

BOOK REVIEWS

Christianne Villain-Gandossi, Salvino Busuttill and Paul Adam (eds.). *Medieval Ships and the Birth of Technological Societies. Vol. I: Northern Europe*. Vienna: European Coordination Centre for Research and Documentation in Social Sciences, 1990. 222 pp., maps, photographs, illustrations, OS 300, paper; ISBN 3-900815-04-6.

Ever since archaeologists began to excavate and recover shipwrecks from under the seas during the 1960s historians have been confronted with a wealth of new data from around the world that has greatly expanded knowledge of early shipbuilding techniques and the problems faced by early constructors. The evidence has also challenged old interpretations and accepted opinions and transformed the writing of maritime history. *The International Journal of Nautical Archaeology and Underwater Exploration* continues to reveal new finds while several recent books indicate how great has been the impact of new discoveries on broadening and deepening historical knowledge of the maritime past. The book under review continues the task.

The papers in this collection were presented in Rostock in 1987 at the first of three meetings devoted to a large project outlined in the title and undertaken by the Vienna Centre, more formally known as the European Coordination Centre for Research in Documentation in the Social Sciences. Subsequent meetings relating to the Mediterranean and to the integration of those technical innovations introduced in

northern and southern European navigation on the eve of the great discoveries were held at Dubrovnik in 1988 and in Malta in 1989. A second volume of papers from these meetings may well have appeared by now. The thirteen papers are broadly organized under four sections dealing with technological and economic aspects of medieval shipbuilding, written sources from the period, and theoretical problems. The individual papers cover a wide variety of topics and are of varying length and quality. They are based on recent research in Norway, Denmark, Sweden, Germany, Poland, England, Ireland and France.

Three papers deal with recent finds of Nordic ships involved in medieval trade and with construction techniques and wood technology; all are written by well-known experts in their field, A. E. Christensen, Ole Crumlin-Pedersen and C. O. Cederlund. A fourth paper by Detlev Eumers explores the development and use of harbour cranes around the Baltic and North Seas during the late Middle Ages. He identifies three types of cranes that emerged in different historical circumstances: the mast and yard type, the windlass, and the treadwheel "crane" house, with or without a capacity to swivel. The paper illustrates in an interesting way how methods used to investigate wrecks can be employed to study other aspects of material culture related to maritime history. Richard Unger's paper, "Grain, Beer and Shipping in the North and Baltic Seas," focuses on non-technical factors involved in changes in shipbuilding

technology and suggests that historians should seek explanations of technical change, not in the ships themselves but in the creative tension between advances in two technologies, such as was generated in the fourteenth century between brewing and shipbuilding. He is not alone in arguing that historians must abandon technical explanations for Hanseatic supremacy in trade and look elsewhere, to access to capital, organization of trade, the nature of the commodities exchanged, and military and political circumstances affecting competition to understand the role of technology in early European society. Ironically, new physical evidence is leading historians to re-examine their use of written and iconographic sources. The papers dealing with these subjects are specialized; topics include documentary evidence for shipbuilding in fourteenth and fifteenth-century England, names in English fourteenth-century naval documents, the nomenclature of ancient log boats and iconographic evidence for medieval ship construction in Poland. All of the papers were inspired in one way or another, however, by recent physical evidence derived from archaeology. In brief, this is a mixed bag whose contents are worth exploring from many perspectives.

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James D. Tracy (ed.). *The Rise of Merchant Empires: Long-Distance Trade in the Early Modern World 1350-1750*. New York: Cambridge University Press, 1990. xviii + 442 pp., maps, tables, figures, index. US \$44.50, cloth; ISBN 0-521-38210-6.

The thirteen chapters of this collection initially appeared in 1987 as papers at a conference sponsored by the Center for

Early Modern History at the University of Minnesota. It is an exceptionally good collection, reflecting on the one hand the extensive research completed on this period of history over the past two decades, and on the other the knowledge of the authors and the care each has taken in addressing his or her subject.

The first six essays by van der Wee, Phillips, Steensgaard, Butel, Bruijn and Neal focus on the significance of the re-export trade in Europe; the trade expansion of Spain, Portugal, France, England, and Holland; and a comparison of the two great East India Companies. The value of these essays is certainly not in a new approach to the period, for these subject headings are quite conventional and routine; rather it is in the rich infusion of new research findings into the treatment, permitting a more substantive and acute analysis of a whole series of issues from the quantity of Asian and American commodity imports and re-exports (silk, cotton, coffee, tea, pepper, cloves, nutmeg, mace, cinnamon, drugs and dyes, saltpeter, metals, sugar, tobacco, rice, and logwood) to the productivity of Dutch shipping and the profitability of shipowning.

The other essays fall into one of two categories. Those of Klein, Austen, Rossabi, Habib, and Gungwu concentrate on Asian and African trading networks: the caravan trade in north Africa and central Asia and the Hokkien trading community of China. The remaining essays are more thematic and include Mauro on merchant communities, Klein on the Atlantic slave trade, and Barrett on world bullion flows.

Apart from the interest these latter essays have because of the degree to which they reflect current research findings, they give the collection of essays as a whole a genuine global perspective. Also, it is noteworthy that those essays focusing on the

leading European trading communities, such as Portugal, England, or Holland, delineate in some detail their global context. The historical description of the Asiatic and American ties have a materiality and concreteness that was not possible fifteen - or even ten - years ago.

Finally, it is fair to say that this collection is an exercise in micro-economic history. Profitability, merchant communities, commodity markets, and trading firms are the subjects of this collection. There is a macro-vision, but it remains a rather loose, undefined, yet nonetheless quite real shell, i.e. the world. This collection describes and analyzes important bridging components in this world. It does not attempt to suggest how they might fit together. That is not a fault. The text is well-written and edited. The authors integrate recent research in a stimulating manner into broadly conceived essays, which will be of value to both the specialist in early modern trade and the non-specialist seeking special knowledge.

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Thomas M. Truxes. *Irish-American Trade, 1660-1783*. New York: Cambridge University Press, 1989. xiv + 448 pp., maps, illustrations, appendices, bibliography, index. US \$39.50, cloth; ISBN 0-521-35373-4.

Maritime trade was a crucial factor in the dramatic expansion of the Irish economy in the eighteenth century. During this period the volume of overseas shipping, for example, increased more than five-fold. One of the principal conclusions of this admirable book is the significance of transatlantic trade in Irish commerce overseas. It accounted for close to twenty percent of the island's total traffic, second only to that

with Britain. Yet only a handful of scholars have examined the subject. Truxes' broad, systematic study is a major contribution to the literature. Using a wide range of sources, including the annual accounts of imports and exports, merchant ledgers and letter books, travellers' accounts, newspapers and pamphlets, the author explores virtually all aspects of this diverse trade: the exportation of salt provisions and linen; the importation of sugar, rum, tobacco, flaxseed, timber, and other produce from the plantations; the merchant communities, ports and hinterlands engaged in this traffic on both sides of the Atlantic; trade routes and the patterns of shipping; the complex financial mechanisms involved; and emigration. With the exception of L.M. Cullen's classic study of Anglo-Irish trade, which serves as a model here, there is nothing in the literature to match the breadth and detail of this tome.

Despite the sparse literature, the general patterns of Irish colonial commerce are well known. However, this study adds significantly to our understanding because each major commodity or theme is treated in such depth. It includes, for example, a full description of the Navigation Acts and their impact on Irish commerce. Although direct importation of certain colonial commodities was prohibited, Truxes argues that the legislation did not unduly hamper Ireland's role. London was the financial hub of this Atlantic economy, providing much of the capital and credit to merchants in Irish and colonial ports. Sugar and tobacco were re-exported to Ireland through London and the outports and profits from sugar in particular were used to finance Irish salt provisions back to the Caribbean. Ireland's integration into an imperial trading system that spanned the Atlantic is the primary focus of this study.

Although not treated in a separate

chapter, the patterns of shipping are described in some detail. Most vessels were English-owned and few Irish merchants traded on their own account. There was, however, a substantial Irish shipowning presence in the flaxseed, linen and emigrant traffic linking northern Ireland to the Middle Colonies. One consequence of this essentially bilateral commerce was that Philadelphia became host to the largest expatriate Irish merchant community across the Atlantic. Excellent use is made of the port's ship registers and other records to reconstruct the shipping activities of this group. The author brings out the close connections between the flaxseed fleet and emigration. Much has been written on the latter subject but Truxes treats it as an export trade. Merchants, their agents and sea captains competed vigorously for passengers to augment westbound cargoes. The carriage and marketing of Irish servants is set in the larger context of commodity trading across the Atlantic. Although the profits from emigrant traffic, and its contribution to the productivity and specialization of shipping are exaggerated here, the author demonstrates more fully than before the relationships between an intensely seasonal maritime commerce and transatlantic migration.

Irish-American trade is a vast subject. Understandably, the coverage in this volume is thematically and regionally uneven. Its twelve chapters are all more suggestive than conclusive. A host of questions arise for each colony, each major port, and each important commodity under review. Although Canada, for example, is included in the author's America, it accounts for less than two of the volume's 448 pages. Yet Ireland's Newfoundland trade was probably greater than that with New England during much of this period. What Truxes has provided is a basic background for the

undertaking of further, more focused studies. In this sense it is a landmark publication, essential reading for all scholars in the field.

