

ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

Volume 5 Numbers two and three
30 June and 30 September 1988

THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1984

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<u>Production</u>	Caretex Word Processing, Ottawa (613) 733-4335

EDITORIALS

For a multitude of reasons--not the least of which is the shaky condition of the Society's finances--your editor has taken it upon himself to combine issues number 2 and number 3. If the truth were to be known, of course, he also found himself impossibly busy over the summer and fall and unable to apply himself to the task of compiling the June newsletter.

However, soccer season is now over and the referee's shirt put away, vacation has no more toll to wreak, and the whole family is back under one roof and attending school. As the old father used to say, it is back to old clothes and porridge.

In fact, too, the last few months have been attended with more than the usual turmoil, what with the departure of our genial Secretary for the deep south, where he will give an example of how real gentlemen deport themselves! This, and an apparent reluctance on the part of members to venture into southwestern Ontario in midsummer, to attend our annual general meeting and mini-conference, has left us with a hiatus of society news. Hopefully, the same will not be true of next year's meeting, in Halifax, N.S.

Enough is Enough

One unhealthy result of our AGM was that we as a body decided once again to put ourselves through the agony and anguish of yet another review of the Society's publication policy, in part by way of another publications committee. It is not exaggerating too much to say that if we were to publish the submissions to, and the deliberations of, this ponderous, often invisible body, we would fill volume one number one of whatever journal it is that we decide to initiate. Problem is, it would not be particularly edifying reading.

The time for action is upon us. Surely some members have access to venture (all right, risk) capital that is willing to put its money where our mouth is. Surely other members have potential articles just waiting to be published? Why cannot these two get together, take the plunge, and produce a creditable publication which, if it hits the mark (and there is no reason it should not), can be credited to our Society?

Your editor's solution is simple. The directors to appoint a one-person Editorial Board to whom potential authors and sponsors make their various approaches

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

EDITORIALS continued...

If authors send a two-page outline of content and sources (the completed work would be ideal), perhaps the historian's equivalent of a field-marshal's baton is lurking in more than a few marine history brief-cases? Whoever is appointed could quickly assess its worthiness. If a potential sponsor--well, we would not absolutely insist on a cheque right off the bat--would supply at least a letter of intent, it would be nice.

Then, once a sufficient quantity of papers and sponsors are in, a mini-prospectus could be circulated to raise the little bit extra not covered by the first wave of willing sponsors. AND THEN TO PRINT!

* * * *

I cannot close this editorial page without expressing my sincerest apology for the inordinate delay. It has been inexcusable, albeit explicable. The crux of the problem is that a new project at work--a four-phase, exciting history project at CN--has taken all my waking hours, both at the office and at home, since August. I will undertake to complete this volume, with a slim issue in January 1989 for December, but I am afraid thereafter it will be impossible for me to continue as Editor. I have so informed the executive, and if there are any volunteers for the task, I am sure Barry Gough would love to have them.

* * * *

HELP PLEASE

For the past number of years I have been engaged in the compilation of An Illustrated List of Maritime Provinces Coastal Steam Passenger Vessels. The emphasis is on those vessels engaged in scheduled, or at least regular, sailings between the major transportation centers and the less accessible coastal towns and villages.

The work is progressing well, especially with regard to those vessels in operation between 1900 and 1939, but I have thus far been unable to locate photographs of the ships in the accompanying list. Perhaps you would be kind enough to publish it for me in the off chance that some of our members might be able to help me out.

Because of their rarity I am also having problems finding photographs or illustrations of nineteenth century coastal steamers which can be identified as having operated in the Maritimes region. If anyone can be of assistance I would be most grateful.

Photographs required to complete post 1900 portion of Maritime Provinces Coastal Steam Passenger Vessels List:

<u>SHIP</u>	<u>AREA OF OPERATION</u>	<u>APPROXIMATE DATES</u>
S.S. Acadia (1)	Minas Basin	1887 - 1904
S.S. Amelia	Halifax-Magdalens	1904 - 1914
C.G.S. Aranmore	Yarmouth-Boston	1914 - 1918
S.S. Aspy (1)	Sydney-Aspy Bay	1910 - 1921
S.S. Aspy II	Sydney-Aspy Bay	1925 - 1946
S.S. Aspy III	Sydney-Aspy Bay	1944 - ?
S.S. Arcadia	Pictou-Inverness	1900 - 1936
S.S. Bras D'Or (2)	Bras D'Or Lakes	1925 - 1943
P.S. Easy Riding	New Glasgow-Pictou	1900 - ?
P.S. Electra	Halifax-South Shore	1892 - 1904
	Pictou-P.E.I.	1904 - 1910
S.S. Lady Sybil	Pictou-P.E.I.	1909 - 1915
S.S. Lakeview	Bras D'Or Lakes	1927 - 1941
S.S. Lansdowne	Pictou-P.E.I.	1900 - 1917
S.S. Longfellow	Boston-Annapolis	1904 - ?
S.S. Lutheran	Bras D'Or Lakes	? - ?
S.S. MacHenry	Bras D'Or Lakes	1922 - ?
S.S. Princess	Shediac-P.E.I.-	
	Pictou	1896 - 1920
S.S. Seal	Sydney-Aspy Bay	1911 - 1918
S.S. Vega	Mulgrave-Bras D'Or-	
	Sydney	1884 - 1905
S.S. Volunda (1)	Mira River	1900 - 1914
S.S. Volunda II	Mira River	1915 - 1951
S.S. Wanda	Yarmouth-South Shore	1902 - 1921

I am also interested in any and all pre-1900 photographs of steam passenger vessels operating in Maritime Provinces coastal waters which can be identified as having been used for local, coastal or cross channel transportation.

Robin H. Wyllie
East LaHave
R.R. 3, Bridgewater
Nova Scotia B4V 2W2
Phone: 766-4382

HELP PLEASEInland Shipping - Saskatchewan

Can anyone help me to track down information on the S.S. Lily, wrecked on the South Saskatchewan River in 1883?

John Duerkop
118 - 9th Street East
Saskatoon, Sask. S7N 0A2

HELP PLEASE continued...The First Halifax Explosion

A long-suffering Alan Ruffman is looking for the original photograph that the Public Archives of Nova Scotia attributes to "CNR Photo" of the explosion cloud of the 6 December 1917 Halifax Explosion. This cannot be found in the Canadian National Railways Photo Library. He is also interested in other images of the damage caused by the explosion--presumably other than the multitude that have served their purpose in the seventy-odd years since the disaster.

Alan Ruffman
P.O. Box 41, Station M
Halifax, Nova Scotia
B3J 2L4

U-Boat Attacks at Wabana in 1942

Can anyone help me? In 1942 I was serving in the Panos on charter to the Dominion Ore & Steel Company (DOSCO). She survived the attack by U-518 on ships at Wabana on 2 November 1942 in which the Rose Castle and P.L.M. 27 were lost and the Fylingdales damaged. There had been a previous attack on 5 September by U-513, when the Lord Strathcona and Saganaga were sunk and the Drakepool escaped. I would like any information on these attacks, and especially the casualty lists, as well as information on ships owned or chartered by DOSCO during this period.

Captain R. Miller-Williams
Nautical School, Dept. of
P.E.T.E.
Wellington Polytechnic
P.O. Box 27144
Wellington, New Zealand

Barque Rebecca and the Canadian Timber Trade

I am seeking information on this ship, which plied Australian waters between 1843 and 1853. She was built at Greenock in 1816 by Robt. Steele & Co., operating in the Canadian timber trade for Laurie & Co. between Glasgow and Quebec until 1838. Damaged in the first trip of 1838, she was eventually repaired and sent to Australia in 1842. Anything other than the story as told by Lower in Great Britain's Woodyard will help me in my quest.

