspector because the owner had promised, but failed, to comply.

The author knows his subject; he has done his research well and has found all possible illustrations. He quotes extensively from local inhabitants who know the details and has himself dived on the wreck. In short, it is just the kind of research work of which there has been too little in Canada.

In view of this, I wish I could recommend it without reservation, but I am afraid I cannot. It would make a fine chapter in a book with a wider focus, but there is simply not enough to be said to justify an independent publication. The same details

are repeated irritatingly in different contexts, and a good copy editor would surely have curbed a tendency to use three words where two would serve. The same is true of the many illustrations: do photos of grave-stones really contribute to Canadian marine history? *Mayflower* herself appears only once, apart from many underwater photos.

For the dedicated specialist, this is nevertheless a welcome book. We need more of this sort of work. It is unfortunate that this particular story is really too slight to stand alone.

John M. Mills
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John R. Halsey. *Beneath the Inland Seas: Michigan's Underwater Archaeological Heritage*. Lansing, MI: Bureau of History, Michigan Department of State, 1990. 64 pp., map, photographs, endnotes, bibliography. US \$6.95, paper.

Steve Harrington (ed.). *Diving Into St. Ignace Past: An Underwater Investigation of East Moran Bay*. Mason, MI: Maritime Press, 1990. 42 pp., maps, photographs, illustrations. US \$7.95, paper; ISBN 0-9624629-9-4.

These two timely publications focus on Michigan's archaeological heritage beneath the Great Lakes, the first on an overall level, and the second in microcosm.

Dr. Halsey, State Archaeologist of Michigan since 1976, has been, among other things, a key figure in the management, protection, and interpretation of the state's underwater heritage. His yearning to learn firsthand about these submerged historical resources and to understand the reasons behind conflicts between sport scuba divers and marine archaeologists led him to his scuba certification two years ago,

and more recently to the production of this educational book.

In succinct chapters, Dr. Halsey traces the pre-history and maritime past of Michigan, describes and explains the importance of non-renewable marine heritage sites, and establishes clearly the importance of education and co-operation among all who visit those sites. The role of sport scuba divers in locating and conserving underwater archaeological locations for future generations to appreciate is stressed. Finally, he outlines the development of Michigan's Bottomland Preserves system and accurately measures the pulse of the emerging sport diving ethic of conservation and appreciation, while working in conjunction with marine archaeologists, an attitude which promises to benefit everyone.

The book is precise and to the point, with a symmetrical blend of colour and black-and-white, as well as modern and archival, photographs. My only reservation concerns the lengthy, ten-page bibliography, which unnecessarily drives home the scholarship that went into this twenty-one page (excluding the photos and maps) essay.

In the summers of 1989 and 1990, thirty sport scuba divers interested in marine history and the conservation of this heritage received special training from marine archaeologists at St. Ignace at the Straits of Mackinac, and then produced valuable and rewarding underwater survey work of that historic harbour. The published result, edited by Steve Harrington (author of *Divers Guide to Michigan* and *Divers Guide to Wisconsin*), contains chapters contributed by the aforementioned John Halsey, Mike Kohut (President of the Michigan Bottomlands Preserve Committee), Phil Wright (marine archaeologist formerly with the Ontario Ministry of Culture and Communications), and several other equally qualified people.

Students located historic features and artifacts, including submerged cribs, a cast-iron water intake pipe, and a portion of a ship's keel and a metal deck winch; they also drew many of the rough sketches, several of which are reproduced in this publication, of the underwater sites. Valuable chapters include information on several key topics, including "Development of Sport Diver Attitudes" and "Basic Training in Underwater Archaeology."

This book is an enticing display of what can be accomplished when sport scuba divers have opportunities to work with professional archaeologists on meaningful projects to appreciate our submerged heritage and to share knowledge gleaned from their discoveries with others. Perhaps we can hope that the old "battle" involving heritage site looting is drawing to a close, with educated people asking themselves "How on earth could we ever have thought like that in the past?"

These publications offer an ideal overview of Michigan's Great Lakes marine heritage and a close study of the work done at one of its many historic areas. Anyone wishing to behold the present and future direction of underwater recreation and the conservation of submerged heritage sites will surely benefit from these informative books. Both are available postpaid from Maritime Press, P.O. Box 275, Mason, Michigan 48854.

Cris Kohl
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Jean Wright-Popescul. *The Marine Art of J. Franklin Wright*. Toronto: National Marine Arts, 1990. xvii + 176 pp., photographs, colour reproductions. \$60, cloth; ISBN 0-9694192-1-X.

As a native of Cape Breton, J. Franklin

Wright spent his childhood looking out over the Strait of Canso in the heart of Canada's Maritimes. Inspired by the maritime life of the island, encouraged by a Cape Breton artist, Morrow Williams, and later influenced by the remarkable works by Montague Dawson, Wright spent a lifetime painting seascapes and ships. The present volume, with over seventy full-colour plates, meets a general demand for a survey of his work. The publisher has done this handsomely and has also produced motifs from the book as prints, signed and numbered in limited editions.

After a preface and an introduction to the artist, the greater part of the book is divided into six sections with titles representing chapters in Canadian maritime history, beginning with some of the first vessels to bring settlers to Nova Scotia, moving through Confederation, and ending with the "Defenders," well-known Royal Canadian Navy ships from World War II. In between there are schooners, barques, dories and steamers. The world-famous racing schooner *Bluenose* is reproduced several times. The artist's daughter, Jean Wright-Popescul, provides a comprehensive text to accompany each ship depicted.

Most of the originals are in private collections. Many of the ship portraits were commissioned from Wright by descendants of shipowners and captains, who were able to provide the artist with a drawing or a photograph of their ancestor's vessel, which has perhaps been wrecked or possibly was even the source from which the family's fortune derived. Other ships, whether famous or merely typical of the coastal trade or fishery, were motifs loved by many Canadians.

A characteristic feature of Wright's production is the clear and accurate draughtsmanship. The colouring is naturalistic and luminous and the depiction of his

subjects in bright weather discloses as much as possible about the vessel and its details, both on board and in its surroundings. Through his paintings the nostalgic glory of the past lives despite the fact that all the ships are gone. In depicting an anonymous saltbanker and her flocks of dories the background often is veiled in a golden fog.

The same accuracy and technical details marked the work of Edward John Russell, the Saint John marine artist (1832-1906). According to tradition Russell used builder's plans for his watercolours. Undoubtedly it was Russell's great influence that brought about a change in Wright's art in the spring of 1973. Before that he worked as a marine painter; in the present volume we can enjoy in a smaller-scale some remarkable seascapes.

The competitions arranged by Mystic Seaport in Connecticut have promoted and encouraged several young talents. Among these is a Danish artist, the late A. Skottenborg Frederiksen, who left a great number of Danish historical ship portraits, reconstructed after careful studies, and whose work is very reminiscent of Wright's. It is also tempting to compare Wright's ship paintings with those by the German artist Jochen Sachse, whose career started with a dominating technical interest and who has produced a great number of naturalistic ship portraits. From childhood, Franklin Wright acquired a stock of maritime knowledge by making models, taking photographs, and making scale drawings in scale from existing craft and pictures. Like Frederiksen and Sachse, Wright's ship portraits are technical rather than romantic or heroic. They are also very good, and this well-produced book does them justice.

Hanne Poulsen
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