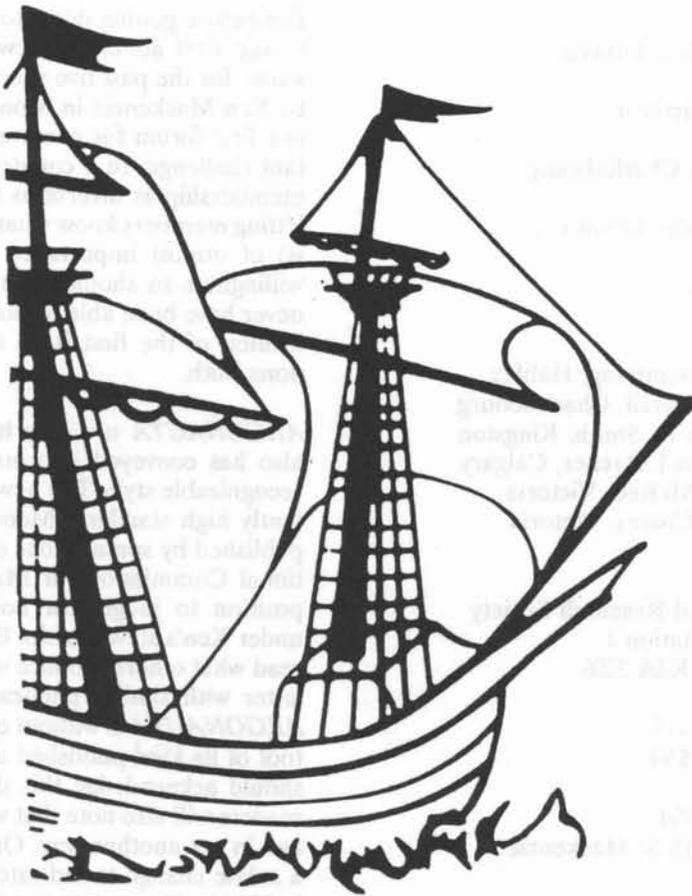


# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

Volume VI Number One  
January 1989

THE CANADIAN NAUTICAL RESEARCH SOCIETY  
Established 1984

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ARGONAUTA  
 Founded 1984 by Kenneth S. Mackenzie

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ARGONAUTA is edited for the Canadian Nautical Research Society within the Maritime Studies Research Unit at Memorial University of Newfoundland.

## EDITORIAL

This issue of *ARGONAUTA* is the first to be produced under a new editorial team at Memorial University of Newfoundland. It therefore is appropriate to tell you a bit about what we have in mind for the future of the newsletter and to suggest ways in which we believe readers can help.

But before getting down to specifics, we believe it important to say a bit about the newsletter's past. As all readers will know, for the past five years *ARGONAUTA* has been edited by Ken Mackenzie in Montreal. In volunteering to produce our first forum for communication, Ken took on an important challenge. In a country as large as Canada--and with a membership as diverse as those in CNRS--some method of letting members know what was going on elsewhere was (and is) of utmost importance. Without Ken's enthusiasm and willingness to shoulder an immense burden, CNRS would never have been able to flourish and prosper. Since the publication of the first issue of *The Canadian* the society has done both.

*ARGONAUTA* not only has performed a vital service but also has conveyed information in what has come to be a recognizable style. The newsletter has also achieved a consistently high standard. Members unfamiliar with newsletters published by some of our sister societies within the International Commission for Maritime History may not be in a position to judge just how good *ARGONAUTA* became under Ken's stewardship. But because we are in positions to read what others produce we feel able to compare our newsletter with similar publications. It is a credit to Ken that *ARGONAUTA* is without question the finest communication tool of its kind published anywhere. All members of CNRS should acknowledge this debt. We do so here, but careful readers will also note that we have paid tribute to the parentage in yet another way. On the inside cover we have made a subtle change to indicate that the newsletter was founded in 1984 by Kenneth S. Mackenzie. As long as we edit *ARGONAUTA* we will continue to remind readers of Ken's seminal contribution.

As the new editors of *ARGONAUTA* we are fully cognizant that we have some pretty big shoes to fill. But at the same time, we think it fair to say that we also believe that we can, with your help, improve what Ken has so well launched. We would like *ARGONAUTA* to become the first source for news about maritime issues, whether historical or contemporary. We want to assist in letting the membership of CNRS know what research is being done around the country; at times, we may even presume to suggest what *might* be done. We want this newsletter to contain material of interest to all segments of the membership--from naval historians to modelers, and from museum staff to retired merchant seamen. Toward this end, we will be keeping in touch with the membership on a regular basis. Indeed, about a month after receiving an issue of *ARGONAUTA*, you can expect to find a letter from us asking for information for the *next* newsletter.

We will also be asking for your input about what we are doing right and about what you feel we need to improve. We promise to listen, and with your help to produce a newsletter which, we hope, will be of even more utility than it has become over the past five years.

Some of the changes that we plan will be apparent fairly quickly. In this issue we introduce a cosmetic change that we hope you will find appealing. The newsletter is set in a proportionately-spaced publication font, Times Roman 10 pt. In the next issue, which will be published in April, we will introduce a series of new sections catering to specific interests as well as regular spaces for personal news about members' activities and news from Canada's maritime museums. Other changes, including a re-designed cover, will appear in due course. We will continue throughout to bring you feature stories and a representative sample of maritime book reviews.