John Mannion
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Thomas J. Schaeper. *John Paul Jones and the Battle of Flamborough Head: A Reconsideration*. New York and Bern: Peter Lang Publishing Inc., 1989. 125 pp., map, figures, notes, bibliography, index. US \$29.95, pressboard; ISBN 0-8204-1152-3.

The celebrated battle off Flamborough Head on the east coast of England occurred in September 1779. A Franco-American squadron under the command of John Paul Jones encountered a fleet of British merchant ships returning from the Baltic. No merchantmen were captured, but in a night battle the two escorting British warships were taken. The principal action, between Jones' *Bonhomme Richard* and the British *Serapis*, entered American national myth when, on being asked to surrender, John Paul Jones retorted "I have not yet begun to fight" and went on to defeat his British adversary.

Almost all later accounts of the battle have largely followed that set out by Jones shortly after his victory, but Professor Schaeper questions certain aspects of the standard account, in particular by using the testimony of French participants in the action. His main sources are the writings of Pierre Landais, the Frenchmen who commanded the American frigate *Alliance*, and the letters of Denis-Nicolas Cottineau de Kologuen, commander of the French frigate *Pallas*, which captured the British warship *Countess of Scarborough* in the battle.

In his own account of the action Jones sought to play down the contributions

made by the other vessels in his squadron and went so far as to accuse Landais of deliberately firing into the *Bonhomme Richard* when she was engaged with the *Serapis*. Schaeper puts forward a convincing case that Landais was in fact trying to help his chief, hit Jones' ship by accident, and may have directed gunfire on the *Serapis*, which encouraged her captain to surrender. If Jones had really believed that Landais was a coward and a traitor, it is strange that he made no effort to arrest or replace him immediately after the battle.

The letters of Cottineau seem to confirm the assistance provided by the *Alliance* in subduing the *Serapis* and they also contain general complaints about Jones' abilities and conduct. It was alleged that he was incompetent to command a squadron and that after the battle he neglected the wounded, leaving them to rot aboard ship at Texel while he played the hero in Amsterdam. Schaeper takes the view that because of the propaganda value of the victory off Flamborough Head, Benjamin Franklin and his French counterparts were ready to overlook the complaints about John Paul Jones made by his French officers.

Professor Schaeper's carefully researched volume offers a different view from most previous studies of the battle and corrects them on a number of points. Nevertheless, whatever his personal failings and the inaccuracies of his own account, one should not lose sight of the importance of John Paul Jones' part in the battle. He provided the determined leadership which brought victory in a close fought action, and it may be doubted whether such success would have been achieved if his critical French subordinates had commanded the squadron.

Alan G. Jamieson
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John McKay. *Anatomy of the Ship: The Armed Transport "Bounty"*. Annapolis, MD: Naval Institute Press, 1989. 120 pp., drawings, photographs, tables. US \$24.95, cloth; ISBN 0-87021-280-X. Canadian distributor, Vanwell Publishing Ltd., St. Catharines, Ontario.

This volume applies the now-familiar "Anatomy" format to the ship in which Lieutenant Bligh experienced his first mutiny. She is portrayed both in her original mercantile form, as the *Bethia*, and as converted into a breadfruit transport for the famous voyage. The detailed drawings are extensive and, though not always authoritative, are superbly executed. These make the book ideal for many ship modellers, for whose added benefit large format reproductions of the figures are available from the author.

Historians may be less satisfied with the work. The text is unusually brief, even for a volume in this series, and generally fails to cite evidence for features shown in the drawings. This would be a minor problem were it not that many of those features are peculiar: hooked-scarphed futtocks on single frames, companionways too obstructed to use, a binnacle that prevents the helmsman from seeing the compass, and so on. A few of these features go beyond being dubious and are simply wrong. Dipping lugsails were never rigged with braces or peak halliards, for example. The text has similar problems: ships were not normally beached to be careened and in Deptford Dockyard were anyway more likely to be drydocked, while a mizzen course of 1788 was not really a driver and was certainly not a staysail at any date!

The book has the usual photographic section of an "Anatomy" volume but McKay provides neither reproductions of the original draughts, which might have confirmed

some of his interpretations, nor one of Dodd's famous print of the mutiny, which is the only near-contemporary evidence for the *Bounty's* stern carvings. Instead the reader is given a dozen photographs of the movie studio "replica" built in 1962 and 1979. The relative authenticity of these very different ships is not discussed.

Preparation of an authoritative set of detail drawings of an eighteenth century ship and an accompanying text is an important but difficult task, calling for the skills of an archaeologist and an historian, in addition to those of a draughtsman and author. Yet such drawings are of limited value if they are not accurate, particularly if their errors are as obvious and abundant as are those in some recent "Anatomy" volumes. Perhaps the publisher should submit future manuscripts to expert review before publication and thus restore some credibility to the series.

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Jean-François Brière. *La pêche française en Amérique du Nord au XVIIIe siècle*. Saint-Laurent, PQ: Éditions Fides, 1990. xxix + 270 pp., maps, figures, tables, illustrations, bibliography, index. \$22.95, paper; ISBN 2-7621-1506-X.

Whether measured in terms of investment, number of ships, or number of men, the North American fisheries were one of Europe's most important maritime activities. Moreover, the fisheries were prized not only as an economic asset but also as a strategic one, for it was widely accepted that the fisheries were a "nursery for seamen," transforming landsmen into seafarers who might then be called upon in time of war to serve in their country's navy. Such perceptions, combined with a relatively rich

documentation in several countries, have long attracted the attention of researchers, but never have their activities been more intense than during the past generation. Because France had the greatest commitment to the North American fisheries from the sixteenth to the eighteenth centuries, it seems appropriate that some of the most innovative and interesting work has been done on the French fisheries; Laurier Turgeon has done pioneer work on the French Basque fisheries while Jean-François Brière has focused on Granville and St. Malo.

These two ports are of particular significance to the history of the French fishery. Whereas roughly fifty French ports participated in the sixteenth century fishery, only half a dozen or so remained significantly active by the late eighteenth century, and none were as dominant as St. Malo and Granville. Brière tries to identify the conditions which favoured their persistence and success in the fisheries by examining how their fisheries functioned—outfitting, crewing, prosecuting the fisheries (there was more than one variety), and marketing. As such, the book represents a synthesis of Brière's work to date; it is based largely on his 1980 doctoral dissertation but also reflects the work he has done since. Yet the book is of interest to those working on the fisheries of other countries as well as other maritime trades. There are many similarities between the experiences of St. Malo and Granville and, say, the West Country ports which dominated the eighteenth century English fisheries. One such similarity was the extremely tight time-frame within which the merchant had to outfit his vessel, send it to the fishery, secure a cargo, deliver it to market in southern Europe, secure a return cargo, deliver it to the home market, and make ready for the next year's voyage. There are

also significant and revealing differences, such as the security the French fisheries enjoyed in having a domestic market for their product whereas the English fisheries relied completely on foreign markets.

Despite its detail and analysis, I could not help but feel some disappointment in Brière's book. The title is misleading; it does not really provide a comprehensive discussion of all French fishing zones in North America, only of those favoured by St. Malo and Granville. There is no map of North America, and none of the offshore banks, of île Royale, of Gaspé, of the west coast of Newfoundland, of the Gulf of St. Lawrence. While various adaptive strategies employed by outfitters to survive in that turbulent century are described, we learn little about where the capital to invest in the fishery came from or where it went once an outfitter decided to quit the industry. We learn little about who those merchant outfitters were, where they come from, what happened to them, what factors kept a particular family active in the fishery for decades while others appeared only briefly. How were crews recruited? How long did an individual persist in the fishery? Was the French fishery a life career or was it, as seems to have been the case with the English, a career which lasted only a few years? Too little is said about market conditions or consumer tastes which the fisheries tried to satisfy.

In short, as valuable as this book will be in making Brière's research available to a wide audience, it does not provide a thorough or comprehensive treatment of all French fisheries in every part of North America during the eighteenth century. That kind of study, which will need to synthesize the substantial body of scholarship that has and will continue to accumulate, must wait until the other major French fishing centres of the eighteenth

century have received similar treatment.

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John T. Jenkins. *Twentieth Century Whaling in Nova Scotia: The Blandford Whaling Station 1964-1972*. Halifax: Oceans Institute of Canada, 1990. 16 pp., photographs, bibliography. \$7, paper; ISBN 0-7703-2346-4.

Compared with other parts of eastern Canada and the USA, Nova Scotia has been a minor participant in whaling despite settlement of the Dartmouth area by eighteenth-century Nantucket whalers. Several companies did however attempt shore-station whaling in the present century with varying degree of success and longevity. This pamphlet examines the rise and fall of the last of these operations, the Blandford Whaling Station, run by Karl Karlsen and Co. Ltd. from 1964-1972. The effects on participants in the fishery are also discussed.

Following a brief description of Karl Karlsen's arrival in Halifax in 1940 and the establishment of his company eight years later, the development of a four-month period of experimental whaling in 1964 is discussed. The company's two vessels, *Haroyfjord* and *Minna*, enjoyed a successful season, killing in excess of fifty whales. As elsewhere, expansion of the fledgling industry was thus inevitable, and a third vessel, *Polarfish*, entered the operation the following year, replacing *Haroyfjord* later that season. Improved processing equipment was installed in the factory in 1966 and the more powerful Norwegian vessel *Thorfin* was purchased and renamed *Chester*. Subsequent increased depletion of coastal stocks required that the vessels hunt further offshore, a contributing factor to termination of operations in 1972.