Mark Howard
16 Goulburn Street
Cheltenham 3192, Melbourne
Victoria, Australia

CANADIAN NAUTICAL RESEARCH SOCIETY
ANNUAL GENERAL MEETING
WINDSOR, ONTARIO
10 JUNE 1988

Present: Barry M. Gough (President)
Lewis R. Fischer (First Vice-President)
Gerald E. Panting (Past President)
Carl Christie
Bill Glover
Dave Glick
Barry Hunt
Ken Mackenzie
Roger Sarty
Elizabeth Lees
J.F. Boshier
Faye Kert
M. Stephen Salmon
Helge W. Nordvik
Garth Wilson
Walter Lewis
Richard W. Unger
Maurice D. Smith

Regrets: W.A.B. Douglas (Secretary)
Ed Reed (Treasurer)

Call to Order: 12:40 PM (Professor Gough in the Chair)

Agenda: Agreed to adopt the agenda as read.

Treasurer's Report:

Gough circulated copies of the Treasurer's Report, noting that the Society was operating at a deficit (attached). The President indicated that he would welcome a motion later in the proceedings to provide for a fee increase to erase the deficit.

Matthews Awards Report:

Fischer called upon Walter Lewis and M. Stephen Salmon to present the Awards. (The details are printed elsewhere.)

President's Report:

Gough indicated his satisfaction with the progress made in the past year in building CNRS. He indicated that work was progressing with the establishment of local chapters and called on members to attempt to establish additional branches. The President also announced that Bill McKee of the Maritime Museum of British Columbia in Victoria had accepted his invitation to serve as Liaison Officer for the Pacific

ANNUAL GENERAL MEETING/President's Report cont'd...

Region and that Kenneth Coates of the University of Victoria was willing to serve as Liaison Officer for the Arctic.

The President announced that the 1989 meeting and conference would be held at the Maritime Museum of the Atlantic in Halifax. David Flemming will act as host and Marilyn Gurney-Smith will assist. It was also hoped that a member of the Department of History at Dalhousie University would volunteer to help with the programme.

Gough also reported on the ongoing negotiations with the Admirals' Medal Foundation and indicated that he hoped to announce a more formal relationship in the near future.

In concluding, Dr. Gough reminded members that while CNRS has been growing at an acceptable rate, further developments might necessitate a fee increase, especially if the Society chose to embark on the publication of a journal.

Motion:

That the meeting give the Executive the power to consider and to implement if necessary a fee increase, such increase to raise membership dues no higher than \$25 for individuals and \$50 for institutions (Fischer, Panting). APPROVED.

Argonauta Report:

Ken Mackenzie reported on the Newsletter. He apologized for the delay in producing the Newsletter with a bilingual cover, but promised that this would appear on the next issue. The editor also indicated that the contributions to the Newsletter were increasing rapidly, and he thanked members for all their assistance.

Publications Ways and Means Report:

Maurice Smith reported on the committee's deliberations regarding a journal or an annual. He called for the drafting of an editorial policy and terms of reference for a journal; the establishment of a process

for manuscript review and publication; the preparation of a production policy; and consideration of the method of distribution.

Motion:

After much discussion of the issues involved, it was moved "that CNRS agree to establish an annual journal and to establish a committee responsible to the Executive to initiate this process." (Smith, Lewis). After lengthy discussion, this was APPROVED.

Further Discussion:

The President indicated that in his view the committee could count on up to \$500 being available for their work.

Gough also announced that the committee would be comprised of Walter Lewis (Chair), Lewis Fischer, M. Stephen Salmon and Ken Mackenzie. It was expected that the committee would report by the end of August.

Elections:

Moved that Jane Samson be elected Secretary (Panting, Kert). APPROVED.

Moved that Ken Coates and Bill McKee be elected as Regional Liaison Chairs (Panting, Smith). APPROVED.

Moved that the remainder of the previous Executive be re-elected (Panting, Salmon). APPROVED.

Adjournment:

Moved that the meeting be adjourned (Sarty, Fischer). APPROVED.

The meeting adjourned at 1:55 P.M.

Respectfully submitted,

Lewis R. Fischer
Acting Secretary

* * * *

CNRS NOTES - THURSDAY, 9 JUNE 1988
 FINANCIAL STATEMENT
 AS OF 31 MARCH 1988

Cash in bank	2428.96	
Deficit	.54 (Petty Cash)	
	<u>2428.42</u>	
Liabilities		
Prepaid dues		1115.00
Matthews Award		117.51
Journal Trust Fund		530.00
Chapter Development Fund		11.00
Members Equity		<u>684.91</u>
		<u>2428.42</u>
Income		
Dues (individual)	2279.90*	
Dues (institutions)	595.10	
General donations	35.00	
Bank interest	98.31	
Foreign exchange gain	24.85	
		<u>3033.16</u>
*One U.S. cheque came to \$14.90 after exchange.		
Expenses		
Petty cash (postage, etc.)	179.35	
Bank charges	59.68	
Audit	100.00	
Promotion (brochures)	427.80	
Administration (stationery, registering under incorporation act, etc.)		<u>324.91</u>
		<u>1091.76</u>
Bibliography	513.67	
Argonauta	2795.87	
		<u>3309.54</u>
Total income	3033.16	
Total expenses	4401.30	
Excess of expenses over income		<u>1368.14</u>

The reduction in members equity over the past three years suggests the need for a rise in fees next year. The situation, however, may improve with the improved response of members to requests for dues (see the notes on membership).

* * * *

Point...

DIRECTORY OF MARINE TRAINING IN CANADA--1988

In the March 1988 issue of *Argonauta*, Ken Mackenzie re-printed an article that I had previously published in the Maritime Economic History Group Newsletter about the state of maritime history in Canada. One of the tasks that I set myself in writing that little essay was to examine regional biases of Canadian maritime historians. I have had a good deal of comment on my conclusions, both favourable and unfavourable. Among the criticisms was the charge that my picture was incomplete because it ignored various types of maritime history. But a number of people were also upset because I omitted non-historical specialties.

With these criticisms in mind, I recently examined the new *Directory of Marine Training in Canada--1988*, published by the International Centre for Ocean Development. This volume attempts to survey marine training programmes of all types offered across the country. While it is not complete (if an institution did not respond, it generally is not listed), it does serve as a fairly reliable guide to where to go to get training in marine-related fields. As such it is a fairly accurate barometer of the health of marine interest in the nation.

The information in the *Directory* can be analyzed in a number of different ways. But here I would like only to see whether there appear to be regional biases. In this regard, it is worth noting the relative paucity of schools, institutes and specialized colleges which offer marine-related studies. There are only seventy institutions listed, and many of our most important universities are conspicuous by their absence. While at least one institution is listed in every province (although none in any of the territories), there is a distinct regional bias. The Atlantic provinces, perhaps not surprisingly, contain 34% of all such facilities, the same percentage as Ontario. British Columbia has 14% of the institutes, Quebec 13% and the Prairies 5%. This suggests an interesting speculation; that maritime historians, myself among them, have been too quick to suggest that Atlantic Canadians have lost interest in the sea. Indeed, taken in the context of my earlier report, the evidence suggests a lively interest in maritime affairs in the Atlantic region. What is perhaps more striking is the low number of institutions listed in British Columbia. In part this may be a function of the university and college system: there are simply more of these in Atlantic Canada than in B.C. But an examination on a department basis (which is possible using the guide) suggests that this is not the major factor. Instead, the evidence contained in the directory indicates a

DIRECTORY OF MARINE TRAINING IN CANADA cont'd...

possible causal relationship between the low number of marine institutes and the relative under-representation of B.C. maritime authors that we reported in the earlier article. Given their sizes and large interiors, Ontario and Quebec are probably about as represented as one would expect; the Prairies are over-represented, but given that we are only talking about four institutions in the three provinces, there is little more that can be deduced from the evidence.