The final change that we would like to tell you about concerns publication dates. For reasons internal to Memorial University, we are altering somewhat the publication schedule. The current number is dated January 1989, although you will be receiving it in March. This first number is really a "catch-up" issue, and contains much less news (and many more book reviews) than we expect to publish regularly. We should also tell you that this issue is late only because our appointments as editors did not take effect until mid-February. From now on, though, you can expect to receive *ARGONAUTA* at regular intervals. The April issue will be in your mailboxes next month. We will then publish in July and October. In all cases, you can expect to receive the newsletter in the month of publication.

We welcome your comments and suggestions about what you would like to see in *ARGONAUTA*. It is our belief that only by listening to the membership can the newsletter provide the best possible service. We pledge to do our utmost to produce the kind of newsletter that you want. In doing this, we hope to build on the strong foundation that Ken Mackenzie, through five years of diligent effort, has bequeathed us.

Lewis R. Fischer  
Gerald E. Panting

#### THE CNRS JOURNAL: A STATUS REPORT

As readers will know from the last issue of *ARGONAUTA*, the 1988 general meeting in Windsor approved the establishment of a publications committee to explore the possibility of establishing a journal for the society. The committee reported in late September and concluded that such a venture was feasible. The result is that the President has asked Dr. Olaf Uwe Janzen of Sir Wilfred Grenfell College in Corner Brook to edit the journal. Options for funding are currently being explored, but we are reasonably confident that the first issue will appear in 1990.

We will keep you informed of progress in establishing the

journal. Once all the arrangements have been made, we will be printing a call for papers in *ARGONAUTA*. But in the interim it is not too soon to think about contributing. The journal will be devoted to all aspects of maritime affairs, with a special focus on Canada. We expect that the vast majority of articles and notes will come from CNRS members. What can *you* contribute? The time to put on your thinking caps is right now.

There is one other thing about which you might like to give some thought. The new journal is going to need a name. We don't want this to be stodgy, but neither do we want it to be silly. Instead, we want a name that will convey the diversity and strengths of CNRS and Canadian maritime studies in general. If you have any suggestions, why not drop Olaf a line? He can be reached at the Department of History, Sir Wilfred Grenfell College, Corner Brook, Nfld. A2H 6P9.

#### 1988 ADMIRALS' MEDAL

The Admirals' Medal Foundation has announced the winner of the Admirals' Medal for 1988. The award went to Miss Moira Dunbar, who retired in 1978 after a long career at the Defence Research Board of Canada. She was honoured for her contributions to Canadian maritime science and technology, with particular reference to the Canadian Arctic, and for her significant impact upon navigation in ice-covered waters. The silver medal was presented by Dr. O.M. Solandt, retired Chairman of the Defence Research Board of Canada, at a formal ceremony at the Rideau Club in Ottawa on 9 December 1988.

Miss Dunbar has travelled extensively in the north by air and by ship. She was one of the pioneers in the introduction and promotion of winter navigation in the Gulf of St. Lawrence and was influential in the establishment of an ice reconnaissance and forecasting service in Canada. Miss Dunbar was the initiator and co-author of the Canadian proposal for the revision of the international multi-language terminology published by the World Meteorological Organization. She also earned wide recognition as an historian of the polar regions and has become an authority on eighteenth and nineteenth century whaling in Baffin Bay. Indeed, there are few who have contributed as much to our knowledge of the Canadian Arctic.

The Admirals' Medal Foundation is a charitable organization designed to recognize significant personal contributions to Canadian maritime affairs. The Admirals' Medal is a national award presented annually by the Foundation. Since its inception in 1985, previous winners have been Commodore Robert I. Hendy, RCNVR (ret'd); CNRS member Commander Louis C. Audette, RCNR (ret'd); and Dr. Michael C. Eames.

Nominations for the 1989 award close on 1 September. These can be made by any interested individual or organization. All that is required is a letter including brief biographical infor-

mation on the person to be nominated and a short description of that individual's contributions to Canadian maritime affairs. Nominations should be addressed to the Executive Secretary, Admirals' Medal Foundation, P.O. Box 505, Ottawa, Ontario K1P 5P6.

#### CONGRATULATIONS, BARRY!!!

From the United States comes news that CNRS President Barry M. Gough has recently been elected President of our sister society, the North American Society for Oceanic History (NASOH). We congratulate Barry on the honour of being the first Canadian so honoured. CNRS members who attended the joint conference of the two societies in Kingston in 1987 will know how close the interests of the two societies already are; we hope that Barry will be able to promote closer relations in his unique double role. We look forward to the initiatives that Barry will doubtless be undertaking in the next few months. In particular, we wish him well in his attempts to increase the membership of NASOH to the levels enjoyed by CNRS! We look forward to telling you of his successes in promoting maritime studies across the continent.

#### INTERNATIONAL JOURNAL OF MARITIME HISTORY

We would like to remind CNRS members that the special introductory rate of US\$35 for subscribing to the *International Journal of Maritime History* is in effect until 1 June 1989. CNRS members who would like to avail themselves of this offer, which includes not only two issues per year of the journal but also two issues of the *International Newsletter of Maritime History*, should contact Lewis Fischer at Memorial University. The first issue of the *IJM*, containing essays by maritime historians from Canada, the U.S., Britain, the Netherlands, India and China, will be published in June.

#### OCEAN STUDIES AT MEMORIAL UNIVERSITY OF NEWFOUNDLAND

In the fall of 1987 Memorial University established an Ocean Studies Task Force to coordinate the institution's development as a national and international centre of excellence in marine studies. Under the chairmanship of Dr. F.A. Aldrich, formerly the Dean of Graduate Studies, and advised by a distinguished international advisory council, the Task Force has been hard at work on proposals. Last July its efforts bore the first fruits with the announcement by University President Leslie Harris of the launching of Oceans 2000. In his statement, Dr. Harris called Oceans 2000 "the university's bold new initiative" to position the university "among the world leaders in ocean studies and enterprise by the year 2000." The plan proposes the investment of approximately \$850 million in government and private sector funding. A secretariat has been established to coordinate planning. The establishment of Oceans 2000 does not end the work of the Task Force, which continues its deliberations. Of particular interest to CNRS members will be the types of recom-

mendations it makes regarding maritime history and related disciplines. We will continue to report on its progress, but readers with special concerns in following these developments may be interested in receiving *Oceanline*, a newsletter published by the Task Force. This may be obtained by writing to *Oceanline*, Ocean Studies Task Force, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7, Canada.