The author also describes the methods of killing and processing the whales, little different from elsewhere, and argues that the employment income of local residents both onshore and as catcher crews was highly beneficial to community revenues. Unfortunately, however, a complete listing of annual catches and production values is not provided.

Most of the information appears to have been obtained from secondary sources, interspersed to a lesser degree with material from contemporary local newspapers. The latter could possibly have been enhanced. Nevertheless, the text provides an interesting description of some aspects of one station's operations, and is a potentially important component of any more detailed examination of shore-station whaling in Nova Scotia and Atlantic Canada.

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Elisabeth Vestergaard (ed.). *North Atlantic Studies. Vol. 2, Nos. 1 & 2: Whaling Communities*. Aarhus, Denmark: Aarhus University Press for the Centre for North Atlantic Studies, 1990. 220 pp., photographs, maps, tables, graphs, references. Dkr. 240, paper; ISBN 87-983424-2-8.

Whaling in the north Atlantic currently involves fin whales (Iceland and Greenland); minke whales (Norway and Greenland); beluga, narwhal and other small *cetacea* (Greenland); and long-finned pilot whales (Faroe Islands). The International Whaling Commission (IWC) in 1982 voted to ban commercial whaling beginning in 1986 for a period of four years, at the end of which the situation would be reviewed. Whaling nations had the right to continue limited whaling for research purposes. This

option was exercised in the north Atlantic by Iceland and Norway. Because the IWC recognises that Greenland whaling is for subsistence, it permits catching there of fin and minke whales subject to quotas. The small whales caught in Greenland are not within the jurisdiction of the IWC. Neither are the pilot whales caught in the Faroes, although the IWC looked into the matter of humane killing.

This volume of *North Atlantic Studies* is devoted completely to the proceedings of a conference and public hearing held at Aarhus University in January 1990 on the subject of north Atlantic whaling communities. Its timeliness is apparent in light of the agenda for the July 1990 meeting of the IWC to consider lifting the moratorium on commercial whaling, though this was not mentioned in the editor's introduction. The fate of economically-marginal communities in Alaska, Arctic Canada, Newfoundland, Greenland, Iceland, the Faroe Islands and Norway was discussed, giving attention to the economic, social and cultural importance of marine mammal exploitation. Regulation of whaling by the IWC and the effects of animal rights and environmental groups' actions were also examined.

One finds a veritable smorgasbord of themes in the twenty-eight presentations and summary of the concluding panel discussion and hearing. Discussions of whaling-management policy include a review of the evolution of the IWC as well as its current political constituencies, and the absence of affected whaling communities in the management equation. The need is expressed for management by a body more accepting of "cultural pluralism in respect to traditional livelihoods, socio-religious beliefs and food cultures" (p. 114) than is the present IWC. One finds descriptions of aboriginal whaling, of the bloody drama of pilot whale drives, of research

and its findings, of management programs, and of national whaling policies. There are analyses of political influences on management decisions; of possible co-opting of scientists by political and industrial forces; of social, cultural and economic aspects of small-whale traditional hunting; of the psychological and sociological background in animal-rights protest; of the impact on small maritime communities when resources are denied through administrative controls or the indirect effects of boycotts; and of national sovereignty issues.

To complement Louwrens Hacquebord's brief history of whaling in assisting the nonspecialist reader, it would have been useful to offer a summary of the status of whaling in the north Atlantic in 1990, since this is the basis for the discussions. But the conference was intended to get the conferees talking with each other, and apparently that goal was met.

Papers by Milton Freeman and Finn Lynge stand out for their general treatment of contemporary whaling issues. Freeman, a past Canadian delegate to the IWC, outlines the evolution of the IWC from industry-saving to whale-saving and examines the ideological context of the anti-whaling campaigns. Lamenting the loss of science-based management in the transition, he says, "...the current majority position at IWC can achieve its stated objectives (of preventing whales being killed by whalers) by exploiting the uncertainty inherent in all scientific activity...it is this uncertainty...that provides the justification for inaction by the Commission in setting quotas..." (p. 109). Prophetic words! Six months after this conference the IWC decided it still lacked sufficient scientific data and voted to continue the moratorium. Lynge examines the emotional aspects of the whale-saving movement and ponders attitudes towards the role of money in both

commercial and subsistence whaling. Freeman and Lynge both stress the theme of sustainability in the report of the World Commission on Environment and Development, commonly known as the *Brundtland Report*. Freeman says that the IAVC model of whale management "is not in conformity with current international-embraced conservation goals that importantly stress human-centred, sustained, rational use of renewable resources" (p. 115).

Among a number of editing gaffes attributable, possibly, to the haste with which this volume was printed, is a title word misspelled. The article describing efforts to take a census of whales by listening with hydrophones is entitled "Passive Acoustic Censuring of Cetaceans;" one can imagine the animal rights faction crying, "No, no...whales are more to be pitied than censured!" The reports presented in this volume suggest, however, that it is the human participants in certain forms of whaling who need to be considered.

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Peter M. Carnahan. *Schooner Master. A Portrait of David Stevens*. Halifax: Nimbus Publishing Limited, 1989. ix + 180 pp., photographs and ink drawings. \$19.95, paper; ISBN 0-921054-28-9.

Contrary to the title of this book, the late David Stevens held no master's ticket, nor was he involved in any aspect of commercial shipping. He was, however, a master boatbuilder and a zealous racer of schooner-rigged yachts. Born on Big Tancook Island in 1907, Stevens was the son of Randolph Stevens, sailmaker, boatbuilder, fishermen and farmer, a fairly average string of occupations for offshore Lunen-

burg County in the period before World War I. In 1919, the family moved to Second Peninsula on the mainland and from the time of his marriage in 1930 until the start of World War II, David raised turnips and cabbages while working in Alfred Dauphinee's block shop in Lunenburg. For a time during the 1930s, Stevens took a job as sailing master at the American boys camp in Chester, but this came to an end with the commencement of hostilities. By this time Halifax was beginning to boom, so he moved his family there and went to work in the shipyard. After the war, he returned to Second Peninsula and went into the yacht-building business, a career which was to lead him to Expo '67, the on-site construction of *Atlantica* and the Order of Canada.

All of the foregoing, plus something of Stevens' passion for racing his boats, can be found in "The Wood," the first part of *Schooner Master* in which the author offers an account of a visit with Stevens to his woodlot. Other parts include "Tancook," an account of the author's visit to Big Tancook Island with the Stevens family; "Schooner Races," an account of the author's experiences as supercargo aboard Stevens' *Kathi Anne II* during the Nova Scotia Schooner Association Races on the LaHave river in 1984; "The Generations," the author's account of an interview with David Stevens' son Murray; and lastly a depressing chapter consisting of the author's impressions on the day after Stevens' funeral.

There is no doubt that *Schooner Master* contains some interesting biographical notes, nor that some reader might enjoy seventy-eight pages of blow-by-blow accounts of a series of yacht races. However, Carnahan's style (first person, present tense loaded with asides and not too informed comment) makes for irritating, disjointed reading. In fact, the reader is left with the firm impression that this is not

really a book about David Stevens, but a book about Peter Carnahan and his impression of David Stevens. It very soon becomes obvious that Mr. Carnahan has little or no nautical background. Apart from his misleading title, one reads of "dorrys;" Nova Scotia's naval ensign; that a "bark" is a hybrid of schooner and square rig; and so on. Even his descriptions of places and scenery leave much to be desired. The LaHave River is not lined with farms, there being only three on the entire twelve miles between Bridgewater and Fort Point. The oil tanks at Riverport are non-existent, but there is a large water tank on the hill above the fish plant and even I, who live on the river, had to revert to a local map before I realised that "Trevorsees" must mean Cleversley's. One must however concede that the author's description of Bridgewater Mall, though irrelevant, was fairly accurate. As far as the illustrations are concerned, Commander L. B. Jenson's ink drawings of schooner construction phases are interesting, but we have seen them before, and much more could have been done with the photographs.

In short, there is still room for a book about David Stevens and his yachts, one which would contain more background, a short biography, a history of Stevens and Sons, and the careers of as many of his boats as possible. It would be well-illustrated with plans and photographs of the yachts, contain an index and, as an appendix, a list of all his vessels with specifications and vital statistics. Unfortunately, until such a book is written, we have *Schooner Master* as a tribute to a man who, from all accounts, deserves much better.

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Jean Leclerc. *Le Saint-Laurent et ses pilotes 1805-1860*. Montreal: Leméac, 1990. 232 pp., illustrations, maps, bibliography, index. \$39.95. Paper; ISBN 2-7609-1934-X.

For those who can read French and are interested in the St. Lawrence River, this book is a must. Although heavily annotated, as one would expect from an author who wishes to live up to academic standards, it provides pleasant reading. The many graphics and tables are supported by numerous good and often unfamiliar illustrations. This book was long overdue.

Our river has not been studied enough by scientific and quasi-scientific personnel. In the past, poets like Octave Crémazie sang "les mille-îles (the Thousand Islands)." Newspapermen like Damase Potvin wrote about "le Saint-Laurent et ses îles (the St. Lawrence and its islands)." Closer to our times and in a much more serious vein, Jean Claude Lasserre—a Frenchman-published his *Le Saint-Laurent-grand porte de l'Amérique*—a 753-page book which, to my knowledge, is the only scientific work in French about the St. Lawrence. In English there is Ivan S. Brookes' *The Lower St. Lawrence* which, profusely illustrated, retraces a myriad of reminiscences and anecdotes but is limited to the lower St. Lawrence and does not pretend to be more than what it rightly appears to be. Finally, in the collection of *The Rivers of America*, Henry Beston, an American writer and naval officer during the war, published in New York his *The St. Lawrence*, a valuable piece of literature, well-illustrated and documented but not very useful in regard to history, shipping and ice movements. With Jean Leclerc's Laval M.A. dissertation, a new step has been made in the right direction. In his preface, Prof. Claude Galarneau, who supervised Leclerc's work, says that he came upon "une documenta-

tion jusque là inconnue (hitherto unknown sources)," which he uses with accuracy and a great sense of precision.