The guide divides maritime training programmes into twenty-seven specialties. The number of entries for each specialty ranges from one to 105 (the reason that there can be more programmes than institutions is that some centres offer more than one programme in a particular specialty). Given my own research interest, it is particularly distressing to report that Maritime History is the only category with only a single institution (Memorial). Navigation is the most ubiquitous of the disciplines, with Merchant Marine (49), Marine-Related Biology (40), Fisheries Training (36), and Marine Economics (29) trailing.

What is perhaps most interesting (and also most significant) about an analysis of the programmes offered is that for the most part this either replicates or heightens the regional bias discussed above. Take the case of Navigation programmes as an example. None of the courses are offered in the Prairie provinces, which should occasion little surprise. But everywhere else in the country one would expect there to be a demand for such training. Yet 56% of all programmes are in the Atlantic provinces, 21% in B.C., 14% in Ontario and only 11% in Quebec. In general, the central provinces tend to specialize more in pure academic disciplines while those on the periphery enjoy more prominence in practical training. But almost without exception, the opportunities for training in the Atlantic provinces far outstrip those available on the west coast or in the centre.

Some care should be exercised in drawing firm conclusions from all this. Quantity should not necessarily be confused with quality. As well, none of this says anything about the number of people who grasp the available opportunities. In the Atlantic provinces the large number of programmes may simply be a reflection of the employment structure and the relative lack of alternatives outside the service sector. In British Columbia, the low number of programmes is doubtless caused in part by the small number of centres, although it is important to re-iterate that this does not appear to be the major factor, since the

number of programmes per institution is below the mean for the Atlantic provinces.

Space does not permit a full analysis of the Directory. But fortunately, readers need not depend upon me to obtain a complete picture. The directory should be available in many libraries across the country. There may also be some copies available from the International Centre for Ocean Development, 255 Argyle Avenue, Suite 100, Ottawa, Ontario K2P 1B8. Making sense of the opportunity structure for marine studies is a pre-requisite to change. I would urge CNRS members concerned with the future of maritime activities in Canada to examine the report carefully.

Lewis R. Fischer
Maritime Studies Research
Unit
Memorial U. of Newfoundland

...and Counterpoint

Another Argonauta arrives on my desk, to remind me of events and books and people, and of conferences I must miss, and to remind me of the debt we owe our diligent editor.

Sure enough, I find intriguing things in this March issue. No wonder the subscriptions are pouring in! But what's this? Another editorial broadside across the main deck of some hapless academic? But no-- "Through the Wrong End of the Telescope" is a warm approval of Fischer's mixed metaphors on maritime history in Canada! What ho, dear editor, have you gone soft?

Where Fischer found signs of health under dark clouds, you find only malady. Even though he failed to mention most of what goes on at Dalhousie, Fischer still found that "the expansion of maritime studies in the past decade or so" has been "impressive" and "provides a solid foundation on which to build." Why do you conclude that this is a "deplorable situation"? Fischer noted the relative absence of maritime studies in Canadian universities, but he did not say that this was "deplorable", still less that "our universities have yet to see the light."

Why construe bland optimism as mordant critique? Your acerbic pen misses its mark, my dear editor, and requires a new victim. Let me spur your quill into a new fray! You are troubled about "regional bias" in maritime history. I am not. My course on "Ships and Seafaring in Canadian History" (University of Victoria, Spring 1989) is full of regional bias. We

...and Counterpoint continued...

look at the Atlantic and Pacific coasts, and we even glance at the Arctic. My omissions you will now infer, to your horror.

I am less concerned about such regional emphases than I am about the notion that there is such a thing as "the Canadian maritime experience"--something to which both you and Fischer refer. It is not clear to me that the definite article applies, as though such experience exists, or existed, as a single, definable entity.

Surely human activities connected to the sea and to inland waters have been so diverse in the northern half of North America that "maritime experience" is necessarily regional and particular. In historic times, "maritime experience" is also critically affected by influences from beyond North America, but these influences vary so much in time and place that they make it even more difficult to define "the Canadian maritime experience." I grant that such matters as offshore resource development, nuclear submarines, and the national-flag merchant marine are national issues--but these things cannot constitute "the maritime experience" of Canada. If the experience exists, as anything other than a multitude of separate experiences, none of us has yet discovered and defined it.

There follows a deeper problem to which you can apply your logical stiletto. If "the maritime experience" is so elusive, then what is "maritime history" anyway? It is not clear to me that there is such a sub-set of the historical discipline, in the same way that there is labour history, or economic history, or political history, for instance. Is there a discrete realm of human experience and activity which we may define as maritime? Certainly it is possible to focus on a distinct, though never isolated experience of labour, and so to study or teach labour history, because such things as work, working class, and industrial relations have both past and present dimensions.

But what is the dimension and boundary of "maritime experience"? No clear boundaries exist, since whoever uses the sea bears with them needs, technology, culture, experience--all the baggage of landward existence--to the extent that maritime and landward are never distinct, for purposes of analysis. So I am not sure what "maritime history" is--although I think it very important that we study the various ways in which landward societies have related to or used the sea and inland waters. Therefore I do not call my undergraduate course "maritime history"; still less do

I pretend to be teaching "the Canadian maritime experience." My course is about shipping, ship-building, sailing, fishing and sealing, in specific social and regional contexts.

If you think that "maritime history" or "maritime topics" are easily defined, consider Fischer's comment that "few Canadian ethno-historians and archaeologists have been interested in maritime topics." The ethno-historians and archaeologists I know simply wonder at this point what is meant by the word "maritime"--since ethnohistorians and archaeologists in Canada have long been interested in native peoples' use of marine resources. In some areas of study (the coastal Indians of the Pacific Northwest, the Maritime Archaic, the historic Inuit, and virtually all other peoples, historic and pre-historic, who have inhabited the far north), it is difficult to distinguish between ethnohistory or archaeology and the study of human connections to marine and riverine resources. Are these not "maritime topics"?

In your definition of maritime history, would you not include seaborne exploration, maritime fur traders, and Captain James Cook? If so, you must be wondering what construction Fischer puts on the word "maritime" when he says that maritime historians have given "little attention" to the Pacific Coast before the 19th and 20th centuries. The list of historians who have studied the Russians, the Spanish, the British and the Indians on this coast before 1800 is a long and distinguished one. The list includes the Western Canadian representative on the CNRS Liaison Committee, the current President of the CNRS, and--a new but very promising entrant into the field--Jane Samson, the CNRS Secretary.

Do we know where we are pointing our telescopes? If so, your splendid editorial cannon will get some dry powder and fire when ready, but send me no squibs, for they are, according to my dictionary, mere "compounds of gunpowder and pisse".