#### THE BREAKERS: CHALLENGING CANADA'S FROZEN SEAS

Canada is a coastal nation with borders on three oceans. Although seafarers and ships have played central roles in the exploration, settlement and development of the nation, there are many gaps in the historical records of maritime activities. Certainly the era of the wooden ships, the rise and decline of the merchant fleet and the expansion of the Royal Canadian Navy have been documented with great care and skill for general and academic audiences alike. In addition, a number of books have been written about historic voyages and the establishment of the Canadian Coast Guard. However, one very important aspect of both historical and contemporary importance remains untapped: the story of Arctic seafarers and icebreaking ships in the opening of Canada's North since World War II. This project is addressed to filling this gap.

The major purpose is to analyze the ways in which people and ships have challenged Canada's Arctic seas for the purposes of expanding scientific knowledge, probing the feasibility of northern resource development and commerce, and asserting national sovereignty. Given rapid advances in icebreaking and related shipping technologies, expansion of scientific interest and research in Arctic waters, and the elaboration of Arctic regulatory and administrative regimes, it is timely that a personal and in-depth study be undertaken to examine the relationships between Arctic seafarers, technology, science, politics and the law.

The project will reconstruct the history of Arctic shipping using archival materials, government documents and personal interviews with experienced Arctic seafarers. The oral history component in particular offers a unique opportunity to collect information from seafarers who pioneered modern Arctic navigation. Since many officers have reached retirement age and others are already deceased, it is essential to collect this material soon.

This project, which is funded in part by a grant from the Association for Canadian Studies, will take approximately one year and will result in a book publication. The objective is to integrate documentary material with personal narratives to produce a study of one of Canada's most innovative industries--Arctic shipping and marine transportation.

Cynthia Lamson  
Hubbards, N.S.

### OCEANS 21: TOWARD AN INTEGRATED MARINE POLICY FOR CANADA

Dalhousie University's International Institute for Transportation and Ocean Policy Studies (IITOPS) last year was awarded a \$280,000 grant by the Donner Canadian Foundation. The grant is a major contribution in support of "Oceans 21: Toward an Integrated Marine Policy for Canada," an Institute project which will span the next three years. The project will attempt to formulate a national maritime strategy from an interdisciplinary perspective, building upon the skills and experience of the more than forty associates of the Institute both within and outside of Dalhousie.

CNRS members may be interested in further information about the project or in having some input into the formulation of policy recommendations; the project welcomes both. Contact can be made by writing to IITOPS at 1236 Henry Street, Halifax, N.S. B3H 3J5.

### INTERNATIONAL CENTRE FOR OCEAN DEVELOPMENT

The International Centre for Ocean Development (ICOD), which was established in 1985 as a Crown Corporation by the government of Canada, has a mandate to initiate, encourage and support cooperation between Canada and the developing countries in the field of ocean resource management and development. Under the guidance of a fourteen-member Board of Directors, including four international representatives, ICOD initiates and supports programs for the development of indigenous expertise and institutions in developing countries for the improved utilization of ocean resources, particularly as a source of food. Programs are carried out by enlisting individual and institutional expertise in Canada, the developing countries and elsewhere, and by developing and sponsoring technical assistance, training, information programmes, advisory services, and research relating to ocean resource development.

The Centre publishes a newsletter entitled *ICOD Info* three times each year. It contains much information about ICOD's activities, but what will perhaps be of more interest to readers is that the newsletter includes in-depth discussions of issues in ocean resource management. The newsletter is available free of charge by contacting the Information Division, International Centre for Ocean Development, 5670 Spring Garden Road, 9th Floor, Halifax, N.S. B3J 1H6.

### THE WORLD FOOD SITUATION AND THE IMPORTANCE OF FISH

(Editor's Note: The number of stories about world hunger seems to increase at a rate that is much more rapid than our ability to comprehend the problem. Normally, we would not consider the newsletter a forum for these types of stories, but recently we came across an item that made so much sense

that we decided to reprint it. In particular, we think this is a useful piece since it puts the crisis into a kind of historical perspective. The following is reprinted with permission from *ICOD Info*, the newsletter of the International Centre for Ocean Development in Halifax, N.S.)

The need for sound ocean management has never been greater, particularly when viewed in the context of the increasing demand for protein. The world today has to feed one billion more people than it did in 1974. Although current world food production could feed almost everyone, there is still widespread hunger. It is estimated that over 730 million people today do not have enough to eat. Furthermore, over forty percent of the world's hungry are women and children.

Fish is an important item in the diet of people in developing countries. In Asia alone, over a billion people depend upon fish and seafood as their major source of protein. Overall, about sixty percent of the developing world's people derive forty percent or more of their animal protein from fish. Even a small amount of fish significantly improves the nutritional value of a cereal-based diet. Fishing thus offers an opportunity to reduce hunger while at the same time creating jobs and improving the economies of developing countries.

The difficulty is that trends indicate that with a two percent annual growth in demand and a one percent annual growth in supply, the demand for fish products will exceed supply by twenty million tonnes by the year 2000. Almost seventy percent of this shortfall is likely to be in the developing countries and especially in the least developed nations.