That his task was difficult is clear merely from the fact that a diagram was needed to make the history of Trinity House in Quebec City understandable. Only English minds could have devised a structure like Trinity House, which was responsible for shipping but not for pilotage, without which no shipping was possible! That was the time when the motto obeyed by all the English-speaking population was: "Do as they do in the Old Country." On the other hand, perhaps such a division was a good thing, since it contributed to the creation in due time of the "Corporation des Pilotes pour le havre de Québec et au-dessous" (23 Victoria, cap. 123) which received royal sanction on May 19, 1860. More than a century of history still remains to be covered. Let us hope that Jean Leclerc will keep on track and pursue the study he has competently and accurately begun.

G.H. Dagneau
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Robert W. Passfield. *Technology in Transition: The "Soo" Ship Canal 1889-1985*. Ottawa: Canada Parks Service, National Historic Parks and Sites, 1989. x + 267 pp., maps, photographs, bibliography, index. \$14.25, paper; ISBN 0-660-12936-1.

In this work, whose theme is clearly indicated by the title *Technology in Transition*, the author deals with the "Soo" ship canal under three broad categories: lock construction and design, the electrical power system, and the design and operation of the emergency swing bridge dam.

The design and construction of the "Soo" ship canal occurred at a time of rapid

change in Great Lakes transportation technology. Ships were increasing rapidly in size, especially in length, and the actual increments in traffic exceeded the engineers' estimates. Construction techniques also experienced continuous change, as with the use of Portland cement. The design of the "Soo" lock therefore experienced several alterations and introduced innovative approaches to canal lock construction and operation. Passfield contends that it was the canal engineers in this period who initiated the use of concrete in a structural capacity in Canada. When it opened in 1895, the "Soo" lock, at nine hundred by sixty feet, was by far the largest canal lock in the Canadian system and for a period the largest in the world. How to control the vast volumes of water in the event of damage to the gates, particularly since the lock stepped up into a large body of water, presented a major engineering problem. The solution, an emergency swing bridge, incorporated innovative features which many engineers at first found suspect. However, during the canal's one major emergency in 1909, the validity of the design was firmly established and became a prototype. The "Soo" canal was also built at a time when engineers sought new applications for electric power. The "Soo" canal was the first and only major ship canal to be powered and lighted by a DC electrical system, incorporating contemporary tool design technology developed for street car systems. The power system operated virtually trouble-free for several decades, though the lighting system was much less satisfactory. Following a practice established in the early 1880s, an arc system was installed outdoors and an incandescent system indoors. Problems such as power loss caused the arc system to be replaced with an AC system in 1906; the incandescent system remained unaltered

until 1921.

Throughout the book, Passfield carefully places his material within the context of the state of North American technology of the period. The result is a clear, readable account of what was briefly the busiest canal in the world. Although this is a technological case study, it would have been interesting to have had some explanation as to why, after so impressive a beginning, the "Soo" was given such a low priority by government relative to canals on the lower lakes. The author undoubtedly establishes his point that the "Soo" ship canal was an impressive accomplishment. The work is also a welcome addition to the study of technology in Canada.

K.G. Pryke
Leamington, Ontario

Guy A. Towers. *Lighthouses and Lightships: A Bibliography and Index to the Periodical Literature*. Crescent City, CA: The Light House Information Service, 1988. iii + 66 pp., illustrations, bibliography, index. US \$8.50 + \$2.00 postage, paper.

Public interest in lighthouses, especially in the United States, has led to the formation of historical and lighthouse societies dedicated to the restoration and preservation of lightstations which would otherwise be abandoned. It has also led to the proliferation of lighthouse publications. While books on lighthouses have been produced for more than a century, the past twenty years have seen a marked increase in published information about all aspects of lighthouses, lightkeeping, and marine aids to navigation. Available lighthouse publications in the USA range from "vanity press" releases to detailed technical accounts of marine aids to navigation operation. Despite a general lack of awareness of light-

houses in Canada, several publications have appeared in the past decade, dealing with lights on all coasts of Canada.

Despite this proliferation of material, no comprehensive reference guides on lighthouses have been published until lately. Guy Towers of the Lighthouse Information Service has compiled such a list in *Lighthouses and Lightships: A Bibliography and Index to the Periodical Literature*. Twenty pages of bibliography contain six hundred entries listing authors and official reports. An appendix contains annotations with information about the contents of several specific books in the bibliography. A total of 671 index entries contain two thousand references to periodicals, reports and newspaper articles which deal not only with lighthouses but also with related technology and developments.

Towers emphasizes that "Both the bibliography and index are international in scope and contain many non-English titles." (p. 2) For reference information Towers has drawn from major indexes. Subject areas include "names of lighthouses, lighthouse keepers, lightships and tenders, as well as geographic locations, personalities and organizations associated with lighthouses." (p. 2) Towers has therefore compiled an extremely useful reference list which should be invaluable to pharologists and amateur lighthouse enthusiasts alike. Nonetheless, it should be noted that *Lighthouses and Lightships* is not a complete reference work, and is deficient in some respects. In several cases the publishers and dates of publication of recent books were not included. There is also a shortage of information on Canadian lights, especially from periodical and newspaper sources. There is very little mention of Canadian Coast Guard literature aside from one "List of Lights, Buoys and Fog Signals."

With the passing of three years since

publication, Towers would be well-advised to produce a revised edition of *Lighthouses and Lightships*. Nevertheless, the work contains enough material to be representative of most printed information available regarding lighthouses, and is a useful addition to any nautical library.

Chris Mills

Head of St. Margaret's Bay, Nova Scotia

George Campbell. *The China Tea Clippers*. Blue Ridge Summit, PA: International Marine Publications, 1990 (first published in England, 1974). 156 pp., map, table, illustrations, index. US \$27.95, cloth; ISBN 0-87742-253-2.

Tea at twenty-five dollars a pound; gawd awful, you say and not only in Canada, pity. Well, that was the price of tea in 1664. George Campbell takes you back to when it all began and what led to the creation of the heart-stopping, white clouds of sails—the tea clippers.

When China first opened its doors to foreign trade, tea was one of its main exports. The British became involved in 1689 and since they were the only ones with ships large enough for long voyages, they soon had a monopoly on the trade. At first the ships did not protect their cargo adequately. Moreover, the voyages took an average of eighteen months. As more countries became involved in the tea trade, particularly the Americans (their Revolution was triggered in part by the protest over the British East India Company's tea monopoly), the design of the tea ships changed quickly. With the building of the *Rainbow* in New York in 1845, the fine lines of clippers began to develop. Cargo space was sacrificed in favour of speed. Britain was slow to build faster ships, but after the repeal of the Navigation Acts in

1849 opened British ports to foreign trade, the race was on. Meanwhile the American ship *Oriental*, built in 1849, made the trip from Hong Kong to New York in eighty-one days. Hired by British traders in Hong Kong, she made the trip to London in ninety-seven days (1850). So began a long list of well-known tea clippers -- *Challenger*, *Challenge*, *Fiery Cross*, *Oriel*, *Thermopylae*, *Taiping*, *Cutty Sark*. I mention the *Cutty Sark* only because she was basically the last of the tea clippers; she was built in 1869, which is considered the end of the tea clipper era. Campbell has recorded the dates, times, size of cargo, ships' measurements, length of voyages, and excerpts from ship log entries. The book provides much information for those interested in the clipper era, including drawings that depict some well-known tea clippers on the high seas and in Chinese ports. Campbell's own drawings of ships, hull designs, deck layouts, and sail plans of both American and British clippers are a wealth of information for shipbuilders, especially ship modellers. Given his involvement in many restorations of surviving sailing ships, I would take these drawings as being as accurate as any that are available today. This is a definite "must" book for tea clipper modellers.

Bob Gibbons
Brighton, Ontario

Stephanie Jones, *Trade and Shipping: Lord Inchcape 1852-1932*. Manchester and New York: Manchester University Press, 1989. xiii + 222 pp., appendices, sources, index. US \$59.95, cloth; ISBN 0-7190-2351-3.

A new assessment of the first Lord Inchcape was long overdue. Even if there was more even-handedness in Hector Bolitho's largely congratulatory biography of 1936 than is often conceded, it was clearly an

ideologically-dated and biased volume. Stephanie Jones was ideally placed to perform this task after her earlier work on the Inchcape Group, which gave her unequalled access to the archives of both the group and the Inchcape family. But it would be wrong to see her merely as an in-house historian with privileged access and working under restrictive conditions. She has cast her net far and wide in documenting Inchcape's career and assessing his historical role and importance. Thus, she has used a broad range of government papers of both Britain and India, company records, newspaper opinion (from Australia and India) and, less critically, some oral history. Using her sources judiciously, she presents appropriately qualified conclusions and judgements.

