

THE CANADIAN NAUTICAL RESEARCH SOCIETY EDITORIAL **ARGONAUTA** Established 1984

The Newsletter of



The Canadian Nautical Research Society

you need to -- so PLEASE CONTINUE.

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EDITORIAL

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First of all, it is again our regrettable duty to apologize for the delay in getting out this issue of the newsletter. Nobody is to blame but your editor, and all he can say is that every best effort will be taken to ensure that the year-end issue is on time, ready for your New Year's Day recoveries.

In our columns this issue readers will see reports of two major conferences attended by CNRS members as listeners and speakers--our own Society's conference on Galiano Island, BC, and the Memorial University one. Who says we are not national in scope, spanning the country like that! In addition, the 75-odd people who attended the two-day CN/World Ship Society Maritime History Symposium in Vancouver also contained a good number of CNRS participants. It would appear that we are really starting to get our message across --at least face to face.

That being the case, it is hard to understand the sloth in (a) producing items for the newsletter, and (b) pushing the Society towards possessing a first-rate journal. No matter what nice things are said about the newsletter or about semantics, the fact remains that until we have a journal we are not a fully-fledged society. We must take the plunge sooner or later.

Now for the newsletter:

Please, will those of the many who we know have spoken at these various conferences provide us with material to publish. We are not a refereed publication, and so the door is open to all who would like to air, informally or otherwise, a particular point or idea. We all seem to be clamouring to criticize others by way of critical book reviews. Let us now put our money where our mouth is and WRITE. In this way individual interests and activities and specialities will become known and hopefully other members will respond with additional information.

In this regard, your editor has taken up his own challenge with a brief item on Samuel Plimsoll and the progressive nature of Canadian ship safety legislation, a matter in which he is becoming deeply interested.

* * * *

Your newsletter is only as good as the contributions you send in -- so PLEASE CONTRIBUTE.

CANADIAN SHIP SAFETY LEGISLATION
AND
THE 'SAILOR'S FRIEND'

If anyone nowadays thinks of Samuel Plimsoll it is almost certainly in connection with the famous 'Plimsoll Mark', the load-line marked on the hulls of merchant ships which, by various cryptic signs, denotes the extent to which they can be loaded according to their geographic location and the season of the year. Less well known, however, is that Plimsoll's activities extended well beyond that matter, that for about 25 years he espoused other causes which helped earn for him the accolade the 'Sailor's Friend'. In matters such as deck loading, the stowage of grain, the live cattle trade, and the provisioning of ships, he kept the well-being of their seamen before the British public from 1871 until just before his death in 1898. While some specifics of this lengthy involvement--some of his methods, his distortion of truth, his forgetfulness of the accomplishments of others (most notably of James Hall, the Newcastle shipowner who had advocated loadline legislation some years before Plimsoll adopted the cry)--were of a dubious nature, the fact remains that whenever mercantile marine reforms were discussed during the last three decades of the nineteenth century, it was impossible not to mention Samuel Plimsoll.

Even less well-known is the influence that Canada and Canadian legislation exerted on Plimsoll's activities. He had a significant number of relations in this country, including a brother (and probably a sister) in Montreal. It is known he visited them in 1871 and again in 1890/91--crucial periods in his activities. It was during the former visit that he obtained an awareness of Canadian humanitarian efforts that ran parallel to his thinking. Thus, in late 1875, after passage of the British Unseaworthy Ships Bill and his discovery that far-flung British consuls were completely in the dark as to how to apply the new law, Plimsoll wrote to the British Board of Trade with some advice. He urged its officials to provide the consuls with copies of "the very clear instructions" provided by the Canadian government to its port wardens involved in the shipment of grain cargoes. This correspondence was well-publicized at the time and was the cause of some effective preening by Canadian authorities.

It was well-deserved, too; as one Canadian had proudly--and pointedly--told the British commissioners investigating unseaworthy ships in 1875:

in Canada, the shipowners do regard the lives of their sailors, and I think they have so much interest in the character of their ships, and

have more or less risk in them, that they would not allow their ships to go to sea in an unseaworthy state.

So there, British shipowners!

Five years later, with Plimsoll's attention directly focussed on the maritime grain trade, he once again sponsored a bill before the British parliament. When it became a matter of concern that its sweeping nature made it applicable to Canada he wrote to the Canadian Deputy Minister of Marine & Fisheries, William Smith, to apologize for an oversight:

Sir:

I had, whilst my bill was drawing, instructed the draughtsman to except Canada from its scope, as I am well aware that Canada has done everything that could be desired for safety. I said, affirm first the principle, and then except Canada by amendment.

You will see, therefore, that I had no intention of interfering with your excellent regulations, I only wish they were general.

In fact, Plimsoll paid further tribute to Canadian efforts. Through his insistence, the Montreal Board of Trade was forced to send its Deputy Port Warden to England that summer (1880)--the worst possible time of the year for him to be absent from his duties--in order to educate the British grain trade enquiry as to the proper way of stowing grain cargoes.

Finally, in the third part of this brief vignette, we get a glimpse of Plimsoll during his 1890/91 efforts to have the transatlantic live cattle trade stopped. Many people on both sides of the Atlantic felt that in this campaign Plimsoll was more than ever the dupe of interested parties--in this case, British agriculturists--who stood to gain financially from that lucrative trade's cessation. Certainly Canada's Deputy Minister of Marine--the ubiquitous William Smith--thought this was the case. During a Canadian enquiry into the trade in January 1891 (which Plimsoll attended and addressed) and afterwards, in his report, Smith left no doubt as to his distaste for Plimsoll's activities then.

Nor did the Canadian government pull any punches in reporting its findings to Britain, claiming that insofar as the Canadian cattle trade was concerned Plimsoll's accusations "had no foundation in fact". Nevertheless, to ensure that Canadian legislation was sufficiently progressive to preempt any that might emanate from Plimsoll's campaign, a new act was passed to regulate the cattle trade in much the way the grain trade and deck loads questions had been dealt with.

Thus, when in 1891 the Canadian Minister of Marine claimed in his Annual Report for 1890 that

the record of Canadian legislation abundantly proves that Canada in the past has not been unmindful of the safety of her mercantile marine, and that she is behind no country in making necessary provisions for the safety of shipping

he was speaking the truth. In the period 1871 to 1891 at the very least Canadian legislation affecting mercantile shipping was as progressive as any in the world.

What we do not know yet is the extent to which this affected the viability of a Canadian-flag merchant marine. One of the expressed concerns of those in Canada and in Britain who opposed Plimsoll's measures was that restrictive and selective legislation would damage the ability of the British-flag (which included the Canadian) fleet in world-wide competition. It might be no coincidence that one national fleet without any such legislative restrictions or hindrances--the Norwegian--was the one that was most threatening to Canadian shipping. We do not yet know to what extent the progressive Canadian stance in ship safety legislation helped in the decline of our fleets.

The other major consideration is the extent to which imperial legislation was detrimental to Canadian shipping. In the question of ship safety legislation it would appear that Canadian initiative overcame overt British efforts to stifle it. In fact preliminary evidence points to the Canadian government being fully alive to any imperial threat by a legislative route, and capable of circumventing it and buffering Canadian shipowners from all but minor effects of it. This was particularly true of Atlantic Canada sailing-ship owners who were most vulnerable to such attacks.