To bridge this gap between future demand and supply, steps have to be taken to harvest under-exploited and non-conventional species, improve fisheries management, reduce waste, and develop aquaculture further. An increasing proportion of fish production has to come from the exclusive economic zones of developing countries. During the past twenty years, over one hundred coastal states have extended jurisdiction over offshore resources, including eighty countries in various less developed stages. Fishery resources are not uniformly distributed throughout the oceans.

From 1950 to 1969, the world fish catch increased at a healthy annual rate of six to seven percent. This coincided with the spectacular growth in distant water fishing, in which nations fished waters far from their home bases. However, after 1970 this rate of growth declined to about one percent. The decline in the rate of growth is attributed to limitations of maximum sustainable yield, overfishing, and post-harvest losses. It is expected that the present catch level of eighty-five million tonnes may grow to one hundred million tonnes by the end of the century.

Fish catches in developing countries constitute an increasing proportion of total world fish catch. The share of developing countries increased to fifty-one percent of total world catch in 1985 from 47.7% in 1970. Artisanal fisheries account for

twenty-five percent of total world fish landings and forty percent of world fish consumption. Production of fish from aquaculture has doubled in the last decade. Presently, it accounts for ten percent of world production of fish products. A five to ten-fold increase is expected to be achieved by the year 2000.

Over the next decade conventional fishery resources may hardly keep pace with demand. It is essential that post-harvest losses be reduced and also that the proportion of catch going to fish meal (thirty-three percent of total world catch) be cut and aquaculture production expanded. The demand for fish products is likely to increase as cheaper species and products are made available to consumers. Thus, exploiting non-conventional species will become essential.

#### MARITIME ABSTRACTS AND SHIP LISTS

(Editor's note: The following plea was submitted by Mr. Harry S.M. Taylor of Edinburgh. Mr. Taylor is especially interested in ship lists, and has personally compiled a large number. He submits this request not only on behalf of listers but also on behalf of historians, who frequently find the output of listers invaluable. Readers who would like to contact him or who would like more information may write him at 30 Bruntsfield Gardens, Edinburgh, Scotland EH10 4DZ).

A world bibliography of maritime abstracts is now essential. To illustrate this point, we can consider these sources in six groups.:

1. Little known abstracts;
2. Abstracts in only a few locations;
3. Typescript and manuscript abstracts;
4. Lost abstracts;
5. Abstracts in local institutions;
6. Abstracts in private hands.

There are several examples of groups 1 and 2. In 1820 the Glasgow Association of Underwriters became dissatisfied with *Lloyd's Register of Shipping*, which they thought listed far too few Scottish vessels. They contacted the customs authorities and subsequently produced the only complete register of Scottish shipping of which I know. The publication seems very rare; indeed, it does not appear in either the *British Union Catalogue of Periodicals* or in the British Library catalogue. I have been able to trace only two copies elsewhere.

Another example is the *Lloyd's Universal Register*, a publication produced by Lloyd's from 1886 to 1890, in addition to their usual *Register*. To produce this grant list, Lloyd's contacted every government, but few institutions purchased what was probably regarded as an academic publication. I know of only three locations in which this may be found.

An example from Group 3 is the outstanding work of Anthony Browning of the Glasgow Museum, who in twenty-five years' labour managed to list 25,000 out of an estimated 30,000 Clyde-built ships. Browning's list exists in typescript

in a few locations.

An example of Group 4 is an abstract made by a Strathclyde archivist of all Clyde sailing vessels from *Lloyd's Register*, 1860-1914. This list includes approximately 3000 vessels and over 300 owners. Unfortunately, since this gentleman retired I have been unable either to trace him or his abstract.

To illustrate the types of abstracts that fit into Group 5, I can cite the excellent abstracts for Aberdeen made by Dr. John Duthie and the 36-volume list compiled for the Tay area by the late John P. Ingram. But these exist only in their local institutions, which entails a good deal of time and expense to consult them. Copies should be deposited in major centres as well.

Group 6 consists of abstracts made by people, often with maritime connections, who do valuable research without any intention of bringing the work to publication. I recently discovered a retired merchant navy officer who had spent eighteen years listing not only every shipbuilding firm in his area but also every ships' carpenter and shipyard worker! Yet he had no intention of publishing this and completely failed to see how his research might have been valuable to others.

It is time that this material was collated and published on an international scale. An enormous reservoir of potentially-valuable material lies untapped here. It would be helpful if readers would make enquiries in their regional and national areas. Information may be sent to Professor Fischer at Memorial or to me directly. These abstracts and lists may include ships, shipowners, builders, seamen or whatever. In many cases, they are the stuff out of which history can be written. But their value is diminished if it is impossible to locate these sources.

Harry S.M. Taylor  
Edinburgh, Scotland

#### RESEARCH ASSISTANCE AVAILABLE

One of the vexing problems in conducting research into maritime topics is finding high-quality expertise. All researchers run into problems with topics on which their own expertise is minimal. When this happens, the obvious question is where to turn for assistance? We have no all-inclusive magic answer, but for readers with certain kinds of problems we do have a suggestion.

The College of Maritime Studies in Southampton, England, contains a unique "Shipping and Maritime History Study Group." This group, comprised of staff from the College, stands ready to assist with queries of an historical nature relating particularly to the Merchant Service. The members are especially good at assisting with questions of a technical nature. Since the College possesses a comprehensive technical library and other relevant facilities, members of the group are available to undertake fairly extensive research and analy-

sis. Their goal, in short, is to provide an authoritative reference service. At present, research questions being pursued include: the design and operation of blockade-running commercial submarines during World War I; the stability of passenger ship designs prior to 1939; and an analysis of maritime statistics, 1928-1978. But the group also has expertise in a wider range of subjects, including the history of shipping companies; marine artifacts; ship design; shipboard practice; seamanship; marine engineering; salvage; navigational instruments; maritime signalling and radio communications; and naval and maritime medals, uniforms and ephemera.

