

(314). This King does, of course. His examples include a nineteenth-century sailor's description of a sperm whale chomping into a boat and "making a hole as big as the head of a barrel," (316) as well as female whales fending off killer whales with their jaws. Melville was aware of such incidents, including the loss of the whaler *Essex*, rammed and sunk by a whale in 1820. According to King, modern scientists doubt "any intentionality or malice in these animals," (322) but nineteenth-century whale men thrashing about in the debris of their smashed boats likely felt differently.

Running throughout King's book is an environmental *cri de coeur*. He credits Melville with a "brotherly, proto-ecological, proto-environmentalist eye for interdependency that was far ahead of its time" (330). Unfortunately, the oceans and sea life are considerably more stressed now than 170 years ago. To begin with, climate change has raised the Pacific an estimated eight inches since then. On the positive side, commercial whaling is nearly a thing of the past, and Americans consider the animal an "icon of conservation" (341). But overfishing of other species is still an issue. King quotes a 2003 study that found a 90 percent reduction in predatory fish worldwide since Melville's time. That includes sharks, the fins of which are a prized Asian culinary delicacy. Given Melville's grasp of the interconnectedness of things, King convincingly argues that *Moby Dick* may be read as a moral tale in which "messing with the forces of the natural ocean world will end poorly for humans" (350).

*Ahab's Rolling Sea* is a refreshing and substantive contribution to the existing mountain of Melville research. It avoids convoluted literary analysis and outrageous symbolic claims, instead focusing the reader's attention on the sea, where Melville intended it to be. Not the least of its many pleasures is the irresist-

ible urge to once again plunge into that classic book that so memorably begins, "Call me Ishmael."

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James M. Langdon. *Great Lakes Chronicle: Essays on Coastal Wisconsin*. Madison, WI: Wisconsin Historical Society Press, www.shop.wisconsinhistory.org, 428 pp., illustrations, author index. US \$24.95, paper; ISBN 978-0-87020-919-2.

Great Lakes life and management encompasses a variety of disciplines: environmental, economic, and others. *Great Lakes Chronicle: Essays on Coastal Wisconsin* is a collection of essays related to Wisconsin's Lakes Michigan and Huron and Green Bay shorelines published annually from 2002 to 2018 on topics such as economic development, community planning, transportation, recreation, and stewardship. Its 121 essays are written by public officials, business and community leaders, and scientists and deal with some aspect of coastal Wisconsin.

Each year's collection begins with a forward by the Governor at the time, followed by seven to nine essays, mostly three pages each. Their wide variety of topics are sure to contain something attractive to most readers of *The Northern Mariner*. They deal with coastal and water management and wetlands, fisheries management, harbour and bay development and redevelopment in the wake of industrial changes, population trends, tourism, shipbuilding, wilderness protection and restoration, beaches, and rights of, and interaction with, Indigenous nations, just to give a sampling. They provide a catalogue of challenges confronting the stakeholders in Wisconsin's Great Lakes coastlines and

their initiatives in response.

Though a thick book, it is a fairly easy read. The index of authors is helpful. There is no general index or bibliography but, given the composition of the book, they are little missed. Issues changed over the years of publications as problems associated with low water levels were replaced by those of high levels. Depending on your interests, some essays will be fascinating while others can be skimmed over. Each reader will pick those that most appeal. The Lake Michigan shore up to Door County is the region of Wisconsin with which I am most familiar. I enjoyed reading about places that I have visited, such as historic Port Washington, the Ports of Sturgeon Bay and Manitowoc and Washington Island's unique way of life. One essay that I found to be fascinating is "The Niagara Escarpment: A Unique Wisconsin Coastal Resource." The escarpment, that rocky rim of an ancient sea stretching from Door County, Wisconsin through Michigan, Ontario, and New York, including Niagara Falls, is a powerful reminder that the world has not always been as we see it now. For others, the Lake Superior shore or some industry, or environmental challenge will captivate your attention. Even if another Great Lake is your favorite, they share many experiences. I recommend *Great Lakes Chronicle* for anyone for whom waters, Wisconsin, or the Great Lakes are important parts of their world.

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Margaret E. Leshikar-Denton. *Cayman's 1794 Wreck of the Ten Sail. Peace, War and Peril in the Caribbean*. Tuscaloosa, AB: The University of Alabama Press, [www.uapress.ua.edu](http://www.uapress.ua.edu), 2019. xix+289 pp., illustrations, maps, appendices, notes, bibliography, index. US \$64.95, cloth; ISBN 978-0-8173-2045-4. (E-book available.)

The eastern, windward, shore of Grand Cayman Island is a graveyard of wrecked ships, the victims of the treacherous waters which conceal the numerous scattered reefs found up to a mile from land. The most significant singular wrecking event in the history of this ill-fated shore is that of nine British merchantmen and their frigate escort, *HMS Convert*, in the early hours of 8 February 1794. *Convert* (originally the French frigate *L'Inconstante*) and its full convoy of 58 merchantmen bound for various ports in Great Britain, represented the widespread nature of warfare between the major European powers at the time. In particular, the duality of naval ships acting as both aggressors of the enemy, and protectors of allied maritime interests, operating across the vastness of the world's oceans. Further, the wreck demonstrates most fruitfully, that while the Cayman Islands themselves were relatively lightly inhabited, their location within the Caribbean ensured their ongoing importance to regional and international history. It is these complex webs of local, regional, and international history that Leshikar-Denton seeks to weave together to place the wreck of the Ten Sail into its full context.

To provide the foundation for her analysis, Leshikar-Denton devotes her initial chapter to modern-day Cayman Islander oral histories relating to the wreck. Through these, she contends that while the exact details of the wreck and its aftermath have largely become distorted, the colourful nature of the stories themselves is significant. While the stories have modified history from the supposed hard facts that historians prefer to work with, they have also become cultural touchstones that the people of Grand Cayman Island have incorporated into their ongoing oral tradition. In this manner, the Wreck of the Ten Sail survived roughly 150 years of being largely forgotten by the European world, before it would help to spawn modern