Yours faithfully,

Eric W. Sager
University of Victoria

THE FALL OF HAL BANKS:

Some of What the Canadian National Archives Reveal.*

In March 1964, Hal Banks was dismissed as President of the Seafarers' International Union by the recently appointed Board of Maritime Trustees. The following month he went on trial for the conspiracy to assault a

THE FALL OF HAL BANKS continued...

rival trade union leader. In May, 1964 he was convicted and sentenced to five years in jail. Pending appeal, Banks was released on bail, and as is well known, the appeal was never heard for Banks fled the country and extradition was refused. The saga of Hal Banks and the SIU in Canada is a fascinating one for labour historians and sea buffs alike. And in the papers of Canadian National West Indies Steamships there is a memorandum describing a little known event that contributed to Hal Banks ultimate fall from power.

Long before Banks arrived on the Canadian scene in 1949 to destroy the communist-dominated Canadian Seamen's Union, and to replace it with the American SIU, the deep-sea fleet was in trouble. Canadian wages and operating costs made Canadian bottoms uneconomic in the competitive post-war shipping industry. Without government subsidy the fleet went into a gradual decline. CN West Indies Steamships faced the same problems as other Canadian operators. When the SIU, in the 1956 contract negotiations, made demands CN felt it could not afford, negotiations came to a halt and a conciliation board was appointed. It heard representations from the company and the union in January 1957. A decision was handed down in April and CN accepted the majority report. The SIU said no and a strike was called. This is when the company decided to transfer registration of the remaining deepsea ships to the West Indies. And it was at this point that Donald Gordon, the President of CN became involved.

He arranged to bring to Canada, by plane, a crew of West Indies sailors, put them on the strike-bound ships and sail them away. A planeload of men was, in fact, on the way when Gordon received a telephone call from Minister of Transport George Hees. "He told me that David Fulton, who was then Minister of Justice, was very much exercised about these men coming in and that steps had been taken to refuse them legal entry to Canada." Gordon had no choice but to order the plane back, and having determined not to give into the SIU demands, Gordon decided to sell the ships.

Hal Banks was advised. The union boss scoffed. "Donald Gordon," Banks was reported to have said, "will never have the nerve to sell the ships and if he tries to do so other action will be taken to prevent him." It was not clear what Banks had in mind, and the only other action that was taken was some "telephone treatment" and other petty harrassment techniques in which the SIU then excelled. CN advertised the fleet for sale and soon enough received an

offer. It was for approximately one third of what the ships would have been worth had they not been surrounded by picket lines. Gordon wisely arranged the sale to ensure that proceeds to CN were guaranteed. Who bought the ships?

A company named the Browning Corporation was the nominal purchaser, but Browning was acting on behalf of the Cuban government--which soon thereafter was overthrown. Banks, who had made his career fighting communists, real or imagined, had no interest in assisting Fidel in obtaining control of the ships and so for year after year they just sat and rotted, eventually becoming useful only as scrap. It was a sorry end to some of the few remaining Canadian deepsea ships.

"I have never been able to understand," Donald Gordon later recalled, "why this gross waste was allowed to happen before the eyes of the entire Canadian public and no real remonstrance made about the power exercised by Harold Banks in thus immobilizing the ships." It was, Gordon believed, a form of revenge. But it was Canada who suffered by this episode which also marked the beginnings of Banks' fall from power.

"It is pertinent to recall that our decision to sell the ships, rather than knuckle under to Harold Banks and his outrageous demands as well as his treatment of seamen who were members of the SIU, was the first challenge of Harold Banks in a major way. We simply said that we could not and would not deal with Harold Banks and defied him by going out of business rather than continuing with the conditions he attempted to impose. This was a very serious decision on the part of the management and it came at a time when we were just about ready to make some revision of our steamship operations that might have allowed us to continue the fleet and show at least a break-even position from an economic point of view." Banks made sure that never took place, and in the process he drew public and other attention to his activities and those activities, the beatings and intimidation, the gouging of union members and personal expropriation of union funds, and the attempt to take over control of the bargaining rights of everything that floats, precipitated the Norris Inquiry and the appointment of the Board of Maritime Trustees. The rest, as they say, is history.

*All quotations in this piece are from a memorandum dated 30 March 1964 by Donald Gordon which is available in the CN archives at both the NAC and Queen's University.

William Kaplan
University of Ottawa

MATTERS MARITIME: THE PRESIDENT'S CORNER - JUNE

Among the many promoters of our marine past in this fair land I doubt if there are any keener people than the World Ship Society of British Columbia, with which we have had long personal associations. Their most recent endeavour is the launching of a new Periodic Paper series, under the editorship of CNRS member Robert Douglas Forrest. The first offering is Business in Great Waters: A Brief History of Pilotage in British Columbia Waters, just in print. We all know that the unsung heroes of maritime and naval history are the pilots and surveyors who have made the seas safe for voyaging. On our hazardous West Coast, including its tortuous current-riddled channels and estuaries, the B.C. pilots engaged in heroic work. Congratulations on this fine publication; we look forward to other works as they appear.

You may order this publication through Mr. Forrest by writing to Robert D. Forrest, 240 West 12th Avenue, Vancouver, B.C. V6J 2G2. Enclose either \$8.95 for hardcover or \$6.95 for softcover.

THE PRESIDENT'S CORNER - SEPTEMBER

Our Society is blessed with many talents. One such is Victor Suthren. He is Canada's C.S. Forester. His most recent book, published in New York by St. Martin's Press, is Royal Yankee. This lively work introduces us to Suthren's new hero Edward Mainwaring, Lieutenant in the Royal Navy. This book combines a thorough knowledge of eighteenth-century sea warfare with the verve and delight of a compelling tale. The theatre of war this time is that cockpit of empires, the Caribbean. Mainwaring joins in Admiral Vernon's great attack on heavily-defended Porto Bello. I will not spoil this good read by telling you any more. But I will ask you to ponder young Edward's response when the planter's beautiful daughter commanded Edward, "My dear love. For God's sake don't just stare at me!" Read for yourself Royal Yankee, and add to it the bookshelf of Victor Suthren's A King's Ransom, The Black Cockade, and In Perilous Seas.

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MATTHEWS AWARDS -- WE HAVE WINNERS

First, the Book Award. The winner is:

J.F. Boshier, The Canada Merchants, 1713-63.
Oxford University Press.

We also have two Honourable Mentions:

Aliette Geistdoerfer, Pêcheurs Acadiens, Pêcheurs Madelinots: Ethnologie d'une communauté de pêcheurs. Laval University Press.

Clyde Sanger, Ordering the Oceans: The Making of the Law of the Sea. University of Toronto Press.

The winner of the Article Award is:

James Pritchard, "From Shipwright to Naval Contractor: The Professionalization of 18th-Century French Shipbuilders." Technology and Culture, XXVIII, No. 1 (January 1987), 1-25.

There is also one Honourable Mention in this category:

W.J. Jurens, "The Loss of H.M.S. Hood--A Re-Examination." Warship International, XXIV, No. 2 (1987), 122-161.

Many thanks to our five committee members this year, who by all accounts had some pretty tough judging to do: Jean-François Briere, Walter Lewis, Eileen Marcil, M. Stephen Salmon and Lewis R. Fischer.

* * * *

JOHN LYMAN BOOK AWARDS: 1987

Our companion group, the North American Society for Oceanic History also has winners:

I. UNITED STATES NAVAL HISTORY -

Robert Erwin Johnson, Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present. Naval Institute Press.