If readers have questions with which they believe the group can assist, these may be addressed to the Co-Ordinator, Captain B.M. (Mike) Leek at the College of Maritime Studies, Warsash, Southampton SO3 6ZL, England.

#### WORLD MARITIME UNIVERSITY

In the last issue of *ARGONAUTA*, there was a brief story on opportunities for obtaining maritime training in Canada. But it might be of interest to readers to know something about an innovative maritime training programme outside our borders. This is the World Maritime University in Malmö, Sweden.

The University, which is sponsored by the International Maritime Organization, was officially opened on 4 July 1983. Its primary purpose is to provide higher education and training for senior maritime personnel primarily (but not exclusively) from developing countries. No comparable institution exists anywhere else in the world. As of the end of 1988, the University boasted an enrolment of more than four hundred students from close to ninety nations. Students enrol in a two-year course leading to a Master of Science (MSc) degree in one of seven specialties: General Maritime Administration (either public administration or shipping and ports); Maritime Safety Administration (either nautical or marine engineering); Maritime Education and Training (with the same two options as in Maritime Safety Administration); and Technical Management of Shipping Companies. All instruction is undertaken in English, and fellowships are available for deserving students.

The staff at present consists of a rector and vice-rector, plus ten professors and a number of lecturers. These personnel are supplemented by short-term visiting instructors in a variety of specialized fields. The University is operated on a budget of approximately CDN \$7.5 million, entirely from voluntary contributions. Canada is one of the nations that supports the University, both directly and with a variety of special fellowships. The United Nations Development Programme and the Commonwealth Secretariat are also important contributors. CNRS is also involved, albeit indirectly, since several of our members have taught at the University.

Readers interested in more information about this exciting institution and its programmes are invited to write to the

Rector, World Maritime University, P.O. Box 500, S-201 24 Malmö, Sweden.

#### INTERNATIONAL MARITIME HERITAGE YEAR

The World Ship Trust has designated 1990 as "International Maritime Heritage Year." The principal purpose of the Trust is to encourage preservation of historic ships; it hopes that by focusing public attention on this topic next year the process of saving important vessels will be strengthened. A series of events is envisaged to commemorate the year, but most are still in the planning stage. We will keep you informed about the Trust's work and about events for "International Maritime Heritage Year" as the planning becomes more concrete.

#### DIRECTORY OF MARITIME MUSEUMS

The International Congress of Maritime Museums is sponsoring a project that we believe is extremely important. This is the preparation of a totally-new directory of the world's maritime museums. The last such venture was completed more than twenty years ago, and consequently is very much out-of-date. The new venture, which will be directed by Mr. Richard Hunter, will survey the museum community as completely as possible. The resulting directory will be designed to provide basic data about the museums, ship restoration projects and related maritime collections that will hopefully not become immediately outdated. This type of directory will doubtless be of immense value to the museum community, but we also believe that it will be important to maritime researchers. We wish the ICMM every success with this project and we look forward to its completion. We will keep you informed about the progress of this endeavour.

#### THE JOURNAL OF ROCHFORD MAGUIRE

The Hakluyt Society in London has recently published a two-volume work that we believe will be of interest to a wide variety of Canadian maritime historians. John R. Bockstoe has edited *The Journal of Rochfort Maguire 1852-1854. Two Years at Point Barrow, Alaska, aboard H.M.S. Plover in the Search for Sir John Franklin*; these volumes comprise volumes 169 and 170 of the Second Series of the Society's publications.

In 1845 Sir John Franklin's expedition left England, searching for a northwest passage, and vanished into the Arctic forever. Three years later H.M.S. *Plover's* was the first departure of an eventual twenty-one expeditions sent to search for Franklin. Although most of the analyses of the Franklin search have focused on the large expeditions in the eastern Arctic, the smaller western expeditions also produced significant geographical and ethnographical data. The *Plover's* voyage of 1848 to 1854 marked the first constant presence of Europeans in the western Arctic, and Rochfort Maguire's *Journal* is the earliest account of a sustained presence. This is an important historical document.

The *Journal* also includes much that is explicitly maritime. John Bockstoe's introduction provides a detailed discussion of the history, logistics and strategy of the Franklin Search in the western Arctic. A series of appendices include accounts of the Search's five boat expeditions near Point Barrow.

Historians interested in the Arctic will of course want to own these volumes; scholars interested in maritime exploration will also find much of interest. The two-volumes are free to members of the Society; others may order them at what think is the bargain price of £30. Orders should be sent to the Hakluyt Society, c/o Map Library, The British Library, Great Russell Street, London WC1B 3DG, England.

#### GREAT LAKES BARGE SCHOONER: THE RIGGING OF A MODEL

(Editor's Note: In the March 1988 issue of *ARGONAUTA* we ran the first part of an essay by Bob Gibbons. Here we print the concluding part of his essay. Readers will note that he has a number of queries included in this article; anyone who can assist with his questions can write him at Box 775, Brighton, Ontario K0K 1H0.)

After the hull and deck were completed, I continued on with the deck furnishings and bulwarks; I also stepped the masts. But because of a lack of detail in the plans by Mr. Chapelle, I still had a lot of questions. There is not much information available on barge schooners, so some questions were answered only through trial and error. Other questions required a good deal of research. The builder obviously knew what he wanted: a quick and inexpensive yet sturdy and functional vessel. When it came to rigging, though, I wonder whether some common practices were omitted?

