

by western historians until the 1930s. The culture, organization and strength of this Empire represent the base for the Malay identity that unites all Nusantaraian islands. Its governing system allowed local rulers to maintain their autonomy while following common interests.

The unity of the Srivijaya Empire, which stimulated the development of many important ports, was compromised around 850 by a schism with the Sailendra dynasty, based in Java. This led to an increased Empire presence on the mainland, the defeat of the Khmer people and the founding Siam Reap in Cambodia.

The only example of an active Indian presence in the region is the Chola dynasty, responsible for the first external invasion of Nusantara, the attack and sacking of Palembang in 1025. Nusantara was again invaded during the reign of China's Ming dynasty following its invasion of northern Vietnam.

The arrival of the Portuguese fleet, commanded by Ferdinand Magellan in 1521, followed by the Dutch, Spanish, French, British and American ships, signaled the gradual disintegration of Malay culture and the decline of Nusantaraian naval power. The author includes an interesting reference to the naval construction skills of the Nusantaraians, which impressed the Europeans with their strength. His example is the Javanese *juncos* which were considered as giants of the sea. They were constructed using many layers of planks, making them able to resist Portuguese cannons.

Colonialism, especially in the Philippines, negatively affected the local communities, forcing them to embrace the Catholic religion and creating a situation of instability between the Islamic and the Christian zones of the region. On the other hand, Islam, introduced pacifically by Arab merchants around

the twelfth century, was adopted in a moderate version, through which the local communities were able to syncretize ancient traditional values, such as the parity of genders.

The author's choice of focusing on the common cultural background of the Nusantaraian islands, instead of analyzing in detail the history of each country, makes this book a valuable compendium of maritime history of Nusantaraian archipelago. It offers an important introduction and resource for all scholars who want to study the history and culture of South-East Asia.

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Ira Breskin. *The Business of Shipping*. Ninth Edition. Atglen, PA: Cornell Maritime Press A Division of Schiffer Publishing, www.schifferbooks.com, 2018. x+448 pp., illustrations, tables, notes, glossary, bibliography, index. US \$55.00, cloth; ISBN 978-0-7643-5472-4.

This classic reference source revises and updates a book that has appeared in many editions since first publication by Cornell Maritime Press in 1973 under Lane C. Kendall, an author with practical knowledge and experience in the commercial side of American shipping. Felix Cornell opened the maritime press that bore his name in 1939 in New York City to provide textbooks for seafarers and the new United States Merchant Marine Academy located at nearby Kings Point, Long Island. Cornell Maritime Press established a good reputation for its maritime offerings over several decades under Cornell's management and after 1978, under new owner Arthur Kudner, who moved the business to Centreville, Maryland. The eighth edition of the book was pub-

lished in 2008 with James Buckley, Jr., of the California Maritime Academy, and Lane Kendall listed as coauthors. In June 2009, family-run Pennsylvania publisher Schiffer acquired Cornell Maritime Press and its back catalogue from liquidation of Kudner's estate and entered the maritime field by keeping the imprint. Ira Breskin, a former business journalist working in Canada and the United States, adjunct faculty at the US Merchant Marine Academy and the Webb Institute at Glen Cove, and professor at the Maritime College State University of New York in the Bronx, teaching courses in related fields and programs, has reinvigorated the text with a complete rewrite and addition of new materials and topics. The ninth edition of the book remains true to its roots, while embarking on directions suited to contemporary concerns with tentative speculation about future trends.

Breathing new life into the chapters of an existing work, especially one so beloved as *The Business of Shipping*, represents a serious undertaking. The marine transportation and shipping sectors in domestic and international contexts are by nature complex and subject to changes in technology, business practice, and trade patterns. Even the last decade since the previous edition featured both dramatic transformations as well as incremental movement that have to be accounted for. The ninth edition, at 25 chapters, follows generally the basic structure and topics of the original 24-chapter book conceived by Kendall. Some subjects have been reordered, consolidated, or moved for better sequencing, whereas other parts introduced for the first time.