Honourable Mention:

Michael A. Palmer, Stoddert's War: Naval Operations during the Quasi-War with France, 1798-1801. University of South Carolina Press.

II. NORTH AMERICAN MEMOIRS, AUTOBIOGRAPHIES, AND BIOGRAPHIES -

Douglas Edward Leach, Now Hear This: The Memoir of a Junior Naval Officer in the Great Pacific War. Kent State University Press.

JOHN LYMAN BOOK AWARDS: 1987 continued...

II. NORTH AMERICAN MEMOIRS, AUTOBIOGRAPHIES,
AND BIOGRAPHIES -

Honourable Mention:

Cmdr. John B. Nichols and B. Tillman, On Yankee Station: The Naval Air War Over Vietnam. Naval Institute Press.

III. AMERICAN MARITIME HISTORY -

Honourable Mention:

Roald Kverndal, Seamen's Missions: Their Origins and Early Growth. William Carey Library.

A.B.C. Whipple, The Challenge. William Morrow & Company.

IV. MARINE SCIENCE AND TECHNOLOGY -

Capt. Francis W. Bowker, Atlantic Four-Master: The Story of the Schooner Herbert L. Rawding, 1919-1947. Mystic Seaport Museum.

V. K. JACK BAUER SPECIAL AWARD -

Timothy J. Runyan, Ships, Seafaring and Society: Essays in Maritime History. Wayne State University Press.

* * * *

CALL FOR PAPERS

1. CANADIAN NAUTICAL RESEARCH SOCIETY
SOCIÉTÉ CANADIENNE POUR LA RECHERCHE NAUTIQUE

Annual Conference, Halifax, N.S., 22 to 24 June, 1989

Proposals for papers for this conference, which will be organized by the Maritime Command Museum and the Maritime Museum of the Atlantic, will be held at the Ward Room, Canadian Forces Base Halifax.

Theme: Marine transportation, communication and related subjects, particularly but not necessarily exclusively with reference to the East Coast. Other topics will also be considered.

Please submit proposals by January 1, 1989 to:
David B. Flemming
Maritime Museum of the Atlantic
1675 Lower Water Street, Halifax, N.S. B3J 1S3

CALL FOR PAPERS

NORTH AMERICAN SOCIETY FOR OCEANIC HISTORY
and
SOCIETY FOR THE HISTORY OF DISCOVERIES

Annual Meeting, San Francisco, CA., June 8-10, 1989

The North American Society for Oceanic History and the Society for the History of Discoveries will hold their annual meeting jointly in San Francisco, California, June 8-10, 1989. Co-sponsor of this meeting will be the National Maritime Museum. Proposals for papers or sessions should be sent to:

Sanford H. Bederman
Department of Geography
Georgia State University
Atlanta, GA. 30303

or

William N. Still, Jr.
Department of History
East Carolina University
Greenville, N.C. 27858-4353

* * * *

BOOK REVIEWS

Alan G. Jamieson (Ed.). A People of the Sea: The Maritime History of the Channel Islands. London: Methuen, 1986. xxvii + 528 pp., maps, illustrations, plates, bibliography, ship and general indices.

The contents of this very comprehensive book are divided into two parts, which reflect the very different experiences that Channel Islanders have had in maritime endeavours. Following a general introduction by the editor, the book then progresses into the opening section, entitled "The Centuries of Emergence."

This section begins with a chapter by Professor B.W. Cunliffe of Oxford University on ancient history. Some archaeological discoveries suggest the existence of maritime trade in the first millenium B.C. More concretely, the author is able to discuss with some assurance the maritime trades of the Roman period. The islands were significant during the Roman occupation, and the recent underwater discoveries of two wrecks from this period in St. Peter's harbour confirms this.

W. Stevansson of the University of Aberdeen then guides the reader through the Middle Ages. When the English king lost the Duchy of Normandy in 1204, the transport both of millstones and of large timbers had been underway for some time. Despite the loss of

BOOK REVIEWS continued...

Normandy, the important ecclesiastical link between the Islands and the Duchy generated a fair amount of sea traffic. While the connections between the Islands and England were largely political and administrative, Stevansson points out that over time these evolved into the framework within which Channel Islanders conducted their seaborne commerce.

W.R. Childs of the University of Leeds discussed the period 1300-1500. Her principal source was the English customs records, and she utilized them to paint a portrait of the day-to-day trading routine. The major connections with England were on near stretches of coast: from Plymouth, through Exeter and Dartmouth, and from Poole to Southampton and Chichester. Much of her account is quantitative; Dr. Childs has performed an important task in showing how much insight can be gleaned from the customs records. But while fascinating, at times the narrative gets bogged down under the mass of evidence.

"Neutrality, Trade and Privateering, 1500-1689" is the title of the contribution from Dr. J.C. Appleby of Queen's University in Belfast. This is an important period in terms of maritime history, for it is the era during which Channel Islanders began to pursue more active roles at sea. Indeed, these activities often took the Islanders to waters far beyond their immediate coasts. As early as the 1580s, they had established links with Newfoundland; in the following century, these were extended to New England and the West Indies. These new trades required greater capital investments and larger ships; to meet this requirements forced entrepreneurs to broaden the base of investors. But the author does not make the mistake of arguing that this new interest in the sea changed fundamentally the nature of life in the Islands. While the long-distance trades may have been glamorous, for the most part the populace clung to more prosaic means to earn their livelihoods: a combination of fishing and farming was most common.

The second part of the book, entitled "The Maritime Heyday", begins with a chapter by the late J.S. Bromley of the University of Southampton. Professor Bromley's chief concern is the early years of privateering, an activity in which the Islanders came to excel. There is a good deal of detail in his work, including impressive evidence on topics such as financing and personnel. Of special importance is his discussion of the people who invested in privateers: they were often retired captains who decided to invest in several ships. The pattern of spreading risk in

this way would later become a key to the maritime expansion of the Islands.

Privateering is also the topic of the next two chapters, by Alan Jamieson and W.R. Meyer. Jamieson focuses on the years 1739-1783, showing how Channel Islanders expanded their activities, especially in the first part of the period. In telling his story, however, he underscores an important point that is too often ignored: privateering was always for the Islanders a peripheral activity, used as a substitute for regular trade during wartime disruptions. Dr. Meyer, of the University of Leeds, takes the story up to the end of the Napoleonic Wars. It would have been preferable, in my view, to have combined these chapters.

The Channel Islands have always been a source of anxiety for the British crown, situated as they are close to the coast of a power that has often been hostile. Alan Jamieson shows in the next chapter how the British developed a strategy to cope with this fact of geography. Equally important, he traces the impact that this strategy had on the Islands themselves. Over the course of three centuries the British constructed formidable defences, which benefitted the Islands by creating jobs and stimulating the economy. They also built naval harbours, which helped in another way as well--by improving the facilities for trade in peacetime.

In the next chapter, "The Cod Trade in the New World," Rosemary Ommers of Memorial University of Newfoundland describes the involvement of Islanders in the migratory fisheries off the coasts of North America. She shows how they began with bases at Trinity and ended up almost totally controlling the entire Gulf of St. Lawrence. Jersey merchants then transported the catches to West Indian, South American and European markets. This is an impressive chapter.

Following this, Alan Jamieson returns to discuss the Channel Islanders and overseas settlement. He discusses Islanders who moved to the New World, mostly by giving examples of specific individuals. Especially interesting is the story of the emigrations to Australia that followed the economic downturns of the 1840s.