Kenneth Mackenzie
Montreal, Quebec

* * * *

"THE ADVANCE OF SEA POWER" EXHIBITION TO OPEN AT THE VANCOUVER MARITIME MUSEUM SEPTEMBER 17

Three Centuries of Treasures from the Tamm Collection

A remarkable collection of paintings, prints, documents and model ships trace the development of sea power by Holland, England, France and Germany in "THE ADVANCE OF SEA POWER", an exhibition opening at the Vancouver Maritime Museum on September 17.

The collection, on view to January 11, 1987, is on loan to the Vancouver Maritime Museum from the private collection of Peter Tamm of Hamburg, Germany, Chairman of the Axel Springer Corporation. Mr. Tamm's collection has been described by the former Curator of Paintings at the National Maritime Museum in Greenwich as "the most important private collection of marine art assembled since World War II."

It will be the first time the paintings have been shown in North America, and the first time that European naval power has been the subject of an exhibition in a Canadian museum.

The Advance of Seapower, from 1650 to 1945, includes the works of such noted painters as Cornelius Van de Velde, Dominic Serres, Francis Swane, Thomas Luny, Thomas Whitcombe and Montague Dawson. These paintings will be complemented by a series of miniature and larger boat models including an English ship of the line, a priceless bone model dating from 1810 and models of a World War II U-Boat, British Corvette and the battleship BISMARCK.

Other artifacts range from maps, charts, an Order Book from the British Channel Fleet from the 1790s and some Nelson material to confidential construction blueprints of a World War I German battlecruiser and a recently acquired uniform of the Order of the Black Eagle that belonged to Kaiser Wilhelm II.

The Advance of Sea Power: Three Centuries of Treasures from the Tamm Collection will be accompanied by an illustrated booklet containing an Introductory Essay by Dr. Richard Unger of the University of British Columbia and notes on all of the paintings, artists and items in the exhibition.

AN ERIC LAWSON PAGEHELP!

Has anyone seen another reference to this peculiar invention (which perhaps could be revived in this age of resurgent piracy)?

North British Royal Gazette, 10 FEB 1812

A curious invention has been lately adopted on board some of our merchant ships, which seems excellently calculated to prevent their being boarded by the enemy's small privateers, or boats. It consists in fastening to the ruff-trees and quarter rails of vessels, a set of boxes, which contain spring bayonets, four feet in length, and which in case of alarm, are immediately pushed out in a horizontal position, thereby forming a line of bayonets one foot asunder, completely fore and aft, over which it is extremely difficult for the boarder to pass. They seem to meet with such general approbation, that it is very probable they will supersede the use of boarding nettings. ---London paper

HELP OFFERED: Survey Vessel on West Coast

If anyone is doing research on survey vessels which operated out here on the West Coast, I have run across several photographs of HMS Egeria in Australian libraries. I can send details of the sources to those interested. She was I believe finally broken up in Vancouver, where there are photographs of her at the Vancouver Maritime Museum. However, those I have run across in Australia may be of some value to someone.

MISSING SHIP REGISTERS, SAINT JOHN, NB

For a number of years, certain Ship Registers for the Port of Saint John, New Brunswick have not been available in Canada. These registers were evidently overlooked when the rest of the registers were microfilmed a number of years ago. Public Archives Canada was not aware of this gap in their collection until I contacted them and they are in the process of rectifying the situation.

In the meantime, I have data sheets which have been compiled from copies of the missing registers which were found in the PRO at Kew. I will photocopy these for any interested researcher for the cost of the photocopying and postage which is \$20.00.

The missing registers are for the period 3 April 1826 (#29) to 13 September 1826 (#113), in all 85 vessels.

I am attaching a sample data sheet so readers can see the type of information I have. As well as ships built in New Brunswick, there are ships listed as being built in Nova Scotia and at least one built in Cape Breton.

SAINT JOHN SHIP REGISTERS 1826

Registration Number: 68 Date: June [no day] 1826

Person(s) Registering: Hugh Johnston and John Ward the younger of Saint John, merchants, and Jedediah Slason of Fredericton, merchant plus John and Charles Ward of Saint John, merchants and Cadwaller Curry of Campobello, merchant

Name of Ship: Saint John of Saint John

Burthen: 77 84/94 tons Master: Sylvanus Appleby

Where Built: Deer Island Date Launched: 1826

Builder and Date of Certificate: NA

Previous Registration: Saint Andrews May 3, 1826
Number 30, property transferred to Saint John

Surveying Officer: William Plant

Number of Decks: one Masts: two

Length from Forepart of Main Stern
to Afterpart of Stern Post: 84 feet

Breadth at Broadest Part Above/
Below Main Wales: above 18 feet

Depth of Hold or Height
Between Deck and Beams: eight feet

Rigging: steam vessel Bowsprit: standing Stern: square

How Built: carvel Galleries: none Measured: afloat

Figurehead: billet

Owner(s): Hugh Johnston 12/64 shares; John Ward, John Ward the younger and Charles Ward trading under the name of Ward and Sons 12/64 shares being partnership property; Jedediah Slason 8/64 shares and Cadwaller Curry 32/64 shares

Subsequent Owner(s): (Lists subsequent transactions
- Ed.)

Subsequent Master(s): Saint Andrews March 31, 1828
Edward Lancaster

Cancellation: cancelled and registered de novo
May 16, 1829, Number 8

Eric Lawson
25 Cardena Rd., Snug Cove
Bowen Island, BC V0N 1G0

CANADIAN-NORWEGIAN MARITIME HISTORY WORKSHOP

The first bilateral meeting of Canadian and Norwegian maritime historians took place at Memorial University of Newfoundland, 26-28 June 1986. The purpose of the workshop was to provide a forum for discussing the similarities and differences of the two countries' maritime history in the period from the mid-nineteenth century up to the First World War. The sessions on various aspects of merchant shipping development of the two countries in the period included papers on sources, the economic background of investment and fleet structure, entrepreneurial behaviour and ownership structure as well as a discussion on maritime labour.

Canada and Norway in many ways show strikingly similar patterns of maritime economic development up to the end of the 1880s. Thereafter their shipping industries diverged. Norway successfully managed the transition from sail to steam, while the Canadian industry, particularly in Atlantic Canada, declined. The comparative perspective afforded by the papers and discussion during the meeting threw new and interesting light on a variety of topics and effectively brought out some striking similarities and differences in the two countries' maritime experiences during the second half of the nineteenth century. Participants from both countries emerged from the workshop with a better understanding not only of the maritime history of the other country, but with new perspectives on the maritime development of their respective countries.

The conference was organized by the Maritime Research Unit (successor to the Maritime History Group) at Memorial University under the chairmanship of Professor Gerald E. Panting, President of the Canadian Nautical Research Society. Participants included academics from several Canadian and Norwegian universities as well as maritime museums and archivists. The proceedings from the conference will be published in English next year, and details of the publication will appear in a later issue of Argonauta. Hopefully it will prove to be of interest not only to readers of Argonauta but to all scholars interested in the history of the international merchant shipping industry in the nineteenth century.

Helge W. Nordvik
The Norwegian School of
Economics and Business
Administration

CANADIAN NAUTICAL RESEARCH SOCIETY
SOCIÉTÉ CANADIENNE POUR LA RECHERCHE NAUTIQUE

Minutes of a meeting held at the Community Hall, Galiano Island, B.C., Sunday, 27 July 1986; there were thirteen members present.

The minutes of the last meeting were accepted as read.