Trade and Shipping illustrates eloquently the continued force of the biographical approach in economic and business history. Not only did Inchcape firmly put his stamp on the business which he controlled and developed and through his own entrepreneurial and financial input provide the links between the constituent parts of his empire, but it was his very success in business which provided the basis for his considerable role in public life. Indeed, it is arguable whether it was his business or his public life which, ultimately, must be given more weight in the historical scales. Even if Inchcape's attachment to the ideas of classical *laissez-faire* increasingly became an anachronism, such ideas were allowed to survive with astonishing vigour and, particularly in India after World War I, could be implemented with little inhibition. Indeed, there were few other businessmen who were able to have such influence on governmental fiscal and policy matters as did Inchcape.

The organisation of the book largely and successfully follows this dichotomy of

Inchcape's career as private businessman and public figure. The main stages of his rise to control in the Mackinnon-Mackenzie group and, from 1914, the P&O, are traced with a firm grasp and a sure hand. As Jones emphasises, trade (one might add, agency work) was at least as important as shipping, although his control over the British India-P&O group gave Inchcape extraordinary status. Similarly, his public functions and, especially, his contributions to numerous government committees and investigations, are reviewed in their appropriate context and with judicious use of contemporary critical opinion. Jones is also successful in giving Inchcape personality and relating this to the evolution of his career and entrepreneurship.

Inevitably, in a compressed business biography of such a many-sided man as Inchcape, minor inaccuracies have slipped into the account. Thus, the Mogul Steamship Company which Gellatly's operated, was not active in the pilgrim trade (cf. p. 10), but its ships returned from China to Britain after outward voyages to Australia; it was the famous Mogul Line case which established the legality of the conference system in British courts. The *Salsette* (p. 68) was not built for the Australian branch service of the P&O; nor was it the purchase of the Blue Anchor Line which had introduced the P&O to Australia and New Zealand (p. 97). It is doubtful that the New Zealand Shipping Company was bought merely for the tonnage it possessed (cf. p. 98), as after all that company had to maintain its extensive liner services, too. The Orient Line had not traded from London to the West Indies (p. 111). The discussion of Ballin's politics during the Great War (p. 118) is incorrect and the British protectorate over Kuwait was actually established as early as 1899 (cf. p. 85). Despite suggestions to that effect (see pp. 145, 147 and

151), there never was any chance of India gaining coastal reservation.

A more incisive criticism which must be raised in that Jones has at times remained too close to her sources and contemporary opinion. As a result she has not always raised the questions which a further step back might have suggested. For example, there is little attempt to compare Inchcape's performance specifically with that of other shipowners and, in particular, with that of his colleague and rival, Lord Kysant. This is all the more regrettable as Jones reveals the extraordinary length to which Inchcape went during the 1920s to inflate the financial results of his flagship, the P&O, by milking many other companies of his group. It can be argued that the Royal Mail group went down not despite but just because (cf. p. 191) Kysant borrowed heavily under the terms of the Trade Facilities Act (which had much to do with his control over the Harland & Wolff shipyard at Belfast, an encumbrance which Inchcape did not have). Even so, Inchcape, too, borrowed heavily, as in 1922 when he issued £3.5 million worth of debenture stock. Had the purchase of the General Steam Navigation Company in 1920 been a wise move or rather the adoption of the same "collection policies" of which Kysant has so often been accused? Indeed, how and to what extent did the various shipping companies in the P&O-British India group organisationally and managerially relate to each other? Was there any attempt at rationalisation?

The fact that he put large sums of his own money back into the group during the 1920s in order to disguise its deplorable performance can only further illustrate how much Inchcape saw himself as the feudal lord of his empire. Even so, as Jones' own discussion of the role Inchcape's son-in-law, Alexander Shaw, shows, the question must

be raised as to what extent Inchcape was solely responsible for the rise of his group and how much he relied (as Duncan MacKinnon earlier had relied on him) on capable lieutenants and local managers. It would also have been illuminating to include some discussion of the membership of the boards of directors of Inchcape's public companies to show just how well entrenched they were in the establishment of the day; Lord Robert's directorship of British India S.N.Co. in its sphere did as much for Inchcape as his good personal relations with Lord Lansdowne elsewhere. Conversely, what was Inchcape's role in the Australian firm of Burns Philp & Co. which, in the 1920s, was not allowed to open a Fremantle-Singapore service?

Despite such questions, on the broad strategic level this book is largely successful, illuminating and well-written. But there are too few instances where Jones has pried below the surface into the actual conduct of the vast range of business controlled by or associated with Inchcape. The actual sources of the astounding profitability of some of these enterprises do not become clear. Nor does Jones discuss Inchcape's relations with rival companies and entrepreneurs. Thus, there is no discussion of the origins, working and impact of the various shipping conferences, of which British India S.N.Co. and the P&O were members. Still, the picture which emerges of Inchcape is that of a businessman who, despite his well-documented and condescending paternalism towards his employees, was inclined to reduce virtually everything to a matter of pounds or rupees. Jones' conclusion is thoughtful and gives a fine summation of the significance of this extraordinary shipping man.

Frank Broeze
Nedlands, Western Australia

Mary R. Brooks. *Ship Finance: the Banker's Perspective*. Halifax: Centre for International Business Studies, Dalhousie University, 1990. 74 pp., \$30 + \$2 shipping, paper; ISBN 0-7703-9156-7.

This compact, tidy book is useful for anyone interested in the financial end of modern shipping, particularly with respect to the thorny problem of over-supply which has developed over the last decade. Why is it that banks are still funding shipbuilding in a time when there is excess carrying capacity, falling freight rates, decreased revenue and hence uncertainty about loan repayment? The picture would suggest system-failure, and Mary Brooks' monograph provides the necessary analysis.

Written in clean, clear prose (and accompanied by a very useful small glossary of terms), the book demystifies a potentially esoteric topic for the non-specialist reader. In addition to the difficulties of forecasting the world economy, incomplete information and over-enthusiasm among lenders in the late seventies, recession, technological change and the "flag promotion policies" of developing countries also served to make bank investment decisions even more complex and unusually error-prone. Moreover, since over-supply will be with us to the mid-nineties and perhaps beyond, quick action is needed to correct the current situation. In a wide-ranging and lucidly argued conclusion to the monograph, Brooks recommends an improvement in *internal* banking policy as an essential strategy here.

Not a topic that normally would catch the fancy of this particular reviewer, I read this book initially with relief (because I could understand it) and then with increasing fascination for its insights into the world of finance at sea. It is to the author's great credit that she can capture the mys-

tery of this world and, at the same time, demystify its often impenetrable terminology. An interesting and useful read.

Rosemary E. Ommer
St. John's, Newfoundland

James H. Hitchman. *A Maritime History of the Pacific Coast, 1540-1980*. Lanham, MD: University Press of America, 1990. xii + 213 pp., maps, indices. US \$17.50, paper; ISBN 0-8191-7817-9. US \$29.75, library binding; ISBN 0-8191-7816-0.

This book is more limited in scope than the title implies. According to the preface, its main subject is the volume and value of maritime commerce on the coast of California, Oregon, and Washington. There is some material on Hawaii and Alaska and on some non-commercial activities. Each chapter ends with a list of sources. The publisher defines the book as a college text. It will be reviewed as a treatment of its subject and its announced purpose.

Hitchman disposes of the first three centuries in a brief and somewhat inaccurate chapter, and really starts with the year 1850. He divides the time between this date and 1980 into three roughly equal periods and describes related subjects such as fishing, government agencies, and the growth of labour unions. The major part of the text, that concerning maritime commerce, is little more than a body of statistical data in narrative form, with hardly any attempt at analysis, even where analysis or additional research is needed. Thus, his figures for Oregon in 1890 exclude inter-coastal, coastal, and local traffic. A footnote explains that no figures are available but that the excluded items were five times greater than foreign trade. The absence of statistics is a common problem in maritime commercial history which can be overcome

by using proxy data or by studying newspapers and other publications. Hitchman does not do this, so that all we get is a set of figures of suspect value because they represent only one-sixth of the total trade. In a college textbook, the implications of the statistics should receive more attention. For instance, is it not worth pointing out that in the first period, the pilotage charge of ten dollars per ton in San Francisco was equal to the cost of sea freight from Cork, and that rail freight to some unstated destination was only \$2.50 per ton? In short, the book may have value as a teaching aid; as a textbook, it should be used with caution.

John Kendrick
Vancouver, B.C.

Alan J. Cass, Richard J. Beamish, and Gordon A. McFarlane. *Lingcod (*Ophiodon elongatus*)*. Ottawa: Department of Fisheries and Oceans, 1990. be + 40 pp., maps, material, glossary, appendix tables. \$21, paper; ISBN 0-660-13429-2.

As a fisheries biologist I found much of interest in this short but comprehensive book on the biology of lingcod, a fascinating fish in its own right but also one with a long and important role in the commercial and sport fishery of coastal British Columbia. But this is more than just an authoritative summary of what is known about the biology of the lingcod. It is also an excellent introduction to the field of fisheries biology, providing an overall view of the multifaceted and complex interactions between biology, economics and sociology which make the management of fisheries resources such a difficult task. The book was written in part to increase public awareness of conservation and fisheries problems and it serves this function well. Unfortunately, as the authors point out,

even with our present knowledge and our best intentions to rebuild lingcod stocks, the species is still being over-exploited and its populations are well below historical levels; this is not a promising outlook for other species which are less studied and more difficult to manage. The book is well-illustrated with both colour and black and white photographs, numerous graphs and illustrations. Indeed it would make a fine example to use in the classroom to illustrate various ways of presenting graphical material. A short but useful glossary describes most of the technical terms used in the text. Several appendix tables provide long-term catch data, results of tagging studies and data on reproductive behaviour. Unfortunately, relatively few people will come across this book, but those who take the time to read it will benefit, regardless of whether they have any other contact with lingcod.