I can understand how Mr. Chapelle in drawing up the plans had to make decisions about what to include and what to omit. In those cases in which there was little detail, I went with what I believed to be "common practice," even though there often seemed to no rhyme nor reason for the omissions. The rigging was quite simple and basic, I suppose because of the small crew size (only four to ten men). There are some photographs available of barge schooners, but the questions that I have are difficult to answer from the surviving evidence.

My principal questions are as follows:

1. Did the jumbo jib have a bonnet on it?
2. While there were no reef points shown on the sails, were shallow reef points used to keep the booms clear of the deck load?
3. Was smaller rigging (e.g., topping lifts) attached to the booms and gaffs by a wye band, or did they use becketts? Is it possible that it was just looped around?
4. While the plans do not show purchases used for lifts, downhauls, reef tackles or for the lowering of

the centreboard, I used either single pulley blocks or gun purchase. Is this correct?

5. Were clew lines used for reefing the main topsail?

6. How many shrouds were used on the fore and main masts?

7. There were no shrouds shown for the top mast. As there were no crosstrees, I used one each of port and starboard shrouds and carried them down to the rail cap. Does this make sense?

8. Were chain plates inside or outside the bulwarks?

9. While the plan shows a backstay on the port side and the main mast as offset, was there a backstay on the starboard?

10. The plan shows a triatic or spring stay aft of the foremast. With the main mast offset, should there this be on the port side?

11. On the booms and gaffs, were blocks or sheaves on the outside of spars or on the inside?

12. Mr. Chapelle stated that if there was deck room there were no reef tackles or Lazy Jacks on the foresail. Is this likely?

13. Were Lazy jacks used on the main?

14. Although there was no detail, I put ratlines on the main shrouds and none on the fore, assuming here that there was no reason to go aloft. Was this the case?

15. Was a protective coating such as tar put on the rigging, as would be standard in salt water practice?

16. And now for one of the biggest questions: was wire rope used? I suspect that the bowsprit rigging used wire, since the plan shows a turnbuckle in that area.

17. Finally, how many hold stanchions were there and where were they positioned? *Lake Huron* by Fred Landon (1944) states that the lumber was piled in the hold up to the deck beams and then wedges were driven in to help support the deck load.

So, thar ya go--the schooner is done, completed, finished, at least for now. Mind you, on this model I did put on sails, albeit simulated *paper* sails. I guess that with purists, this would be quite a gaffe! At any rate, I have now started another model. This one will be 1/4" scale--with my big mitts, 3/16" scale is a wee bit small. But the first model was not only interesting, it was fun. I hope that by the time I finish the deck on the next model I will have discovered at least what shape the deck cargo hold covers were.

Robert E. Gibbons  
Brighton, Ontario

#### References:

- H.I. Chapelle, *The American Fishing Schooners*  
Fred Landon, *Lake Huron*  
John Leather, *The Gaff Rig*  
*The Lore of Ships*  
Edward W. Smith, *Workaday Schooners*

## CALLS FOR PAPERS

From time to time we will print information concerning conferences that we believe will be of special interest to readers of *ARGONAUTA*. For the most part, these will be conferences held in Canada, although upon occasion we will also notify you about opportunities for Canadian papers in international conferences. Beginning in the April issue we will publish regularly a complete list of upcoming conferences, but below we print information about a couple of conferences that we think may be of interest to a number of our readers.

FIRST INTERNATIONAL CONGRESS  
OF MARITIME HISTORY

The Maritime Economic History Group, in co-operation with the International Commission for Maritime History, is pleased to issue a call for papers for the First International Congress of Maritime History. This conference will be held in Liverpool, England in August 1992 and will be hosted jointly by the University of Liverpool and Merseyside Maritime Museum. The precise dates of the conference will be established shortly.

Proposals for papers and complete sessions are welcomed from researchers interested in all aspects of maritime social and economic history, including ports, merchant shipping, maritime labour, international trade, technology, fishing, whaling, maritime business history, underwater archaeology and maritime communities. Younger scholars and researchers are especially invited to participate. Proposals should include a short one-two page summary, indicating the topic, general argument and literature to be utilized; a brief *curriculum vitae*, listing major publications, should also be appended. Proposals should be sent *as soon as possible*, but in no case later than 1 September 1989, to Professor L.R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7, Canada.

It is intended that all or most of the papers will be published. Publication will take a variety of formats, including special issues of the *International Journal of Maritime History* and several volumes of collections of essays. An international program committee will make decisions about the acceptance of papers.

VANCOUVER CONFERENCE ON  
EXPLORATION AND DISCOVERY

This conference, which is being held to celebrate the bicentennial of the arrival of Captain George Vancouver on the Pacific Coast of North America, issues a call for papers. The symposium, which will be hosted by Simon Fraser University in Burnaby, British Columbia, 17-19 April 1992, is interested in papers that embody new research on the social, cultural, economic, scientific, technological and literary aspects of exploration and discovery in the sixteenth to eighteenth cen-

ture. Preference will be given to proposals which focus on the North Pacific, but scholars wishing to present papers on other parts of the world are also invited to apply.

Proposals must be submitted to later than 15 September 1989 to: The Director, Vancouver Conference, Department of History, Simon Fraser University, Burnaby, British Columbia V5A 1S6, Canada. Proposals should be accompanied by a 100-200 word summary and a brief *vita*.

## BOOK REVIEWS

J.F. Boshier. *The Canada Merchants 1713-1763*. Oxford: Clarendon Press, 1987. xiv + 234 pp., tables, maps, plates, genealogical charts, bibliography, index.