President's Report

Professor Panting made particular reference to the work of the Awards Committee chaired by Lewis Fischer. As announced at the banquet on 26 July, the Keith Matthews Prize had been awarded to Barry Gough in 1985 for Gunboat Frontier: British Maritime Authority and Northwest Coast Indians, 1846-1890, (University of British Columbia Press, Vancouver, 1984), and in 1986 to Michael L. Hadley for U-boats against Canada: German Submarines in Canadian Waters, (McGill-Queens Press, Montreal, 1985) and to Carl E. Swanson for "American Privateering and Imperial Warfare, 1739-1748", William and Mary Quarterly, Third Series, XLII, No. 3 (July, 1985), 357-382.

The annual meeting had been organized by Eric Sager, and the President asked the meeting to recognize his excellent efforts.

Treasurer's Report

The Secretary presented the financial statement and budget, in the absence of the Treasurer.

Secretary's Report

Membership had expanded to about 200, and there had been a number of very complimentary letters about Argonauta, and the work of the Society. During the year Ottawa and district members had formed a chapter and held three meetings. He hoped other regions would emulate this example. He had been involved in organizing a naval history conference at Halifax, NS, in October 1985, which enjoyed gratifying success, and which had been attended by a number of CNRS members, including the banquet speaker Admiral Stephens, and paper givers Rear Admiral S.M. Davis, Barry Gough, Barry Hunt, Ken Mackenzie, and Don Schurman. Recently the Secretary had been in correspondence with Professor Malcolm Tull of the Australian Maritime History Association, with the suggestion of a possible Antipodean/Canadian conference on naval and maritime history. This suggestion, which prompted some enthusiastic response from members present, completed the report.

MINUTES cont'd.

Discussion followed. Barry Gough offered the suggestion that the conference suggested by the Secretary be planned for about 1989-90. He also informed members that he had been exploring the idea with Roger Knight of the National Maritime Museum, Greenwich and Edward Harris, Curator of the Maritime Museum at Ireland Island, Bermuda, of a conference on dockyards, "towards the end of the century". This prompted a highly favourable reaction, despite the feeling of mortality awakened among some members by the timing.

Publications

The Publications Committee had nothing specific to report, not having met since the committee was struck in November 1985. The Secretary outlined his perception of the problem, pointing out that Ken Mackenzie's newsletter was itself growing into something like a journal. He reported the consensus reached at the Directors' meeting of 25 July that the financial and membership base could not support another regular publication. The Society should not try to run before it could walk; perhaps Argonauta should be allowed to evolve into a journal rather like the Australian Great Circle in which substance mattered much more than style. The Secretary further observed that existing nautical history journals of high quality, Mariner's Mirror and The American Neptune, for example, found it very difficult to build up and maintain adequate circulation for survival. He also noted Eileen Marcil's suggestion, which had received favourable comment from at least two members of the Publications Committee in letters to him, of sponsoring occasional publications on specific themes, such as shipbuilding.

Emily Cain observed that content at this stage of our development mattered more than graphics, and Eric Lawson emphasized the importance of disseminating information. George Griffith urged us to keep the content of any journal we might produce well to the forefront of our considerations. The journal of the Royal Institute of Navigation, for example, had become too technical for many members of the Institute; this could happen in any society's publication. Stephen Salmon then observed that although we might not be able to create a larger membership at this meeting, we could do something about the financial situation by raising dues, which would help solve the problem.

Admiral Stephens observed that the directors already had such a motion in mind, and although it had been slated for 'other business' he was willing to make it now. Accordingly Admiral Stephens moved, seconded by Stephen Salmon, that membership dues be raised from \$10.00 to \$15.00 a year, to take effect in 1987.

MINUTES cont'd.

This motion led to discussion devoted to fees rather than publications, in which some alternative changes were considered and rejected, and the possibility of losing about twenty members was acknowledged but considered acceptable in view of increased revenues. It was also noted that contributions above \$10.00 could be considered eligible for tax deduction as charitable donations, since this money was intended for the building up of a publication fund.

There being no further discussion, the motion was put and carried.

Admiral Stephens then moved that the Annual General Meeting should take note of the excellent efforts of Dr. Ken Mackenzie in producing Argonauta, every issue of which he had looked forward to with growing pleasure. Seconded by Barry Gough and carried with acclamations.

It was then moved by Stephen Salmon, and seconded by Eric Lawson, that Argonauta be changed from a "newsletter" to a "journal".

There was a need, said Stephen Salmon, to take positive action. If the Society did not do something now about a journal, nothing would develop. Moreover, we did not want to lose an editor who was doing such a good job. Each issue could be fleshed out with an article or two to make it a journal. Emily Cain and Barry Gough felt that the question was becoming one of semantics, that Argonauta was conceived as a newsletter and could not suddenly become a journal. Bill Glover agreed, but emphasized the urgency of the matter, and that it should be discussed thoroughly in the next few months. Admiral Stephens proposed that neither the word "journal" nor "newsletter" need appear on the title page: that it simply be called Argonauta.

The Secretary then noted that a decision could hardly be taken in the absence of the editor, and suggested that the motion was therefore out of order. He moved, and Admiral Stephens seconded, a procedural motion to refer the question back to the Publications Committee, which should report back to the Directors in three months.

1986 Bibliography

Stephen Salmon issued a call for entries. Lewis Fischer would be out of the country for two years and Stephen Salmon was therefore assisting in this project.

MINUTES cont'd.

The President also noted that Professor Fischer would like to issue the bibliography as a separate publication in September, but should this not be feasible would continue to publish it in Argonauta. Moved by David McGinnis, seconded by Admiral Stephens, to refer this to the Publications Committee for recommendation.

Carried.

The Sailing Ship Egeria

Moved by Eric Lawson, seconded by Glenn Wright: that the Canadian Nautical Research Society urge the New Brunswick Government to support the New Brunswick Museum in its work to document the last known Canadian built deepwater sailing ship, the nineteenth century, New Brunswick built sailing ship Egeria, at present lying aground at Port Stanley in the Falkland Islands.

The members having already heard an excellent illustrated account of this vessel by Eric Lawson, there was no further discussion.

Carried.

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THE CANADIAN WAR MUSEUM ON THE GREAT LAKES

The Canadian War Museum has organized and trained a living history volunteer group which recreates the Royal Navy on the Great Lakes as it might have appeared in the year 1813. Members prepare seaman's clothing from approved patterns and take part in voyages which retrace events of the War of 1812. To date, the men have crossed Lake Ontario six times in borrowed naval whalers under sail, retracing voyages such as Yeo's attack on Sackets Harbor from Kingston.

* * *

MINUTES cont'd.

Bylaws: Notice of Motion

Moved by Admiral Stephens, seconded by David McGinnis, that at the next annual general meeting the Society consider an amendment to the bylaws allowing voting by proxy.

Carried.

Votes of Thanks

Moved by Bill Glover, seconded by George Griffiths, that a vote of thanks be made for the excellent programme organized by Eric Sager, and his successful application for SSHRC support.

Carried.

Moved by Emily Cain, seconded by Stephen Salmon, that a vote of thanks be given to Edrie Holloway and the Galiano Historical and Cultural Society for the great efforts made by them in making this meeting possible on Galiano Island.

Carried.