John M. Green
Middle Cove, Newfoundland

Art Davidson. *In the Wake of the Exxon Valdez: The Devastating Impact of the Alaska Oil Spill*. Vancouver: Douglas & McIntyre, 1990. xvi + 333 pp., maps, notes, index. \$24.95, cloth; ISBN 0-88894-687-2.

On 24 March 1989 the tanker *Exxon Valdez* ran aground shortly after leaving the oil port of Valdez, Alaska. Within hours, environmentalists and oil officials knew that they had one of the world's worst oil spills on their hands. Journalists descended on the area, providing North Americans with a daily smorgasbord of news on an environmental catastrophe that had been forecast by concerned coastal watchers since the completion of the pipeline from Prudhoe Bay to Valdez. Art Davidson, an Alaskan environmentalist and writer, has provided a

detailed account of the grounding, the corporate and governmental response to the disaster, and the ecological and social impact of the spill.

The book, though undoubtedly informative, is in many ways premature. Coming so soon after the event, when memories and passions are still fresh, one looks in a book of this sort for detailed analysis or new information. Having followed closely the sinking and subsequent clean-up, I found some useful detail and a narrative flow that was difficult to reconstruct from scattered news reporting. In particular, the analysis of Exxon's involvement and rather unusual behaviour is more thorough than that generally available. Within certain limits, therefore, Davidson effectively reconstructs the events, personalities and corporate-government debate that surrounded the grounding and subsequent oil spill. And yet it is clearly too soon to know the full impact of the oil spill; clean-up efforts by the Exxon Corporation were still underway when Davidson wrote his book. The major question arising out of the disaster in Prince William Sound is: Have we learned anything? Even an additional year's perspective on the events of March 1989 suggests that the lessons learned, if anything, were transitory. There are other significant gaps. Maritime scholars will likely be disappointed with the limited space given to the matters relating to coastal shipping; though the details of the grounding of the *Exxon Valdez* are well-covered, more analysis of the issues surrounding tanker navigation in Alaska's coastal waters would have helped.

Despite excellent descriptions of the horrified reactions of Alaskans and environmentalists to the devastation at their feet (but not, perhaps, as effective as news footage of the same response), too little attention is given to the reaction of those others who saw the clean-up efforts as an

unexpected solution to a state-wide economic recession. The contradictory response to the disaster is, perhaps, symbolic of the sharp divisions in Alaska over oil and the environment, a theme that Davidson might well have explored in greater detail. The current debate over oil exploration in the Porcupine caribou herd calving grounds suggests that the lessons of the *Exxon Valdez* disaster have not been learned.

Davidson also raises interesting questions about writing on a topic subjected to saturation coverage by the print and television media. Having listened to many minutes of anguished protest from environmentalists, anger from coastal Alaskans, overly-cautious explanations by civil servants, and endless rationalizations by company executives, one turns to a book on the subject uncertain as to what more there is to hear. Basically, Davidson has reproduced the experience for those who missed the media coverage or who feel a need to revisit the sorry tale. By moving so quickly, he has also by-passed the opportunity to describe the real impact of the oil spill, for the full environmental and economic changes will not be seen for years to come. Only the passage of time will tell us if the oil companies and government agencies have learned the lessons of the *Exxon Valdez*. The full story of this maritime disaster is yet to be written.

Ken Coates
Victoria, British Columbia

William N. Still Jr. *Iron Afloat: The Story of the Confederate Armorclads*. Columbia: University of South Carolina Press, 1985. x + 262 pp., maps, illustrations, bibliography, index. US \$17.95, cloth; ISBN 0-87249-454-3; US \$12.95, paper; ISBN 0-87249-616-3.

To most the story of the Confederate Navy

is limited to the action between the *Monitor* and the *Merrimac* and the privateering activities of the *Alabama*. Originally published in 1971 by Vanderbilt University Press, *Iron Afloat* is Still's twelfth study of the Confederate States' Navy and fills a gap in our knowledge of that force's ships and their roles in the American Civil War.

When the Confederate Congress authorised the creation of a small navy to co-operate with the army in 1861, it had no ships. The navy's functions were to break the Union blockades and provide harbour and river defence. S.R. Mallory, the former Florida Senator, was appointed Secretary of the Navy. Still opens his book by outlining Mallory's organisation of the navy department. Virginia's decision to join the rebellion gave the Confederacy the Gosport naval yard at Norfolk and the partly destroyed 3200-ton steam frigate *Merrimac*. Mallory, unable to acquire vessels in Europe, realised that the Confederacy could not compete with the Union in the construction of wooden steam vessels. He therefore became interested in constructing seagoing ironclads. In mid-1861 Mallory approved outline drawings, body, sheer and deck plans for an ironclad which had been submitted by Lieutenant T.M. Brooke, formerly of the US Navy. These became the basis for the conversion of the *Merrimac's* hulk to the ironclad *Virginia*. The second chapter describes the conversion of the frigate's hull to an ironclad using about one thousand tons of two-inch plate, each about eight feet long, in two layers. Her armament was to be six nine-inch, two seven-inch, and two 6.4-inch guns. The chapter also describes *Virginia's* actions against the blockading Union forces, the *Merrimac's* engagement with USS *Monitor* at Hampton Roads, and her destruction by her own crew in 1862.

The book's fourth chapter covers the

activities of the ironclad *Arkansas* from launch until destruction in 1862. The vessel was laid down near Memphis in October 1861. Information about the vessel's dimensions and its engines was not available. Its armament was "ten heavy guns," their calibre apparently unknown. The chapter on converting the iron-hulled merchant steamer *Fingal* to the ironclad *Atlanta* does provide that vessel's dimensions and details of the armour, which consisted of "heavy timber plated with Rail Road iron" (p. 128). Her armament of two seven-inchers, two 6.4-inch Brooke rifles, a spar torpedo and a ram proved no match for the eleven-inch and fifteen-inch guns of the Union ships *Weehawken* and *Nahant*, which brought about *Atlanta's* surrender in the Wilmington River action. A photograph depicts *Atlanta* after her capture by Union forces.

The author does not provide general information about these unusual casemated vessels until his sixth chapter. In my opinion, this would have been more useful had it followed the opening chapter, where the origins of the Confederate States' naval building program is discussed, and before the chapters describing individual ships and their careers. Such information includes the supply, labour and transportation problems which impeded the naval construction program. For instance, most of the ironclad machinery apparently consisted of "high pressure" (120-150 lbs. per square inch) compound engines. To remedy the engine shortages, machinery was removed from tugs to meet the ironclads' needs. But these tug engines lacked the power needed for ironclads. The author concludes that while the ironclads were formidable, well-armed ships, they were hindered by unreliable and unsuitable engines. Rounding out the book, there are chapters on the use of ironclads in harbour and river defences at Charles-

ton, James River and Mobile. Finally, there is a bibliographic essay on Confederate naval records, which are at many different American centres. It is clear that Still's research was thorough, and must have taken considerable time.

The illustrations, contemporary photographs, and drawings are of poor quality; perhaps their age prevented clearer reproduction. Illustrations include drawings of the *Albermarle's* and *Savannah's* midship sections, the *Tennessee's* inboard profile, gun decks and both deck sections. The author was only able to find one drawing showing an ironclad's machinery, that of the *Savannah*. The sketch maps showing areas of action are useful. References to individuals such as "old Tom Rootes" and "Old Buck" present problems to foreign readers unfamiliar with Confederate personalities. An appendix with information about many of the personalities mentioned in the several chapters would have been helpful. An appendix listing the twenty-four ironclad vessels, with dates and places of construction and subsequent fates would also have been useful.

Professor Still's book is essential reading for those interested in the naval history of the American Civil War.

Daniel G. Harris
Nepean, Ontario

James C. Bradford (ed.). *Admirals of the New Steel Navy: Makers of the American Naval Tradition*. Annapolis, MD: Naval Institute Press, 1990. xxi + 427 pp., illustrations, photographs, notes, bibliography, index. US \$39.95, cloth; ISBN 0-87021-003-3. Canadian distributor, Vanwell Publishing Ltd., St. Catharines, Ontario.

This is one of a series of books that details the glorious road of the American Navy to

the position of "number one" among the world's navies. To the editor and most of his contributors such a progressive interpretation must have seemed an obvious approach. It always seems to surprise American naval chroniclers when people of other traditions do not find such "truths to be self-evident," nor do they always find the selected heroes to be exactly shaped to fit the pedestals so lovingly prepared for them by agents of the Naval Institute Press.

The editor himself, James Bradford, is a good example of this innocent support of all things naval and American. Writing of the sensible naval cutbacks after the War Between the States, Bradford bemoans the lean years of the seventies as a "Grim period for the navy." (p. xi) He takes heart, however, from the "steady growth" (p. xii) visible at the turn of the century, a move into the ranks of the ten biggest navies by 1910, towards a "navy second to none" by 1920 (p. xiii) and finally top-gun by 1942. Worse is to come in the next volume in the series, since we are advised that this is only "the threshold of greatness." (p. xx) Even education is kept properly subordinate to power: Luce's and Mahan's innovations at Newport are kept firmly in place. Bradford assures us that naval education never went so far as to mean less "leadership, coolness under fire, and administrative ability." (p. xvi) Put another way it means that intelligence was never allowed to obscure the pursuit of power plays. It is a view that will go far to please some American admirals!