The next three chapters concern more ordinary and peaceful maritime pursuits, such as shipbuilding, shipowners, seamen, voyage patterns, lighthouse, charts and lifeboats. These were all contributed by the editor. Space does not permit a complete summary of all three, but one impression to be gained from them taken as a group is that Islanders were often

BOOK REVIEWS continued...

innovative. They pioneered in certain types of trades, for example. They also constructed in 1874 the first lighthouse to be built of concrete, and in 1803 Guernsey established one of the first lifeboat stations in the British Isles.

Dr. Jamieson then gives us two concluding chapters. The first deals with the importance of the fisheries to development; it is filled with useful evidence and information. The second concerns the coming of steam to the Islands. They were among the last to get regular steamer service, as the author points out. He then goes on to describe their mostly futile attempts to develop their own steam services in the latter nineteenth century.

The book concludes with a short postscript by the editor, followed by an excellent glossary of important terms and an extensive bibliography. In good British tradition, there is also both an index of ships and a general index, which make this a useful reference tool.

A People of the Sea was written by a distinguished group of scholars--and the book shows it. The reader is left with the impression of an immense amount of research underlying the prose. The chapters for the most part fit well together and in total provide an excellent view of the maritime life of the Channel Islands. As a Nordic maritime historian, I am struck by the similarities between the Channel Islands and the Aland Islands in the Baltic. Canadian readers will, I think, also be struck by what a book about a small group of Islands off the coast of France have to tell them about their own maritime experiences. And to make the enjoyment complete, readers also will get a beautifully-produced book.

John Hackman
Turku, Finland

Bill Glenton. Mutiny In Force X. London: Hodder & Stoughton, 1986. 239 pp., appendices, glossary, photographs; track chart of the Pacific on end pages.

By the fall of 1944 the Allied armies were successfully ashore in Europe; the Mediterranean battle was won, and even the Battle of the Atlantic was firmly in Allied naval hands, although still a worry. The U.S. Navy was on the offensive in the Pacific. Although Admiral King, the USN's Chief of Naval Operations, by this time felt he needed little British Empire help in that area, Churchill and the Admiralty were loath to

abandon by default that ocean and it's ex-colonial islands to the rampaging Americans. Pending formalization of the arrangements for the large British Pacific Fleet, to be agreed to at the Quebec Conference in September, 1944, the Admiralty resolved at the last moment in mid-July to send out a token force of six LSI's (Landing Ship, Infantry) and a headquarters ship as a contribution to the US 7th Fleet's assault operations.

Not untypically of such hastily formed task forces, these ex-merchant ships were plucked hurriedly from current European Theatre operations, all flying the RN's white ensign. Most of the vessels, apart from being seriously in need of refits, were quite unsuited for operations in the vast Pacific areas and were without any vestige of what is now called tropicalization. In some, including the author's HMS Lothian, the headquarters and communications ship, even the fresh water supply system broke down by the time they reached the Caribbean. The only fully worked-up and experienced ship was HMS Glenearn [LSI(L)]; four were wartime built "EMPIRE"-class ships, converted to carry the small assault landing craft (LCA's), that the USN promptly condemned as unsuitable for coral island assaults. The last, HMS (Clan) Lamont, although but five years old, was worn out from Normandy battles, but nevertheless was pressed into service for the 3,000 mile voyage. A motley group to represent the RN's interests, many with scratch crews, and a domineering and unsympathetic Rear Admiral.

The mutiny of the title was not much of a BOUNTY affair. It was akin to the Canadian RCN "mutinies" of about the same time, what in today's parlance would be called only a work stoppage. There were some harsh words and threats exchanged, the Royal Marines hesitatingly employed, and it was soon quelled. Even the site was vaguely ludicrous, at Balboa, in the Canal Zone. Seventeen seamen were sent to cells eventually, in Australia. Several Petty Officers were disgraced, and the popular Executive Officer in Lothian dismissed his ship, for not taking immediate and forceful action. The rest of the participants had their leave and grog stopped for several months. There is no reference to the mutiny, nor, for that matter, even to Force X in Captain Roskill's four volume official RN history "The War At Sea." [1] In fact, so little was this mutiny to disturb the even tenor of the war's progress that until publication of Glenton's book, as far as can be remembered or determined the Force and its mutiny received no mention whatever.

[1] S.W. Roskill, The War at Sea, 1939-1945. London: HMSO, 1961. Volume III, Part II, "The Offensive."

BOOK REVIEWS continued...

The main advantage and interest in this volume lies in the tale itself. Bill Glenton was a newly joined Ordinary Seaman in Lothian, and there are too few tales of the war told by the ordinary messdeck participants. Although a depressing story of ridiculous overcrowding, mostly in foetid heat in unventilated "temporary" messes, with apparently inconsiderate and even uncaring senior officers insisting on proper uniforms, normal ship's routines, and employing seamen as stevedores when no warlike role could be found, it is a very believable microcosm of what much of the war was like. Seen from the seamen's mess and in retrospect there was indeed little purpose to the whole enterprise. The spark of a couple of messdeck agitators, in the face of abysmal conditions by the time the ships reached the Canal was enough to encourage the militant and naïve to refuse to turn to when the Force was ordered to sail. While one ring-leader acquired a Lanchester sub machinegun, it was soon dropped overboard. Others of the ship's company declined to participate as expected, and in four hours it was effectively all over.

Force X did eventually connect up with the 7th Fleet, but were not wanted. After six months of depressing minor tasks and steaming about looking for a job, the atomic bomb ended the war and any potential the Force might have had. But it is an exemplary tale of how political expediency and "the price of Admiralty" affect the little man. Eventually, without both competent and understanding leadership and example, even in wartime adversity a sailor will rise up despite the threat of harsh punishment and say "That's enough. Don't be so bloody stupid."

Glenton is an experienced reporter and writer and this shows. He tells his story factually, it is well supported by what little detail he could unearth and by footnotes, and he avoids hyperbole. A nice change of pace, that, valuably, fills yet another gap in the war's history. For the affectionado--or psychologist!

Fraser M. McKee
Ottawa, Ontario

Stephen Fisher (Ed.). Studies in British Privateering, Trading Enterprise and Seamen's Welfare, 1775-1900. Exeter: University of Exeter Press (Exeter Papers in Economic History No. 17), 1987. xiii + 165 pp., tables, charts, photographs. £4.50, paperback.

The University of Exeter is an institution with a real

commitment to maritime history. This emphasis has been manifested, for example, in an expanding graduate programme, in its initiative in beginning a major project to write the maritime history of Devon, and in the launching of a major new publications series in maritime history, to begin in 1988. But yet another sign of the university's concern for maritime affairs has been the annual Dartington Hall seminars, which since the 1970s have brought together researchers from a wide variety of backgrounds to explore various aspects of the maritime past. Until recently, these gatherings have been narrowly devoted to the maritime history of southwest England. However, beginning in 1986 they began to expand their focus to consider maritime topics relevant to the rest of the nation and indeed the world. The volume under discussion here reflects at least in part this broadening of perspective. Consisting of six papers presented at the seminar in 1986 and preceding years, it does not ignore the southwest but rather attempts to place it into a wider focus. Indeed, only two of the six papers have an exclusive regional focus.