* * *

They have as well joined the Naval and Military Establishments volunteers at Penetang, Ontario, in crewing the replica 1817 schooner Bee on Georgian Bay. The men dress to represent a boat's crew from the ship Royal George, which formed part of the Lake Ontario squadron during the War of 1812. For more information on the activities of the "Royal Georges" contact CNRS member Victor Suthren, Associate Director, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0M8.

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FIRST ANNOUNCEMENT AND CALL FOR PAPERS
INTERNATIONAL COMMISSION FOR MARITIME HISTORY
"GLOBAL CROSSROADS AND THE AMERICAN SEAS"
September 18-22, 1987

Joint Meeting with the North American Society for Oceanic History (U.S. Subcommittee of the I.C.M.H.)
Hosted by Patriots Point Naval and Maritime Museum

Program Outline

Thursday, Sept. 17: For early arrivals, evening film "Tora! Tora! Tora!" (Pearl Harbor attack).

Friday, Sept. 18: Registration, tour Museum and see film "The Fighting Lady" or visit a local plantation. Evening Reception on the promenade deck of the nuclear-powered merchant ship SAVANNAH.

Saturday, Sept. 19: Morning Session on board aircraft carrier YORKTOWN, "Maritime Trade of the Americas, 18th & 19th Centuries," merchant shipping between Europe, North and South America, 1700-1900. Afternoon Session, "Defense of Shipping in the Americas, 1689-1815," including convoys, naval and coast guard patrols around both continents in both oceans. Free evening.

Sunday, Sept. 20: Morning stroll about downtown Charleston and possibly attend a historic church. Afternoon Session, "International Maritime, Naval, and Legal Aspects of the American Civil War, 1860s," including international law, the blockade and its runners, commerce raiders and naval operations. Evening Harbor Cruise.

Monday, Sept. 21: Morning Session, "Underwater Archeology of North America," including recent finds, problems of preservation, and legislative protection of sites. Afternoon visit to Fort Moultrie (history of U.S. coast defenses) and wine and cheese at Boone Hall Plantation (where "North and South" was filmed). Free evening or film "Midway."

Tuesday, Sept. 22: Morning Session, "Naval and Maritime Strategies in the Pacific, 1840-1945," covering commercial trade between the Far East and the Americas and peacetime and wartime naval policies of the great powers in the Pacific as related to the Americas. Afternoon business meeting of the ICHM. Evening banquet.

Wednesday, Sept. 23: Travel Day.

Thursday & Friday, Sept. 24/25: Naval History Symposium, U.S. Naval Academy, Annapolis, Maryland (optional: see opposite).

Call for Papers

Persons interested in presenting papers on any of the above five topics must send the title and a one-paragraph précis to the Program Chairman by November 30, 1986. The papers may be any length, but their oral delivery will be strictly limited to 25 minutes. Also, all persons desiring details about the conference should request them by writing to the Program Chairman. Decisions about papers will be made by the Program Committee, and conference information will be mailed out, during February 1987. The Program Chairman is Dr. Clark G. Reynolds, Patriots Point, P.O. Box 986, Mt. Pleasant, South Carolina 29464, U.S.A. Completed papers and registration fees will be due by July 31, 1987.

Expenses

The registration fee will be \$100, which will include the banquet, two cocktail receptions, one harbor cruise, bussing services, a plantation visit, and refreshments. Motel prices will range between \$40 and \$65 per night, with inexpensive restaurants located nearby.

Naval History Symposium

The History Department of the United States Naval Academy in Annapolis, Maryland will sponsor the Eighth Naval History Symposium on Thursday and Friday, September 24-25, 1987 and invites ICHM members to attend and participate. Flights may be made on September 23 from Charleston International Airport to Washington-Baltimore International Airport; limousines run from the latter to Annapolis. As with previous Symposia, papers on all topics relating to naval and maritime history are welcome. Individuals wishing to propose a paper, or to offer an entire panel, should submit an abstract to Professor William B. Cogar, Symposium Director, Department of History, U.S. Naval Academy, Annapolis, Maryland 21402, U.S.A. Deadline for proposals is March 1, 1987. The Naval History Symposium is an entirely separate conference from that of the ICHM and is administered solely by the U.S. Naval Academy.

Languages

Although English and French are the traditional official languages at ICHM meetings, we urge all individuals delivering papers to do so in English, since Americans are notoriously weak in other tongues. English is the only language used at the Naval History Symposium.

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BOOK REVIEWS

Marc Milner. North Atlantic Run: The Royal Canadian Navy and the Battle for the Convoys. University of Toronto Press, 1985. xxiii + 326 pp., appendices, footnotes, bibliography, photographs, charts, index.

Since this work is unique in the sea-going history of the Royal Canadian Navy, it may be well to say first what it is not. It is not like the score of war memoirs published since 1945--often referred to by trade publishing houses as "One Man's Story." These have their place in the corpus of war stories; indeed, they add to official histories such as Captain S.W. Roskill's of the Royal Navy and Admiral S.E. Morison's of the United States Navy. War memoirs impart a feeling of what it was like to be there; the triumph and despair of men fighting battles incomprehensible in their necessarily limited view of operations as a whole. Now a veil has been lifted.

The why of these operations is Milner's concern. Although his book is not an official history, Milner is a professional historian who has studied the subject for a decade and has proved again that history need not be dull despite the need of showing conflicting demands--economic, geographic and political; subtleties of commanders' predilections for and against official tactics and government policy; these disparate opinions supported by quotes from primary sources, dates, weather conditions, composition of own and enemy forces and the mass of data that must be selected and condensed. Like Milton in his epic Paradise Lost, Milner starts his epic in medias res.

In a prologue of eleven pages, Milner steers us in a masterly fashion from the nadir of the sea war, the "unmitigated disaster" of a Christmas day convoy in 1942 beset by twenty U-boats, back to the RCN's difficulties from its founding in 1910. He shows both the 1910-14 political wrangling which caused the RCN to enter WW I with only two obsolete cruisers and the government parsimony from 1918 to 1938 caused by anti-war sentiment, isolationism, and the Depression. He then goes on to the solving of the WW II problems and final victory in 1945. But while in 1942 RCN ships were gallant in seeking out the enemy, they were not effective. Milner shows why. In a not inappropriate comparison to WW I, he talks of our ancient cruiser, Rainbow, seeking out Admiral Graf von Spee's modern cruisers as being "in the best British tradition--both Trafalgar and the charge of the Light Brigade." To turn from structure and content to style, Milner's convoy of Christmas day of 1942 does not proceed or sail or make its way. No, a "meagre" and "battered" escort and convoy "corkscrew" their way

on a "grim and foreboding day" in a "vile North Atlantic winter." Admiral Percy W. Nelles, who became Canada's Chief of the Naval Staff in 1934, is credited with the navy's survival during the thirties; he brought the RCN into the war with as many modern destroyers as our political and economic climate made possible--six. But this peacetime hero is described in an apt thumbnail sketch, "A diminutive and rather dour man, his long face adorned by small round glasses, Nelles resembled the senior clerk of an old family firm, and in the 1930s his duties were not dissimilar."

To dwell on literary aspects of North Atlantic Run is not to take away from the authority of the first comparative study and critical analysis of the RCN. This is what Milner's book is. The rest of the book--illuminated by illustrative quotes from men who fought the convoys through and by apocryphal stories which often come closer the truth of the matter than do the "facts"--is a detailed and closely-reasoned account of the rise of the RCN from when it was put on a war footing in August 1939 with ten ships and 3,684 men to 300 ships and 96,000 men and women in 1945. When we consider that during these years Canada changed from an agrarian to an industrial nation it is clear why the RCN had problems.