Evocatively symbolic of this approach is the photo with which the book begins. It commemorates an American event. In October 1891, a "liberty party" from USS *Baltimore* was involved in a brawl in Valparaiso, Chile. Two were killed and seventeen wounded. Where else would a brawl be transformed into a patriotic paean of praise through "silver dimes contributed by

Americans" into a memorial, to show "the public's and the US Navy's reaction to the incident" as "indicative of their spirit at the turn of the century?" (photo caption, p. xxiv) More practical men, fortunately, have since hotted up the shore patrols that are still such a feature of the US Navy's presence in the world's seaports. They became ferocious, respected and effective.

The contributions, naturally, vary. Hattendorf on the effect of Luce's genius in education is good. Seager's chapter on Mahan is relentlessly long, a new version of an old song. Also, while Clark Reynolds' chapter on William Moffet could do without its Mahanian drapery, it infuses the reader with that breathless enthusiasm that is the writer's hallmark. Moffett's work on Naval Air is certainly worth the well-researched adulation. Turk's work on Robley Evans is interesting and bears out Peter Karsten's earlier view. Muir's article on Chadwick brings to light serious views on a naval historian originally turned up by Coletta. The photo of Winfield Scott Schley peers out at us from his 1904 likeness. Harold Langley has him pegged as an interesting man, and his story is attractively told. Imagine, he believed that "lessons could be learned from history!" Dewey is set out as one who "gained an empire, and...new responsibility," but Vernon Williams does not think him to have been very bright, "but a man who had done his duty as he understood it and served his nation and his service well." (p. 244) Henry T. Mayo, who is written on by Bradford himself, influenced not only Woodrow Wilson but also the redoubtable Ernest J. King, and he stiffened faint political hearts against the Mexicans in the years of World War I, strengthening Wilson's resolve "[not] to back down" in the face of such Mexican dangers, (p. 262)

But three articles effectively redeem

this book; those of Mary Klachko on Admiral Benson, Franklin Cooling on Bradley Fiske, and David Trask on Admiral Sims. This is partly due to the nature of the subject matter and partly to the professional competence and international scholarship of the writers. The subject matter in all three articles is the question of the purpose, use and expansion rate of the US Navy. They take note of events and forces in other countries and use sources that are not compulsively American and inbred. Fiske's brilliance is acknowledged, but Klachko, and even Cooling, grow weary of one who had strong views on professional growth and almost uniformly poor notions on the civilian factor. Benson, in contrast, kept long-term naval purposes in mind, but accommodated the civilians to good purpose both from the naval and the national viewpoint. Trask shows Sims to have had defects of character and temperament that scuttled his obvious knowledge and acknowledged capacities, making him less than valuable as a reliable adviser. He might have made it in the Royal Navy, but that is a doubtful supposition. Moving easily between services, nationalities and sources Trask demonstrates that international reputations are still within the grasp of patriotic chroniclers.

Donald M. Schurman
Kingston, Ontario

A. Hamish Ion and Barry D. Hunt (eds.). *War and Diplomacy Across the Pacific, 1919-1952*. Waterloo, Ont.: Wilfrid Laurier University Press, 1988. xii + 180 pp., index, \$25.95, cloth; ISBN 0-88920-973-1

These are the proceedings of the 1983 meeting of the annual military history symposium at the Royal Military College in Kingston. The gathering, always held in

March, has come to be eagerly anticipated by the academic and military communities as one of the early signs of spring, a chance to clear the head and rejuvenate enthusiasm after the long grim winter.

A suitable subtitle would have been "the wider context of the 1941-45 war between Japan and the United States." The focus is not operations, but the political, diplomatic and cultural dimensions of national strategies before, during and after that largely maritime conflict. Japan, it seems, was the ideal enemy. While racism and cultural incomprehension sowed the seeds of the conflict—and editor Hamish Ion together with Nobuya Bamba point out that the western powers had no monopoly on arrogance—it was Japan's willing embrace of western industrialism and military ideas that was her undoing. She lacked the resources essential for the high-technology maritime war her leaders embarked upon at Pearl Harbor. The limited resources available were vulnerable to the crushing weight of Allied air and naval forces.

John W.M. Chapman, presenting extensive new material from German archives for the period 1919-45, shows precisely how little assistance the Axis partners afforded each other in counter-balancing Allied superiority. Each of the powers was fully aware of the other's weakness. Japanese leaders were among the first to recognize that Barbarossa had bogged down in the fall of 1941; senior German officers immediately saw the writing on the wall when the Japanese Pacific offensive began to falter in the spring of 1942. That realization, however, only underscored the extent to which the ultra-nationalist Axis crusades against the Soviets on the one hand and the Americans on the other were mutually exclusive. Japan urged Germany to reach a settlement with the Soviet Union. The Ger-

mans, equally vainly, urged the Japanese to concentrate against the weak defences of the European colonial powers in the Indian Ocean area.

That is not to say that Allied strategy was clear-headed. Peter Lowe summarizes his arguments in *Great Britain and the Origins of the Pacific War* (Oxford, 1977) to show that British leaders at one and the same time were coldly realistic about declining British power and, largely for racial reasons, entirely underestimated Japanese military potential. James Leutze, drawing on his well-balanced studies of Anglo-American relations, condemns the utter failure of Allied military co-operation in the western Pacific during 1941 and early 1942 that made the signal Japanese victories possible. Even worse, he argues, the United States then wildly exaggerated Japanese capabilities. Vast resources went to the Pacific at the expense of the European theatre even after the tide had clearly turned in the battle of Midway in June 1942, despite the fact Germany was much the more dangerous and difficult foe.

Captain Thomas Buell, USN (ret'd.), biographer of Fleet Admiral Ernest J. King and other US naval leaders of WW II, goes some way to explaining how resources were diverted in the face of the firm Allied commitment to the "Germany first" strategy. King, the leading advocate of a Pacific crusade that would necessarily be dominated by the US Navy, took a "terrific gamble" in the summer of 1942 by throwing his meagre available forces against the Japanese at Guadalcanal. The highly symbolic, pitched battles that resulted gave him a lever with which to pry further commitments from—indeed even to write the procedural rules for—the recently established US joint chiefs of staff and Anglo-American combined chiefs of staff organization.

If the western cast of Japanese military

and economic thinking made total Allied victory possible, it also contributed to the success of Allied reconstruction policies towards the vanquished nation. Also of decisive importance was the influence of officials, like General Douglas MacArthur and Canada's E.H. Norman, who were sympathetic to Japanese culture. Another was General George Marshall who, appreciating the particular nature of the Allied Pacific victory of 1945, was instrumental in keeping the United States out of the morass of the Chinese civil war in 1949.

Unfortunately, more enduring in Washington was the memory of the decisive impact of material and technology in the Pacific campaigns. This legacy, Leutze and Ion argue, led directly to vain efforts to seek a military solution in Vietnam, where there were precious few economic nodes or strategic centres to attack and insubstantial conventional armed forces to engage. Paradoxically, it had been the failure of the westernized Japanese army to gain a quick military decision on the Asian mainland in 1937-41 that, by widening international tensions and arousing the disdain of western leaders for Japanese power, had touched off the war of 1941-45.

Ideally, a conference should present new research, distil recent work, and reflect broadly on the state of the whole literature. *War and Diplomacy Across the Pacific* succeeds in all three aspects.

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Theodore C. Mason. *"We Will Stand by You" - Serving in the Pawnee, 1942-1945*. Columbia: University of South Carolina Press, 1990. xi + 269 pp., photographs. US \$24.95, cloth; ISBN 0-87249-709-7.

Historical accounts of naval actions seldom

take notice of the auxiliary vessels that busy themselves in the shadow of more illustrious fighting ships. In his narrative of the operations during 1943-44 of the fleet tug USS *Pawnee* in the Melanesian chain of islands and in the Philippine Sea, Ted Mason provides an insight into the role of a support vessel, the men who manned her, and the conditions under which she performed her often hazardous tasks.

Pawnee, while roughly comparable in length, speed and armament with, for example, a Flower-class corvette, was fitted essentially for towing, salvage and fire-fighting in the battle zone. When the need arose, she was capable of giving a good account of herself with her guns and depth charges.

As a young petty officer, Mason was in charge of the operation and maintenance of *Pawnee's* radio room and had the responsibility of training and supervising his operators. He impressed on the youthful radiomen the need for constant watchfulness and prided himself that no message for his ship was ever missed. Etched in his mind was a tragic night in the Solomons when *Pawnee* and the transport ship she was attending came under torpedo attack by a squadron of American motor torpedo boats that had not received advice on the presence of friendly vessels in the waters they were patrolling.

Interspersed with graphic accounts of successes and failures of salvage and escort operations are the author's perceptions of fellow crew members, officers, and prominent personalities involved in the Pacific war. He reflects the sailor's discerning attitudes, extending genuine respect and affection where it is merited but resenting incompetence, vainglory and the exploitation of privilege.

Pawnee's moment of glory came in October 1944, when she was ordered to the

approaches of Luzon Strait to put a line aboard the torpedoed light cruiser USS *Houston* to tow her to a safe haven. Proceeding at four knots at the end of the tow line, the crippled ship could not evade a further assault from the air; although the attacking plane was shot down, its torpedo struck the cruiser. In the confused and dangerous situation that ensued, *Pawnee* made the signal, "We will stand by you." Despite the risk of more attacks by ships and aircraft, the tow continued unmolested, taking the heavily-damaged *Houston* clear of enemy waters.