Before turning to liner and tramp shipping and types of charter which received emphasis in previous editions by Kendall and Buckley, chapters explain

the significance of marine transportation in theory and from an American perspective, supply-chain software systems, government regulation and international oversight, and marine security measures. Chapters on conferences, passenger vessels, tanker management, bunkering, ship husbandry, and scheduling appear earlier and with newer illustrations and referenced material. Air, land, and sea environmental rules and regulations are succinctly treated in one chapter. The focus then shifts to shore-side operations. Single chapters on terminal ownership, management, and operations and containerization replace several separate ones from before, while keeping one on the stevedoring contract and longshore work. Intermodal transportation concepts that combine rail and trucking from ports and marshalling of containers and goods at central sites far inland and land-bridge transfer across continents to ports beyond are covered in another chapter. Useful chapters from previous editions on how freight rates are made, the ocean bill of lading, the traffic study, and planning and calculations behind new build ship construction are retained and expanded upon. The final chapter titled "The Future" offers some insights into where the marine and shipping industry might be headed in the decades to come based on current trends and opinions expressed by such recognized figures as maritime economist Martin Stopford and Rear Admiral Paul Thomas of the U.S. Coast Guard.

As the discussion makes clear, time and cost constitute the overriding considerations that inform the conduct of maritime transportation and shipping, both historically and in the contemporary world. Movement of goods or people from one destination to another across bodies of water as efficiently, expeditiously, and cheaply as possible

drives profits and the continued viability of entire business models, individual enterprises, and companies. Technological developments, such as increased automation and bigger ships, has signified greater capital investment in infrastructure while reducing overall labour, personnel, and fuel expenditures, which represent the largest proportion in operating costs. Carriers carefully choose cost-effective and efficient routes suited to market demands and needs of shippers, hopefully to get a reasonable return or at least not lose too much money. Competition lies at the heart of the system, though monopoly and association are also prevalent to regulate the sharing of available business and set consistent rates and fees. Recent high profile bankruptcies, poor investment schemes, and diversification toward more third-party management and service underscore the risks inherent in the business of maritime transportation and shipping. The range of profits to be made is relatively modest because continual pressure to drive costs down keeps transport by sea still the most economical way to transport goods and materials in volume across distances.

The book includes a number of useful features, including a glossary of terms and abbreviations and an uncomplicated index. A couple dozen photographs, many taken by Breskin himself, grace the pages. As with other Schiffer books, this one is printed in China and no doubt shipped by conventional shipping means, in a container. *The Business of Shipping* is recommended for students at maritime academies, those engaged or interested in the commercial side of maritime affairs, and anyone looking for a single, readable reference source on the subject. The tenth edition is still some years away if Breskin has the inspiration and Schiffer the pocket-books to continue.

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Claire E. Campbell, Edward MacDonald, and Brian Payne (eds.) *The Greater Gulf: Essays on the Environmental History of the Gulf of St. Lawrence*. Montreal & Kingston: McGill-Queen's University Press, www.mqup.ca, 2019. 372 pp., illustrations, maps, tables, notes, index. CDN \$34.95, paper; ISBN 978-0-7735-5868-7. (E-book available.)

Lincoln Paine's essay titled "The Environmental Turn in Maritime History" in a recent number of this society's newsletter highlighted the increasing importance of environmental writing in nautical literature. While often focusing on large scope "ocean history," studies of the littoral interface also are increasingly featuring the environment in a starring role. A recent collection with contributors from both marine and terrestrial backgrounds shows how multi-faceted and stimulating this approach can be.

The Gulf of St. Lawrence laps on the shores of five former British colonies, now provinces of Canada. This volume promises to explore "The Greater Gulf", an area less defined by geography and more by environment. The framework is an interesting construct with inclusion not just of the physical environment but also of political, trade and economic relationships which push out the geographical boundaries of the Gulf area to the Grand Banks and the North Atlantic, the St. Lawrence River basin, and New England. In spite of a persuasive introductory article by Matthew McKenzie favouring the expanded horizon as a central theme of the area, most of the essays, however, restrict themselves to the lesser and more familiar Gulf.

Although titled as a volume of en-