Much has been written of the "Phoney War" when, after Allied soldiers were thrown out of France in June 1940, there was little for them to do until the invasion of Africa in November 1942. Canadian soldiers first saw action (on a large scale) in Sicily in July 1943 and Normandy in June 1944. Four years to train! There was no phoney war for the navy. The liner Athenia was sunk on the first day of the war and before the end of that year we had lost 206 ships. In 1940, 932 more; 838 in 1941 and, in 1942 (our worst year), 1,095. That it takes a long time to build ships and develop equipment and train sailors has long been known. To get individual sailors skilled, ships worked up so they can fight effectively, then to fight battles with others in a flotilla takes a long time. To get three naval allies to agree on common doctrine takes a long time. Three years! In 1943 shipping losses fell to 309; in 1944 to 100 and in 1945 to 81.

When we consider this deadly pressure of U-boats sinking merchant ships faster than the Allies could build them, the frantic recruiting to man warships built in Canada (120 corvettes plus frigates plus minesweepers), the make-shift on-the-job training with often the captain the only qualified officer, we realize the value of Milner's analysis. With hindsight of forty years we can see errors in judgement by naval staff. Why, for instance, would the RCN lay

down keels of complex warships like tribal destroyers when easily-built escort vessels were in short supply? Why, when Canada built ten corvettes for the RN and sent them to the UK with a skeleton crew, would Admiralty ask that these ships continue to be manned by Canada, admitting that, while this would delay the RCN's target of a trained fleet, this was acceptable? Why would Admiralty press a further six lend-lease destroyers on the RCN? Why would the RCN accept this upset of her plans for an orderly production of ships and trained crews (which was pretty frenetic planning anyway)? And why, within a year, would Admiralty criticize RCN ships for being ineffective? Why were Canadian ships fitted only with asdic and radar discarded by the RN? Why were hundreds of Canadians sent to the anonymity of serving with the RN when the RCN was short? Why indeed? Understanding the main actors gives clues.

Mackenzie King was on the same playing field as Churchill and Roosevelt, Nelles with Admirals E.J. King USN and Sir Dudley Pound RN. When Churchill and Roosevelt met in Argentia, Newfoundland (1941), they agreed that responsibility for the western Atlantic was the USN's. Why was Canada not consulted? Was it because Admiral King was an anglophobe that USN doctrine (unheeding of RN and RCN advice) was that "the safe and timely arrival of the convoy" came last and attacking U-boats first? RN doctrine was the opposite (after three years arguing within Admiralty).

In view of the cornucopia of new knowledge Milner has given us it seems churlish to complain but a table of ship-building and ship-losses--Canadian, US, UK, and German--would have helped us absorb this complex comparison and analysis. Nevertheless, what has been done in one volume will excite the admiration of all and perhaps such charts and tables must await the official history currently being written by Dr. W.A.B. Douglas. Until then--aware that military forces will owe future success to planners drawing on their past--Milner has given these planners a naval past to cross-reference with army and RCAF histories; he has given other naval historians an analysis to consider in writing future works; and for those who saw through a glass darkly at sea in those confused years, they now see face to face and can say, "Oh, so that's what happened!"

There is a symbiotic relationship between all books written on naval warfare and the arrival of a newcomer causes a re-forming of the hierarchy. North Atlantic Run has caused all others to step down one.

Hal Lawrence
Victoria, B.C.

Lewis R. Fischer and Gerald L. Panting (editors). Change and Adaption In Maritime History: The North Atlantic Fleets In The Nineteenth Century. St. John's: Maritime History Group, Memorial University of Newfoundland, 1985. 198 pp.

Since 1977 the Maritime History Group has published six volumes of proceedings arising from the workshops of the Atlantic Canada Shipping Project. These volumes have focused upon a variety of nineteenth century maritime themes including North Atlantic merchant fleets, Canadian shipping entrepreneurs, maritime labour and the world bulk trades of this era. Their latest publication is a collection of papers presented at the workshop held in April, 1982. The purpose of this workshop was to attempt to understand the forces which influenced the major fleets plying the North Atlantic in the last half of the nineteenth century and to examine the ways in which nations of the North Atlantic rim succeeded or failed in making the transition from sail to steam. To accomplish this ambitious task, participants from Canada, the United States, the United Kingdom, Scandinavia and Germany provided insights into the merchant fleets of their respective countries via six major papers.

The Canadian perspective was provided by Eric Sager and Gerald Panting who brought together some of the principal conclusions of the Atlantic Canada Shipping Project. They contend investment in Canadian shipping prior to 1850 was a function of the export of staple commodities, notably timber and ships. After 1850, more investment was channelled toward shipowning in order to reap the benefits of rising freight rates and the opportunities in the staple trades of the United States. In the 1880s and 1890s shipping tonnage declined dramatically. Sager and Panting argue the reason for the decline was not due to collapsing freight rates, but rather to shipowning entrepreneurs succumbing to the allure of opportunities in the country's land-based economy. The shift from the sea militated against Canada making the transition to steam.

Employing an analysis of public and private studies produced during the period, Jeffrey Safford described the decline of the American merchant marine between 1850 and 1914. The rapid degeneration precipitated by the American Civil War continued for the remainder of the century because of protective tariffs and restricted registry. As a result, American shipping found itself unprepared even to counter the competition from abroad in its own import/export trades.

In contrast to the Americans, British shipping prowess was unmatched between 1850 and 1914. Sarah Palmer

argued the success of British shipping rested upon its ability to capitalize on that country's rapid industrialization and on the technical and organizational advances of the British shipbuilding and shipowning. As a consequence, it made a relatively smooth transition from sail to steam. After analyzing the growth, ownership and profitability of Scandinavian shipping, Helge Nordvik concluded it managed to keep pace with developments in world shipping, although the continued reliance on sailing vessels into the 1880s made the transition from sail to steam more gradual.

German shipping expanded very rapidly during this period. Walter Kresse linked its expansion to Germany's increased trade in exported manufactured goods and imported raw materials and foodstuffs. As in the Scandinavian countries and the United Kingdom, a transition to steam occurred after 1880. Later in the century the growth of corporate ownership and participation in the liner trade paralleled developments in the United Kingdom and Scandinavia.

Economist Knick Harley placed the changes in shipping in the broader context of the international economy. For him, a number of themes emerged including the international specialization and expansion of trade; the change from sail to steam, the concentration of ownership, the opening of the Suez Canal and the development of the submarine cable.

It is possible to judge a publication of this nature on a number of levels. To be fair to all contributors, the fairest criteria seems to be: how well have the papers met the objectives of the Conference? And secondly, how does it compare to the other publications in the series? The short answer to the initial question is: participants had varying degrees of success. The papers presented by Palmer, Nordvik, Sager and Panting most completely address the fundamental questions raised by the conference organizers. The depth of their research, analysis and general conclusions provide a solid basis upon which comparisons between the three countries can be made. The remaining papers relied upon less complete research and analysis. Hence, comparing the reactions of various countries to the "transportation boom" of the late nineteenth century becomes a very uneven process. The summary at the end of the volume, fortunately, alleviates some of this discrepancy.

This inconsistency in the quality of the papers makes this volume the weakest in the series produced by the Maritime History Group. As well, it appears that it came together with some difficulty. The unavailability of Robin Craig's summary which suggested directions for future research is very regrettable,

especially in view of his contribution to this conference, as well as previous ones.