The title of the volume indicates the three principal areas of concentration. Two of the papers, by David Starkey on British privateering actions against the Dutch during the American Revolution and by Colin Elliott on late eighteenth century Dartmouth privateers, discuss what remains, despite some welcome recent attention, a little-understood aspect of maritime activity. Dr. Starkey, one of the most promising maritime historians to emerge from a British university in recent years, has already forged an enviable reputation as one of the leading experts on this topic. This essay demonstrates why: it is filled with important data and insights into the operations and effects of privateering actions. Although it deals with only a small part of a much larger topic, it serves as a useful introduction to the uninitiated and indicates the kind of analysis we can expect from his larger study of eighteenth century privateering, currently being prepared for publication. Colin Elliott's article is even more narrow than the title suggests: in fact it focusses not on Dartmouth privateering but rather on the career of one Nicholas Tomlinson. Tomlinson is of interest for two reasons: first, because a good deal of documentary evidence about his life has survived; and second, because he was a career naval officer. We know very little about the relationships between the Royal Navy and privateering, and this essay is a welcome addition to the meagre store of such studies.

The next two essays deal with what can broadly be termed "maritime enterprise." The first is Amber Patrick's fine study of shipping traffic on the River

BOOK REVIEWS continued...

Tamar in the last two-thirds of the nineteenth century. While maritime historians in nations like Canada, with important inland shipping networks, recognize the importance of non-oceanic shipping, researchers in many other nations have been less willing to concede its importance. Those who harbour similar doubts should read Ms. Patrick's contribution, which marshalls a good deal of carefully compiled evidence to show how river shipping fit into the larger picture. It is a fine example of the knowledge to be extracted from detailed research in local sources. The other essay in this section, a study of the overseas activities of James Lyle Mackay, the first Earl of Inchcape, also makes an important contribution. Written by Stephanie Jones, who in 1986 published a valuable history of the Inchcape Shipping Group and is currently at work on a follow-up volume, it poses a number of significant questions about overseas shipping entrepreneurs in the late nineteenth century. The answers, derived from a close study of Mackay's life, challenge a number of assumptions about their operations. Of particular importance, Dr. Jones shows that Mackay, at least, reinvested a considerable portion of income earned abroad into the host economy. Although it is arguable whether Mackay was typical (or indeed whether any single individual can be so considered), if the patterns unearthed in this essay can be confirmed through similar studies, it will force a number of fundamental re-evaluations both about shipping and overseas trading in the period.

The final section of this volume is devoted to the topic of seamen's welfare. It begins with David Williams' delightful study of James Silk Buckingham. Buckingham may be familiar to some maritime historians as chairman of the 1836 Select Committee on Shipwrecks, although he is perhaps more remembered by Canadians as the author of the delightful 1843 account of his travels in British North America (Canada, Nova Scotia, New Brunswick and the other British provinces in North America). While he was one of the more "catholic" public figures in Britain in an era which prized diverse abilities, he deserves recognition from maritime historians for his reforming zeal. Indeed, the 1836 committee may have been among the most successful parliamentary enquiries of all time if measured in terms of resulting legislation: at least eleven recommendations of the commission eventually found their way into legislation. David Williams' urbane and witty style of writing does full justice to his subject.

But the real gem of this volume awaits the patient reader who perseveres until the end. While the title

("Seamen's Missions and Sailors' Homes: Spiritual and Social Welfare Provision for Seafarers in British Ports in the Nineteenth Century, with some Reference to the South West") may not sound promising, in fact what Alston Kennerley introduces us to in the next forty-five pages is one of the most important and promising research topics currently being pursued. Historians of the Victorian era have provided us with an outline of the place occupied by seamen in the pantheon of late nineteenth century reform movements, but what Kennerley does is to take us inside the missions. For the most part, he is concerned here with giving us an overview of administration, a topic which is itself little understood. But of more lasting significance are the sources he employs: he has begun systematically to go through the surviving records of several such institutions. These have the potential of answering a number of questions about the seamen who availed themselves of such facilities, and in the process may be able to shed light on a number of dark corners of the nineteenth century maritime world. Alston Kennerley handles these sources with sensitivity and insight, and this paper whets the appetite for further results from his important study.

The University of Exeter has published five previous volumes of papers in maritime history. All have had highlights, but none has been so consistently good. The editor, Stephen Fisher, deserves much credit for his judicious selection of papers. In an age in which collections of essays frequently merit the obscurity to which they are instantly relegated, it is a pleasure unequivocally to recommend this little volume. It deserves to be read--and pondered--by all who seriously seek to understand the maritime past.

Lewis R. Fischer

St. John's, Newfoundland

Edwin Gray. Few Survived, A History of Submarine Disasters. London: Leo Cooper in association with Seeker and Warburg, 1986. x + 260 pp., appendices, photographs, sketches, index.

All other considerations aside, this book represents a truly impressive effort on the part of the author. In its pages he has chronicled at least three-hundred submarine disasters of varying severity starting in 1774 with the first fatal submersible boat accident ever to be recorded and takes the reader right up to 1985. Not all of these events are discussed in detail, since a study of that kind would require many volumes, but pertinent examples representative of each period of technological development have been selected for examination in some depth. These are described in

BOOK REVIEWS continued...

Gray's usual straightforward manner without delving into the technicalities of the incident more deeply than is necessary to make clear the results of cause and effect.

Until the advent of the nuclear powered submarine the classic submarine-boat was primarily a surface vessel possessing a diving capability of only limited endurance. Largely because of this compromise these vessels have proved particularly vulnerable to accidents and their safety record has been notoriously poor. Even to those familiar with the frequency of maritime disasters on a world-wide basis, particularly during the first 50 years of this century, the number of submarine sinkings and the attendant tragic cost in human lives may well come as a surprise. Taken separately they represent a distinct, numerous and dramatic class of disaster.

Most serious accidents involving a conventional boat result in a loss of buoyancy, something a submarine can ill afford, and as a consequence they submerge out of control taking their crews with them. Unlike a surface ship, however, when a submarine sinks the drama has only begun and herein lies the fascination with submarine disasters.

This book sets out to inform the reader of how these incidents come about in the first place, whether it's through design faults, material failure, human error or military action, and then goes on to describe the desperate and often dramatic efforts to save the lives of the survivors. Gray follows this up with a description of the lessons learned, or not as the case may be, and the actions taken to prevent re-occurrences of the same kind.

The author has broadened his definition of "disaster" to include wartime incidents where submarines have been sunk through means other than by the direct actions of an enemy, but whether this would be accepted as a valid combination by the military submarine community is questionable. Any submarine sinking in wartime has necessarily taken place under extenuating circumstances and these have undeniably been brought about, either directly or indirectly, by the very act of being at war. This is particularly true where human judgement and performance are concerned and very often where design and material failures are the causes. The reader must decide for himself whether these incidents should have been included at all where everything to do with the performance of a submarine is quite different from what it would be in peacetime.

The same doubts pertain to his inclusion of serious but non-sinking accidents involving submarines. These are better classed under the general heading of marine accidents and as such are not peculiar to submarines but common to all ships at sea and to my mind have no place in this account.

There are technical errors in this book that will not be easily recognized by the uninitiated. Some of these creep in because the writer has failed to bring himself fully up-to-date, such as his assertion that the Royal Navy's one-man free ascent escape method would not be of much value at 300' and below when, in fact, the system has been successfully demonstrated at 600'. He also states that the BIBS escape breathing system is charged with an oxygen-nitrogen mixture when in fact it has been using simple fresh air for the past 15 years or so. Such errors tend to introduce doubts about the quality of his technical information generally.