Mason has written a literate, sensitive account of a fleet tug's part in the war in the Pacific. Besides corroborating the authenticity of his recollections through personal contact and correspondence with old shipmates and others who shared his experiences, he has thoroughly pursued the documentary research to assure accuracy. The result is a useful contribution to naval literature as well as a gripping story for the general reader. The book is amply illustrated with personal and archival photographs. If one omission might be noted, it is the absence of a glossary of terms that have a particular meaning in US Navy parlance.

George Schuthe
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David Williams. *Liners In Battledress: War-time Camouflage and Colour Schemes for Passenger Ships*. St. Catharines, Ont.: Vanwell Publishing Limited, 1989. 160 pp., photographs, glossaries, appendices. \$34.95, cloth; ISBN 0-920277-50-0.

This is a quite fascinating though highly-specialised maritime book. It is unfortunate that it is so expensive for such an esoteric subject, for it would be a useful reference

in any maritime library. Originally published in England by Conway Maritime Press, the book has an author who as Manager of the Technical Publications Department of Westland Aerospace Ltd. is well-qualified to write on such a technical subject.

The main part of the book examines three distinct periods of time: The Victorian Age, in which protective or disguising camouflage was hardly used; World War I, when it came massively into its own; and World War II, when camouflage became much more subtle yet widely employed, particularly in its anti-submarine capacity. This section continues up to the Falklands War, although there only hospital ships were specifically painted to show their purpose rather than to hide it.

There are over 275 illustrations, both original photos and reproductions of paintings, with many pages containing only two or three excellent images. All are in black-and-white, although this does not seem to detract. Some will be familiar to many readers, such as the painting by Wilkinson of *Jervis Bay* under fire, or *Normandie* ablaze in New York; others are quite unique. The text carries the story forward in the sparest terms, but quite adequately, and the photo captions are adequate for the story by themselves. One, for instance, draws attention to the huge welded "M" on the Matson Liners' funnels even when painted in their disguising grey.

There are many "before" and "after" photos, British, German, American, Dutch, Japanese, and so forth, and quite a few of partially sunken merchant liners as well, often not much connected with camouflage, but interesting in themselves. A few warships are included, such as converted carriers like HMS *Argus* (*ex-Conte-Rosso*) and USS *Ancon* converted into a command and communications ship. But in general war-

ships are not covered, and only referred to in passing in the text. That is another subject in itself.

The useful appendices show details of "Approved" schemes from WW I and WW II, including schemes for warships, and designs for viewing models of the camouflage plans being proposed. There is as well a unique biographical section of those people notably connected with camouflage. In short, this is a most useful and interesting book.

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Victoria Brehm (ed.). *Sweetwater, Storms, and Spirits: Stories of the Great Lakes*. Ann Arbor: University of Michigan Press, 1990. xi + 340 pp., map, drawings, bibliography, biographical notes. US \$29.50; ISBN 0-472-10144-7 (hardbound); ISBN 0-472-08151-9 (paper).

Although the Great Lakes are squarely in the centre of North American population and are surrounded by the industrial heartland of both Canada and the United States, except for a core of Lakes' marine buffs and a very few serious scholars, the maritime literature on the region remains almost unknown. While other maritime regions have spawned classics such as *Moby Dick* and *Life on the Mississippi*, few persons other than the aforementioned buffs and scholars, be they from north or south of the border, can name a single work of either fact or fiction concerning the Lakes' maritime traditions. The same might well be said of poetry and, with the possible exception of Gordon Lightfoot's "Wreck of the *Edmund Fitzgerald*," music. Thus while other regions such as the Maritimes, the American South and the "Wild West" have developed a recognizable regional culture

that is reflected in literature and the arts, the Lakes' maritime region has produced little that has gained popular acceptance. In this book Victoria Brehm proves that fiction based upon Lakes' maritime traditions, while not enjoying widespread popular recognition, does exist, is varied, and, most of all, is interesting. A recent report from the publisher that sales of the hard-cover edition have exceeded expectations, thus making possible a sizeable printing of a paper edition, may be an indication that there really is an interest in Lakes' maritime literature.

This book, the author's first, presents a varied sampling of Great Lakes-inspired fiction, ranging from Indian legends through fishing tales and sailors' yarns to modern fiction. Ms. Brehm has done an excellent job of mixing stories and authors, at least two of whom bear names which will be recognized by the general public. She succinctly introduces each of the twenty selections, provides biographical notes on the authors and includes a useful bibliography. Although the book provides interesting, relaxing reading, in this reviewer's opinion it is Ms. Brehm's seventeen-page "Introduction" that elevates the volume far above the normal collection of short stories. In the preamble she weaves together the history of the Lakes in an enlightening, concise manner.

As might be expected in a compilation of so varied a group of stories, some are more interesting than others. None, however, are boring. The selections are arranged in five groups: "Masters and Men;" "St. Elmo's Fire;" "Fishermen;" "Lighthouses and Lockkeepers;" and "White Squall." Each section includes enlightening footnotes. These are especially insightful in "Masters and Men," in which Brehm captures aspects of the lives of Lakes' sailors that distinguish them from those who sail

in other waters. Brehm has done her homework. She has sailed aboard Lakes' freighters and holds a Master's license for the Lakes, characteristics which enable her to speak as one who combines personal experience with solid research. She is currently completing a Ph.D. in American literature at the University of Iowa and her thesis is upon Lakes' maritime fiction.

We look forward to more such works by this talented woman which will no doubt help expand our knowledge of the unique literature of this overlooked region. Meanwhile we can enjoy this first venture into the field.

David T. Glick
Matlacha, Florida

Philip Allen (ed.). *The Atlantic Crossing Guide*. Blue Ridge Summit, PA: International Marine Publications, 1990; 2nd ed., rev. & updated. 270 pp., illustrated. US \$32.95, cloth; ISBN 0-87742-255-9.

I remember exactly where I first got the bug. During the summer of 1974 I was invited to participate in a two-week cruise through the Greek Islands; it was after this trip, saying goodbye to Athens from the airplane, that I vowed to return in my own boat some day. Big vow, because I owned a non sea-going thirty-two foot sloop on Lake Ontario and derived my livelihood as a corporate slave, taking neither time off nor dispensing money in great gobs. Not until 1981 did I finally commission a sea-going forty-five foot cutter, entirely to my own specs. She is the result of reading every available book on boat design during a number of medium passages as crew. She was launched in 1983 for seatrials on Lake Ontario, and now I took the time to concentrate on passage planning with tons of

charts and pilot books. Out of all this I selected only three books to come aboard, of which *Atlantic Crossing Guide* was one. It was to be my bible on the extended voyage that took me back to Greece.

I went by the book and we had an easy crossing from Sandy Hook to Horta in the Azores. From there we pressed on to Vilamoura, Gibraltar, into the Med and, with stops at many ports on the way, to Greece. There we wintered, celebrating at the Poseidon temple at Cap Sounion the fulfilment of a promise made ten years before. The summers of 1985 and 1986 were spent sailing the Mediterranean, before eventually returning to the Atlantic in 1987 for the crossing home. With so much sailing, I became cocky and planned a crossing route least recommended by the *Guide* so that I could see Horta again. Plotting a direct route for New York was not the thing to do, and we encountered one gale after another. Out came the *Crossing Guide*, which brought me to my senses; I decided to go straight south for Bermuda, which we made without further incident. The rest of the trip back to Toronto was anti-climactic, but we arrived at home port with flying colours and an absolutely sparkling vessel to be met by a reception flotilla.

Preparing this review refocussed some wonderful four years. Now I am planning another trip for 1993. I hope that a new edition of the *Atlantic Crossing Guide* will be available by then with an update on Horta; there is a new yacht harbour there, one of the best anywhere and quite scenic to boot, perfect docks, water and power, spotlessly maintained showers, toilets, and washing facilities, and a new fuel dock. Your grid should be updated to reflect these changes. A few other comments about the *Atlantic Crossing Guide* are in order. A lap-type seatbelt at the chart table

is an absolute must for the navigator (p. 13); the magnifying glass should be an illuminating type. Magnification of the sextant described on page fifteen should not be higher than seven, since a sailboat deck is never a steady platform. On the matter of charts (p. 18), I would recommend, in descending order of preference, new Admiralty charts, German charts, American charts, and finally old Admiralty charts. On cooking fuels (p. 41), be advised that few marinas have propane, though this can be obtained at taxi fuel stations. Many have adapters for American bottles, but it is safer to have your own. In the galley itself (p. 42), a crashbar in front of the stove and a safety belt are absolute "musts". Toe space at the bottom of counters is also very desirable, while leather aprons protect against burns and spills. On crews (p. 47), I would recommend that a legal letter of indemnity for you *and* your heirs be signed by each non-paid crew member. A power of attorney should also be set up, to come into effect if your lawyer fails to hear from you in six months; this prevents the business affairs of a skipper from going into limbo between disappearance and official declaration of death. As for life-saving equipment, all manufacturers give the wrong person rating, so always get the next size up. Strongly recommended is an additional life-saving package (floatable) which includes a small cutting board, spare prescription glasses for those who wear them, and a good supply of whatever prescription medications are needed by members of the crew. With these *caveats* and some common sense, the *Crossing Guide* remains an invaluable companion for anyone wishing to sail the Atlantic.

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