Despite these reservations, this final volume is an extremely important contribution to maritime historiography because it provides an international context to a subject which is international by its very nature. For this reason alone it is a must for any serious maritime historian.

Marven E. Moore
Halifax, N.S.

James W. Essex. Victory in the St. Lawrence: Canada's Unknown War. Erin, Ontario: Boston Mills Press, 1984. 160 pp.

The victory referred to in the title was a German one. During 1942 eight U-boats entered the Gulf of St. Lawrence and without loss to themselves sank twenty ships, including an American troop transport and two Canadian warships, and seriously damaged three other vessels. As a twenty-year-old rating at HMCS Fort Ramsay, the naval base at Gaspé, PQ, Essex saw the results of the German successes: the huddled, shaking survivors, the wounded, the dead. In setting down this record, he has fulfilled a pledge of the sort too easily put aside to commemorate the experiences and sacrifices of the civilians and servicemen who defended the St. Lawrence.

Reading the book is very much like spending a pleasant evening chatting with a patriotic, intelligent and opinionated veteran. Still clearly evident are the youthful independentmindedness and very grudging acceptance of service discipline that were the fundamental strengths of the Royal Canadian Naval Volunteer Reserve. There is a good deal of local colour of the type missing from official records, including sketches of townspeople as well as servicemen, and glimpses into the tensions created by French Canada's less than whole hearted support for the war effort. Yet Essex writes with modesty, and none of the bravado usually associated with 'old war stories'.

The anecdotal approach does wear thin. Particularly in the first part of the book, which ostensibly sets the stage for the events of 1942, the author leaps back and forth in time, place and subject as special memories or cherished friends come to mind. We do not get to the 1942 campaign that is the central theme of the book until nearly half-way through. Some good first-person accounts are well presented, but many major events are virtually ignored. The four ships torpedoed by U-132 in July 1942, for example, are

dealt with in less than a page. It would have been far better if the author had sought out more people directly involved in the Gulf campaign and trimmed the large amount of irrelevant material in the early chapters.

Errors abound. Not easy to forgive is the confused account of convoys in the Gulf. On page 33 it is suggested that these had been organized as early as 1940, and that as part of this scheme the SC series of trans-Atlantic convoys sailed from Quebec City. Actually, the SC convoys always sailed from Sydney, Nova Scotia, and feeder convoys in the Gulf were not established until May 1942.

More understandably, Essex perpetuates the myth that the Canadian government, embarrassed by the weak defences in the Gulf, hushed up the campaign under a blanket of censorship. Certainly this was the way servicemen felt at the time, and the author's anger and frustration, undiminished by the passage of over 40 years, is a useful historical record. In fact, the government attempted only to prevent early publication of news of sinkings that would have enabled the Germans quickly to confirm successes and adjust their tactics and dispositions accordingly. A cursory review of contemporary newspaper files and Hansard reveals that the Gulf campaign was widely discussed, that a great deal of information was available, and that even the most trenchant critics were not muzzled. The brutal truth, as Angus L. Macdonald, minister of National Defence for Naval Services, explained to the House of Commons, was that the war would be neither won nor lost in the Gulf where sinkings were trivial in number compared to those on the ocean routes between North America and Great Britain. It was on these decisively important sea lanes that the Royal Canadian Navy quite properly concentrated its escort ships. To have done otherwise--to have removed escorts from the already inadequately protected ocean convoys to reinforce the Gulf--would have been to hand the Germans a much greater victory.

Roger Sarty
Ottawa, Ontario

Gordon Inglis. More Than Just a Union: The Story of the NFFAWU. St. John's: Jespersion Press, 1985. 331 pp., bibliography, photographs.

Gordon Inglis tells the story of a remarkable union--the Newfoundland Fishermen, Food, and Allied Workers' Union. In 1969 few would have predicted that a provincial union of fishermen in Newfoundland would survive. The labour force in the fishery was scattered,

poor, and politically conservative. There were few opportunities for alternative employment, and the workers lacked organizing capacity and leadership potential--or so it seemed. Furthermore, a union would have to face two formidable opponents: a powerful merchant elite, and Labour Relations codes which ruled fishermen ineligible for union certification because they were not wage-paid employees but independent self-employed operators.

A union was created. It survived, and it became one of the conspicuous successes in the post-war Canadian trade union movement. Far more than a union, this was, as Inglis argues so persuasively, a social movement which became a major player on the Newfoundland political stage, and an important influence on the formation of fisheries policy in Atlantic Canada.

To explain this phenomenon is no easy task. Not only must Inglis unravel a complex story, but he must define the historical origins of a very recent organization, and set his story in the context of 20th century Newfoundland, a context which could so easily baffle outsiders. Inglis ignores none of the tough questions, and produces a work which will satisfy both scholars and a wider readership. He combines a fine gift for story-telling with the insights of the social scientist.

Inglis takes us from the small beginnings of the union to its larger context. He begins with the conversations and meetings of its unlikely founders: a Catholic priest and his dog walking through the out-ports of the Northern Peninsula and chatting with fishermen; a city-bred lawyer, the descendant of fish merchants, helping to form a co-operative on Fogo Island. Much of the story inevitably focuses upon these two men, Father Desmond McGraw and Richard Cashin. But Inglis does not forget the many local leaders who quickly appeared from the ranks of the fishermen themselves. He does not ignore the deeper roots of NFFAWU. He tells us about the union's many precedents in the history of labour organizations and co-operatives in Newfoundland and elsewhere. He tells us in lucid prose about the history of the fisheries in the 20th century, and about the discontent of exploited fishermen in their troubled, increasingly marginalized industry. He tells the story of the early struggles for recognition and for collective bargaining rights. He tells the story of the Burgeo strike of 1970-71, which "symbolized the end of a social structure which had lasted for hundreds of years" and gave the union a role in the defeat of Joey Smallwood. He tells the story of the expansion and consolidation of this union as the major force in Newfoundland's industrial relations in the 1970s.

Inglis argues that there were both general and particular causes for the rise of this union. It was part of the collective response of workers to the process of industrialization under capitalism. It was also the product of particular circumstances, and the work of particular men and women, in Newfoundland in the 1970s. Inglis has given us first-rate historical analysis and a good story, told with humour and graceful style. Fully worthy of its important subject, this book sits honourably beside the finest of Canadian trade union histories.

Eric W. Sager
Victoria, B.C.

Hal Lawrence. Tales of the North Atlantic. Toronto: McClelland & Stewart, 1985. 256 pp., photographs, index.

This is a work to wake respect in young Canadians, for much the same reason as the Royal Navy charmed respect from the Royal Canadian Navy. It is a celebration in the shape of a lightly-edited oral history of the RCN, from its British beginnings to its exploits (mostly Atlantic) of 1945. Timed for the 75th anniversary of the RCN in 1985, the book is culled by Hal Lawrence from more than 70 interviews he taped at the instance of Dr. W.A.B. Douglas, the tapes being now in the Public Archives of Canada. Scores of yarns here, naming 316 ships and numbering 23 U-boats, tell the reader what it was like to be in Canada's own "band of brothers" trained for and fighting World War II at sea. Here are the same kinds of tales out of school, action-yarns, storm-scenes, reflections, as in Hal Lawrence's personal memoir A Bloody War, told now by many voices, with the same gusto.