There are also discrepancies in the narrative. Although getting the name of the captain of the ill-fated HMS/M D.3 wrong, it's Maitland-Dougall not Douglas, and failing to mention he was a Canadian and an officer in the RCN can be forgiven, several other assertions connected with his description of this well documented incident, and others with which I am intimately familiar, are pure conjecture. Enough facts are readily available to make imaginative embellishment unnecessary and the reader is only left to ponder how often this sort of substitution has been made throughout the book.

While I would not consider this to be the best source of reference available on the subject, it is, nevertheless a good, single volume survey for the layman and casual reader. At first glance the tables in the Appendices appear to be accurate and these should prove useful to anyone interested in the subject.

J. David Perkins
Dartmouth, Nova Scotia

Paolo E. Coletta. The American Naval Heritage. Third Edition. New York: University Press of America, 1987. xiii + 641 pp., bibliography, photographs, maps.

This book is a disappointment and the author and the publishers must share the blame though perhaps not in equal parts. While The American Naval Heritage is a useful one-volume survey of the rise of American blue-water seapower, the third edition is hopelessly flawed

BOOK REVIEWS continued...

in terms of typographical errors, its incomplete index, mistakes of fact, and the inadequacy of its maps, photographs, and diagrams. Indeed the whole exercise bears the hallmarks of haste and lack of attention to detail. Are these, one might ask on the basis of the first twenty pages, the inadequately updated lecture notes of a distinguished professor of naval history? Is that anxiety borne out by the library call numbers which accompany the sources cited in the individual chapter references? Having worked one's way through the text one must fear the worst.

Where was the publisher or copy editor in all this? The text is absolutely larded with typographical mistakes. Quite apart from the annoyance of a word processing system that sometimes justifies the right hand margin and sometimes does not and introduces the most visually irritating assortment of gaps and hyphens do we have to put up with "Roose-e-It" or Arkeugh Burke destroyers, "John McCrone" instead of "John McCone" as director of the CIA, "Tanakla" instead of Tanaka (a Japanese destroyer leader in the Battle for the Solomon Islands), "Jamard" instead of "Jomard" passage (through which the Japanese invasion force was to pass on its way to attack Port Moresby), or sentences which read "Other nations had both warships warships and passenger ships...." Fortunately, when one's patience is exhausted in the typographical realm the text produces "Halsey directed him ... to destroy any enemy nits [units!] encountered...."

Of greater concern are mistakes which may be typographical or historical in nature. The Battle of Empress Augusta Bay, for example, ended at 0337 in the morning and not 1337 the next afternoon. Nagasaki was bombed on the 9th not the 8th of August, the USN does not have 980 attack submarines and President Kennedy was assassinated on 22, not 2, November 1963.

Things are not much better in the maps and index department. The map portraying the Battle of the Philippine Sea is frankly useless since the details are so small and indifferently reproduced that only a magnifying glass would give relief. The same complaints could be registered with respect to the maps of Korea and the diagrams illustrating the naval engagements in the War of 1812. The index is just as bad. Where are Mers-el-Kébir, Vittorio Veneto or Walton Walker (the American LtGen. in charge of the US 8th Army in Korea who appears in the text as Walter Walker but is absent from the index)? We do, however, have Eduard Shevardnadze in the index although his name is spelled incorrectly.

Lest the readers give up on this review as I almost gave up on the book, let me say that there is a remarkable range of information contained in The American Naval Heritage and uncharacteristically, the most valuable part of the volume is probably the last minute tack-on at the end, the chapters dealing with seapower in the 1980s, Reaganite maritime supremacy, and, to a lesser extent, Reagan and nuclear weapons. These chapters provide a brief, clear, useful exposition of the resurgence of the USN and the complex range of variables which help shape US naval policy.

One of the sub-themes that emerges in this book is the discussion of inter-service rivalry and if we examine the fate of the German and Italian navies in World War II and the vicissitudes of the USN in the late 1940s we are forced to conclude that navies frequently have more to fear from their own airforces than from the enemy. The postwar struggle between the USN and the USAF, when atomic weaponry appeared to render navies irrelevant and the USN was striving desperately to prove that it could provide equal, if not better, atomic delivery systems, is particularly illuminating.

Warts and all The American Naval Heritage is a fairly handy summary of secondary sources. It does not break new ground but it does put a substantial amount of naval history between two covers. One can only hope and pray that the publishers will get their act together when and if the fourth edition is published.

James A. Boutilier
Victoria, British Columbia

Gordon S. Smith. One Man and His Sea. New York: W.W. Norton and Company, 1986. 64 pp., photographs.

Perhaps there is a working lobsterman who one day will write about his life, lobsters, his boat, his encounters in natural history and the sea itself. Until such time, however, we will be satisfied with Cape Cod Writer and Photographer Gordon Smith's detailed description of a day in the life of Harvey Bloomer and his boat, Lilly B, lobster fishing out of Chatham, a small harbour at the south-east corner of Cape Cod. A placemat designed with a navigational chart of Cape Cod sits on this reviewer's breakfast table. Monomoy Point, Handkerchief and Stonehorse Shoals where Harvey Bloomer sets his traps are old familiars to the dreamer. Here, by Pollock Rip, Mayflower turned north from the breakers away from Nantucket to round the Cape for Plymouth and the settling of New England.

BOOK REVIEWS continued...

Around the time of the Pilgrim's landing, lobsters piled eighteen inches high along the shore after storms. They were gathered and ploughed into the fields as fertilizer. In colonial days lobsters were considered simply as trash food. Some Nova Scotians still remember their shame and embarrassment as children taking lobster sandwiches to school for lunch, proof of their poverty. Times have changed; lobsters now are luxury items and Harvey Bloomer takes every precaution to keep his valuable catch in mint condition.

Inshore fishermen are a breed apart, possessing characteristics many of us envy and admire. They learn their trade by watching closely, then doing. Often going to sea at an early age with father or uncle, it can be a rigorous apprenticeship. The successful inshore fisherman is capable, lives off the sea by himself and, above all, is independent, bounden to no man.

Harvey Bloomer is such a man. In addition, he is blessed with a caring wife who provides him with strong moral support. Lilly Bloomer, like many wives, has part time employment; in her case, clerking in a local shop. Nevertheless, always in the back of her mind is her concern for her husband, alone at sea in his small boat. Thanks to radio, she is able to confirm Harvey's well-being as he communicates at set times with a friend's boat, whether it is there or not. This constant concern and awareness for one

another must be especially strong where the work can be so dangerous.

Of all activities, that of the inshore fisherman must be one of the most difficult and sometimes perilous. The coastal waters of the north-west Atlantic are classic examples of all the navigational hazards ever encountered. Each year, up and down this coast, the sea takes its toll of fishermen. Smith describes well the difficulties encountered daily by Harvey Bloomer; difficulties of tide, weather, navigation and equipment which so soon can turn from simple difficulty to total disaster; the cruel and beautiful sea always lying in wait.

With the ever increasing demand for the products of the sea, the more complex are the problems of the fisheries. Too many fishermen are chasing too few fish. In Bloomer's world lobsters are increasingly rare. Soon it may be that lobstering will not provide a living in his area. In Canada we are fortunate that because of strict regulation we have maintained a prosperous lobster fishery. However, with the rapidly increasing costs of boats, gear and electronics, the days of the basic, independent lobsterman are numbered.

One Man and His Sea is an interesting and beautifully written little book, telling us of a way of life once common, but now gradually disappearing, not to be experienced again.

L.B. Jenson
Hubbards, Nova Scotia

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BOOK REVIEWS continued...

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