In this new book, which earned its author the 1987 Keith Matthews Award from the Canadian Nautical Research Society, John Boshier leaves the realm of French public finances to which he devoted his earlier works (*The Single Duty Project, French Finances*) to turn to the maritime entrepreneurs of 18th century La Rochelle who traded with New France.

As the title clearly indicates, this is a work in social, not economic history. Boshier is not interested primarily in La Rochelle and its trade but rather in the people who operated it. The book is divided into four major sections. The first section is a long introduction in which the author defines both stage and actors: Canada in the French Empire, the merchant and his family in French society. Boshier insists that the history of New France has often been misinterpreted because it has been studied in the perspective of a national history; New France should be considered for what it really was (an extension of France), not for what it would become later. The author also emphasizes the overwhelming importance of family ties and religion in the 18th century business world. In the two following sections of the book, Boshier gives us a close study of the two major groups of people involved in the trade between La Rochelle and New France. First, the Catholic majority: merchants, but also poorly and irregularly paid naval officers, as well as financiers (managers of public funds) always ready to dabble in trade when profitable opportunities arose. These people belonged to "Bourbon official society" and formed a coherent, closely knit world connected through multiple channels to the French Monarchy and the Catholic Church. They all intermarried. They dreamed of titles, estates and high offices in the hierarchy of the State; this is what they were in business for. Then, a section on the minority: Huguenot merchants (known as "New Converts" after Protestantism was banned in 1685) who, kept outside of this "official society" associated with *émigré* and foreign businessmen in Protestant countries. The religious persecution that had put the Canada trade in Catholic hands during the reign of Louis XIV faded after 1715, allowing the Huguenots to be back in this trade a decade later and preponderant

in it by the mid-century. In the last part, Boshier analyzes the situation of the Canada merchants during the financial and military disasters of 1756-1763. A few reproductions of Vernet's "marines", genealogical charts of major trading families, a dozen tables and two maps illustrate this clearly presented, well-written study.

Some people may not like this book. They will find it too empirical, too heavy on genealogical/biographical details and too contemptuous of any sort of quantification. Such an assessment would miss the point of what Boshier's work is all about. This book is built upon the assumption that looking closely at individual behaviour and individual circumstances allows for a sharper, more penetrating interpretation of social history. The author sees the French Empire as a network of human beings, all linked by personal bonds of various types: affection, loyalty, authority, common economic interests, and common religious faith. If one does not understand the interactive process through which these bonds maintained the whole network, it is impossible really to grasp how trade and empire worked. Thus, Boshier's approach is firmly opposed to quantitatively-oriented social history because it tends to lose sight of the forces that motivate human actions. For the author, social history is a human puzzle both literally and figuratively. Painstakingly, he takes one piece after the other: "an exercise in making sense of countless tiny facts gathered slowly over fifteen years from scattered sources [...] Inspector Maigret and Sherlock Holmes were faced with similar problems..." (Preface). Stating the paramount importance of family ties and loyalties in the 18th century French business work is nothing new, of course. But historians have often come to that "social" conclusion after having studied trade and business. Boshier reverses the equation: personal ties, families, and clans are the starting point of his inquiry and provide the threads that lead to a better understanding of trade and business. The result is a most intricate analysis of the various ramifications of La Rochelle trading clans on both sides of the Atlantic. Especially interesting are the chapters dealing with the role of Huguenots in the Canada trade, their numerous connections in New France and the increasing share they took of this trade after 1730 (half of La Rochelle's shipments to New France in the mid-1750s). The paramount importance given to the distinction between Catholics and Protestants in this book contrasts sharply with John Clark's recent study playing down the differences (*La Rochelle and the Atlantic Economy during the Eighteenth Century* [Baltimore, 1981]). Most interesting also is Boshier's suggestion that the increasing tolerance of the French State towards Huguenots and its abandonment of the Church's cause of counter-reformation started the historical process that would lead Protestants (French and others) to lay their hands on Canada. At the same time, Catholic merchants and officials were harmed by their close connections with a bankrupt state. In the end, it seems that the fate of New France was sealed when, during the first half of the 18th century, the French state finally rejected the old Catholic idea of colonization as a religious conquest to fully embrace the mercantilist concept of colonies for trade. This transformation

greatly modified the French imperial picture, weakening the position of New France, a colony which had been built along the lines of the old system.

Both the approach used by the author and the somewhat Weberian flavour of the Catholic/Protestant dichotomy on which this book is built are likely to make it controversial. Whatever the reader's view of this approach, he/she will find in Boshier's study a superb achievement in scholarship backed by an impressive amount of research. One of its great qualities lies in the author's ability constantly to relate the "micro-history" of individuals and families to general history. This is a book in which the smallest details always make sense as part of a much broader picture. As with his previous books, Boshier succeeds exceedingly well in presenting in a clear, concise, jargonless manner a subject matter that is complex by nature. *The Canada Merchants* enunciates a entirely new perspective on how the French Empire worked in the 18th century. In the past, this has too often been studied either from above (general colonial policy) or from below (single actors: individuals, religious orders, trading companies, etc.). The time was right to synthesize these approaches and to make them illuminate one another. This book succeeds brilliantly in doing just that.

Jean-François Brière  
Albany, New York

James Pritchard. *Louis XV's Navy, 1748-1762: A Study of Organization and Administration*. Kingston and Montreal: McGill-Queen's University Press, 1987. xiv + 285 pp., bibliography. \$32.50, cloth.