There is a reason given for such high spirits. While this review has not space equitably to sight stirring characters and events (or salty touches, or "unofficial" acts), still the reason threading the 12 chapters must have room.

Many people besides the RCN have been awed by the power and panache of the RN (fount of Canadian traditions, officers, men, ships, weapons). The RCN imbibed the RN ethos "like a religion", even through the Kiplingesque doggerel "The Laws of the Navy" (quoted once here, un-named); but the RCN was not burdened with the cares of power. In actual faith, Dieu et mon droit sufficed as motto of the late sailor-king, whose RCN here claims to have been a "happy breed" living a "glorious youth" amid hardship and death, learning "happiness" from selfless duty (whether Nelson's or Victoria's) carried out far from

"comfort and security" as each moment required. Hence the high spirits, the lightness of touch in chronicles of heroism and kindness told here.

The needed index is supplied in 8 pages. The 16 pages of photographs, which include the RCN patriarch Walter Hose and several U-boat commanders, are worthwhile.

Gerald Morgan
Victoria, B.C.

John Leefe. The Atlantic Privateers; their story -- 1749-1815. Halifax: Petheric Press, 1978. 57 pp., glossary, illustrations, bibliography.

John Leefe became interested in privateering while conducting research into Atlantic shore communities for the Canadian Studies Foundation. Frustrated by "the ignorance that exists" on the subject, he decided "to briefly reveal the mechanics of this most fascinating subject". This book is the result of his efforts.

That a need for such a study exists, is undoubtedly true. Very little of merit has been written about the British American privateering tradition. Yet, if Leefe intended to remedy that problem, then he has been unsuccessful. His treatment of the subject is extremely superficial and episodic. Anecdote replaces analysis; half the text is given over to describing the experiences of specific men or ships, even though no single venture could be regarded as typical. Fundamental aspects of "the mechanics" of privateering are ignored--how the men were paid, how many privateersmen there were, how many men served on the privateers, how much capital was invested, how privateering interacted, and all too often conflicted, with regular naval operations. Despite the "ignorance" which prompted the book, Leefe relies entirely on the existing literature; readily available primary materials such as Simeon Perkins' diaries, are conspicuous by their absence. The fault does not lie with the brevity of the book; the CHA Historical Booklets demonstrate that sound scholarship need not be incompatible with brevity. The problem is that Leefe is not an historian. He does not always know what questions to ask, or how to answer properly the ones that he does ask. Conclusions lack internal evidence or cited authority (there are no footnotes). The Epilogue ("No one made a fortune...") contradicts the Introduction ("fortunes were made and lost..."). With weaknesses like these, this book should be avoided.

Olaf U. Janzen
Corner Brook, Nfld.

Fraser McKee. The Armed Yachts of Canada. Erin, Ontario: The Boston Mills Press, 1983. 172 pp., photographs, bibliography, index.

As any observer of the contemporary maritime scene knows, the glory days of the Royal Canadian Navy are long in the past, back in the later part of World War II and the early fifties, when Canada was a real naval power, complete with aircraft carriers, cruisers, and the whole range of smaller warships. A Canadian sailor today, however, may find it easier to empathize with the subjects of Fraser McKee's book than with their bigger, younger, brothers. The Armed Yachts of Canada is a group biography of twenty-one small vessels, five that served in World War I, sixteen in World War II.

Canada entered both wars totally unprepared for any real maritime role, and the yachts, most of them bought in the United States by transparent subterfuge designed to circumvent American neutrality laws, were a stopgap measure until something more suitable could be obtained. A couple of them were hardly seaworthy, and none were adequate for the hard wartime usage they were given. Two were sunk, Otter off Halifax by fire in March of 1941, and Raccoon, with all hands, by a U-boat in the St. Lawrence in September of 1942. As with most small ships, their crews were wet, jostled, and tired more often than not, and the narrative makes it quite clear that they survived more by a determined and insouciant amateurishness and pride than anything else. Most of the ships ended the war as tenders or training vessels. They were then sold off by the government, some for commercial use, some just to rot.

Aside from some distressing typographical errors and mixed syntax--copy-editors really should know that the past tense of the verb "to lead" is "led" and not "lead"--this is a good book, with illustrations that will delight ship modellers and make them wish for drawings. The author served in yachts during the war, and is at ease with his material. The subject is both distressing and inspiring: It is tremendously sad that Canada should repeatedly allow herself to need stopgaps as pitiful as the armed yachts; inspiring that, in times of crisis, she should be able to find men willing to serve her under these conditions. This book should be read in Ottawa.

James L. Stokesbury
Wolfville, N.S.

Alfred F. Sagon-King and E.B. "Skip" Gillham. The Changing Seaway. St. Catharines: Stonehouse Publications, 1985. iii, 63 pp., bibliography, photographs.

In contrast to those who look over the shoulders of crown corporations and civil engineers, photographer Sagon-King and author Gillham approach the first twenty-five year of the St. Lawrence Seaway from the perspective of the ships for which it was built. "By telling the ship's story we will be able to observe some of the changes that have taken place along the waterway. Changes in cargoes, cargo handling, size and types of ships are mentioned." (Introduction) The 30 ships chosen for inclusion represent major themes in Seaway shipping--bulk carriers, self-unloaders, aging package freighters, and tankers. They include the new "1000 footers", vessels designed to winter in salt water and salt water vessels whose work brought them up into the lakes. A majority of them were owned or chartered by Canadian firms.

It is no accident that Sagon-King's name appears first in the credits, for the 8½ by 11 inch, glossy calender format showcases his black and white ship portraits. The men who sail these vessels are almost invisible--dwarfed by the scale of the "1000 footer" or shielded by the windows of the pilot house.

Despite the dedication to the sailors of the Seaway, we have only one glimpse into life aboard ship, "the fully air conditioned" Canadian Ambassador with her swimming pool (p. 9). Similarly, the only union activity is the 1975 longshoreman's strike which apparently forced the Manchester Challenge to make her only trip into the lakes (p. 29).

The alphabetical organization of the ships means that observations of the "Changing Seaway" are randomly presented. Within each biography, details of construction and refitting are mixed with facts about changing ownership and names, cargoes and ports. Each ship appears to have been studied in isolation, a format better suited to Gillham's weekly newspaper column. Unfortunately, it demands a great deal of the reader interested in understanding the changes in the Seaway.

Nevertheless, the volume can still be enjoyed as an interesting collection of ship pictures and stories. To those who crowd along the shores of the Seaway with cameras and binoculars, this style is perfectly adequate. But they will rarely capture one of those vessels, most of whom have made the long, last voyage to scrapyards in Spain and elsewhere.

Walter Lewis
Georgetown, Ontario

J.R.V. Prescott. The Maritime Political Boundaries of the World. Methuen: New York & London, 1985. xv, 377 pp., illustrations, reading list, glossary, indexes.

On the face of it the idea of boundaries in the oceans appears ridiculous. The inability to demarcate a boundary by reference to natural geographic or geologic formations such as rivers, lakes, mountains, valleys, language, ethnicity or culture would seem to make ocean boundaries impracticable, if not impossible. And, of course, fish pay little attention to boundaries.

Sophisticated navigational equipment and charting have made ocean boundaries a possibility even though fish continue to disregard them. The ability to demarcate ocean boundaries has followed the need for them and the necessity for boundaries is the product of the wealth in resources (living and non-living) that the oceans provide. To harvest this wealth states have devised offshore jurisdictional regimes that have become increasingly more sophisticated and extensive.

Pre-World War Two international practice accepted the existence of absolute national jurisdiction over internal waters (waters in coves, bays and harbours) and a qualified jurisdiction over a 3-n. mile territorial sea. The jurisdiction in the territorial sea was qualified by the existence of a vessel's right of innocent passage. Since the mid-1950s states have sought to exercise jurisdiction over broader areas of the oceans. Starting with national claims to the continental shelf adjacent to the coast, coastal states now have jurisdiction over a 12-n. mile territorial sea, large areas of internal waters, and a 200-n. mile exclusive economic zone which ensures that the coastal state has the exclusive rights to all resources found in the sea and seabed of this zone.

Canada and the United States provide an example of the importance that maritime boundaries now have in ocean relations. Although there had long been a dispute regarding the ocean boundary between Canada and the United States seaward of the Maine-New Brunswick land boundary, the issue remained unimportant until both states claimed 200-n. mile fishing zones in the late 1970s. The claims overlapped within the fisheries-rich Gulf of Maine. After several years of fruitless negotiation the overlapping claims were submitted to a special chamber of the International Court of Justice which rendered its decision in the Fall of 1984 dividing the water and seabed between the two states.

Only a handful of bilateral boundary problems have been resolved by third party dispute settlement. A

large number of ocean boundaries have been established through bilateral treaties. For example, Canada and Denmark by a 1973 treaty established a continental shelf boundary between Greenland and Northern Canada. An equally large number of bilateral ocean boundaries remain unresolved. For example, Canada and the United States have unresolved ocean boundaries on the West Coast (Dixon Entrance-Alaska and Washington-Vancouver Island) and in the Beaufort Sea. Of more immediate concern to Canada is the boundary problem with France concerning the islands of St. Pierre et Miquelon in the outer Gulf of St. Lawrence.

Dr. Prescott, the premier political ocean-boundary geographer in the world, has presented a text which accomplishes two goals. First, he details the nature of the ocean regimes that are currently recognized internationally and the practical and political difficulties that exist in delimiting the boundaries of the various regimes. The bulk of this text, however, is devoted to a discussion of the ocean boundary problems that exist in each of nine regions of the world. The author approaches each region by systematically detailing the nature of the existing national offshore claims and examining the agreed upon boundaries in the region. By so doing, the author highlights the boundary problems in each region and the possibilities for resolution of disputes.

While written in an understandable manner with a minimum of technical jargon and a glossary to assist with some terms, this book is not designed for the casual reader. The intended audience is political geographers and those with a familiarity with ocean boundary problems. For this audience this book is a major achievement and will be indispensable as a source of insight and information in a complex area.

For the casual reader the book may prove of some interest because of its clarity in explaining the legal regimes of the oceans and as a reference tool on particular ocean topics that make the news. For example, Dr. Prescott, at page 298, discusses the Libyan "Line of Death" in the Gulf of Sidra which is really a 1973 boundary line announced by Libya as dividing the internal waters of the Gulf of Sidra from the Libyan territorial sea. The author notes that objections to the Libyan action were registered in 1973 by the United States, Russia, France and the United Kingdom and speculates on continuing difficulties with the Libyan claim which became a reality in the winter of 1986.

Ted L. McDorman
Victoria, B.C.

John Davis. The Post Captain. Introductory chapters and glossary by Colin Elliott. Sketches by Peter Stuckey. St. John's, Newfoundland: Breakwater Books, 1985. 159 pp.

First published in December 1805, when England was celebrating Nelson's victory of Trafalgar, lamenting the hero's glorious death, and planning his state funeral, this light-hearted sea story was, naturally enough, an instant success. Over the years to 1928, The Post Captain went through eleven editions. This twelfth edition is introduced by Colin Elliott who in twenty-five admirably succinct pages puts the book and its author in the context of the Napoleonic Wars. Elliott also appends a glossary without which many of us would be unable to understand a great deal of the nautical jargon which salts the thoroughly entertaining and instructive yarn.

The author, John Davis, was an experienced sailor. He had gone to sea in an East Indiaman at the age of eleven in 1787. In 1793 he entered the King's Navy as a midshipman, saw action in the 44-gun frigate Artois with Sir John Warren's squadron off Ushant and was made Acting Lieutenant on the prize Revolutionnaire. After surviving the wreck of the Artois off La Rochelle in 1797, Davis went ashore to become a writer. Except as a passenger, he never sailed again.

Davis patterned his tale after his own experiences. It is full of zest and the pace almost breathless. The first half of the book tells the story of a cruise to the Americas in the frigate Desdemona and its capture of the French Fripon. The heroes of the story, Captains Brilliant and Tempest are modelled on Artois's Captain Nagle, an easy-going Irishman noted for his good humour. The second half describes their wild escapades ashore, including a hilarious chase to Gretna Green. Much of their time at sea as well as on shore was spent drinking and wenching. No Victorian prudery here.

The book is a welcome antidote to so much of the scholarly writing on the period which paints a sour picture of unpaid and underfed sailors on ships where evil captains enforced discipline with keel-hauling and the lash. Scholars seldom ask themselves just what made the British navy such an efficient fighting force. Naval historians are only now beginning to question how the navy, if it were such a draconian institution, fought so well against the vessels of republican and Imperial France. Certainly, most contemporary accounts, novels and memoirs alike, do not stress terror as a means of creating an efficient fighting ship; that was left to later writers like

Masefield and Melville. This little book is a welcome addition to an all too sparse collection of contemporary writing on naval life in the age of sail.

Gerald Jordan
Downsview, Ontario

Colin Elliott. Steam Fishermen in Old Photographs. Sulhamstead: Tops'l Books, 1979. 64 pp., photographs.

John Coin. Provident and the Story of the Brixham Smacks. Reading: Tops'l Books, 1980. 64 pp., photographs, illustrations, sail plans.

There was an odd little green boat that used to be tied up at Toronto's Harbourfront Marina which always caused a lot of discussion as to what it might have been originally. It was low and broad, rounded and friendly looking, with a small wheelhouse abaft, impaled by an enormous mast that made it look like something you might find in a tall drink. What was it? We used to wonder about this, and our landlubbers' brains, unfamiliar with the intricacies of nautical design, would fix upon a tug, a Hamburg tug, to be specific: we were certain that this was a Hamburg tug in retirement after a long and honourable life sweating and grunting around that grimy port. Then this delightful little book appeared on my desk and immediately I knew that I had been wrong, for there on the cover is an example of the unknown species unmasked (and de-masted)--a steam drifter.

This wonderful little book is an appropriate gift for nautical neophytes who love to look at pictures of boats but are ignorant of the terminology. It is similarly appropriate for photographers who derive inspiration from an earlier age, or for those who just enjoy a nostalgic slice of life.

Imagine that! It used to be common for Edwardians to dress for work and there they are, bow-tied and bowlered, up to their ankles in fish. And very quickly you notice that people indeed did look different then --the faces of fifty and sixty years ago could not be claimed to be the faces of today.

But on to weightier matters. This book outlines the short career of steam fishing vessels that spanned roughly half a century, from 1880 to 1930, though a few continued working up to the beginning of the Second World War. The zenith of the steam trawlers' age was the enormous harvest of October 1913, when East Anglian quaysides were piled shoulder high with fish. Shoulder high! Over half a million tons of