The aim of Pritchard's book is "to describe and analyse the response of naval organization to the challenges it faced by focusing upon three essential elements...(p. xi)." Those elements are the navy as an organization of individuals, the relations between individuals and groups within the navy as well as their links to the larger context of French society, and naval finances. Pritchard maintains that this third element, finances, "governed all the rest (p. xii)." At the same time, Pritchard consciously sets out to create a work which will complement Daniel Baugh's magnificent study of British naval administration in the Walpolian age, even as it adds to the small but growing body of literature on the eighteenth century French navy. Finally, he seeks to correct what he sees as a failing in the literature, namely the tendency to recognize the importance of the Seven Years' War to French history without necessarily adding measurably to our understanding of that war. All these goals make Pritchard's book an ambitious undertaking. While there is no question that Pritchard has made an important contribution to the field, I am not convinced that the quality of its presentation necessarily measures up to that importance.

The organization of the book reflects its principal aim. Pritchard devotes separate chapters to the many levels of admini-

stration, the officer corps, the arsenals, the ships and the fleet, as well as the numerous problems facing every eighteenth century navy: the manning problem, ordnance acquisition, and naval stores. Throughout this analysis he alludes to the problem of finance, thus preparing the reader for a separate chapter on that subject before offering a final conclusion. Pritchard's thesis, if not its presentation, is simple. He argues that the long peace after 1713 left the navy ill-prepared for the rapid expansion necessary once war broke out between England and Spain in 1739, a war into which France would be drawn by 1744. The navy emerged from that war severely in debt and facing a massive reconstruction programme to prepare for the next war. The effort to restock the arsenals, re-build the fleet, to reform and renew the navy's permanent organization, seemed rewarded by impressive results, but Pritchard insists that the navy which went to war in 1755 lacked "staying power" (p. 207), largely because of the financial strains under which not only the navy itself but the French government by then was labouring. Pritchard is careful not to take away from the achievements of the British navy in battle and on blockade, but he maintains that "financial difficulties are what gave effect to the British blockade of the seaports during the final three years of the war" (p. 183). This is not an original argument, the author concedes; Richard Pares made very much the same point over fifty years ago. Pritchard's contribution rests with the careful attention he gives to dismissing the old charges that French financial difficulties were simply caused by incompetence and fraud. Though both were in evidence, neither was particularly worse nor better than in other countries, including England. Instead, Pritchard maintains that the French system of naval administration was the victim, not the instigator, of an often incoherent and certainly confusing financial system which functioned only so long as government credit was strong enough to carry the navy's massive debts. Under the strains of the Seven Years' War, confidence in the government fell; and with it, so did the financial house of cards which kept the French navy alive.

The book is not without its drawbacks. The bibliography lists only primary sources, not secondary ones. Nor have I ever believed that endnotes are a satisfactory substitute for footnotes. Most annoying was a tendency to try and pack as much information into a sentence, or paragraph, or page, as possible. Pritchard claims to have guarded against "excessive detail" (p. xii), but the problem is less a matter of saying too much than one of not saying enough. When he defends the brevity of his time frame by explaining that "a longer time frame might ... sacrifice depth to breadth, analysis to narrative", Pritchard is making a virtue of a vice. In a study which purports to break new ground, should not narrative be given special consideration to ensure that analysis is clear? The compressed nature of his analysis forces the reader to keep a small library at hand. Thus, when discussing the administration under Moras, the naval secretary from 1757 to 1758, Pritchard maintains that "A ... serious problem arose from the capture of Minorca... (p. 11)", but he does not identify that problem, referring the reader instead to Pares' study of

*War and Trade in the West Indies, 1739-1763*. Elsewhere, Pritchard argues that the deteriorating state of naval finances meant that by late 1757, "the comptroller-general of finances rather than the naval secretary of state formulated naval policy (p. 11)." Yet a few pages earlier, he had insisted that the naval secretaries were never responsible for formulating naval policy, only for executing it (p. 3). I have no doubt that such seeming contradictions can be resolved, but it would require more attention to narrative clarity than Pritchard provides.

There is also a question of emphasis. The chapter on the arsenals identifies many problems, some of them insurmountable, which faced arsenal administrators. A detailed litany of corruption, financial crisis, supply shortages, lack of training, jurisdictional disputes, and staff cuts leaves the reader amazed that the arsenals were ever able to function at all. It comes too late in the chapter, then, to balance this impression when Pritchard declares in his final paragraph that "the fact remains that a few hundred men supervised and directed the activities of thousands of workers and sailors and kept the arsenals running remarkably well. As the search for funds came to dominate ..., the continued functioning of the arsenals provided the best demonstration of the fundamental soundness of their organization and administration."

While such weaknesses may diminish the quality of the book, they do not diminish its importance. Pritchard provides an impressive study of the administrative limitations which encumbered the navy and affected its ability to serve the strategies and policies of the French government. In the course of developing his analysis, Pritchard offers several other revisions to French naval history. He insists that Berryer's reputation as the worst naval secretary is unfair, given the enormity of the financial problem which the navy faced during his term in office (1754-61). Pritchard denies that naval intendants were absolute masters of their domains, identifying many factors which undermined their authority. He denies that manpower shortages were caused by the lure of privateering or losses by capture at sea, blaming sickness and unpaid wages (which caused desertion to soar) instead. He argues that French naval officers did *not* have a very good scientific education, in contrast to the generally-accepted view. He also contends that neither the debt nor reconstruction of the fleet lead to any fundamental reforms in government financing after 1762, leading him to conclude that Choiseul's reputation as a reformer is over-rated. In the final analysis, it is how Pritchard revises and expands our understanding of how the administration of the French navy affected its performance as an instrument of policy and war during the middle of the eighteenth century which defines the standard by which this book should, and will, be judged. By that standard, this is an important contribution to naval history.

Olaf Uwe Janzen  
Corner Brook, Nfld.

John Stanton. *Never Say Die! The Life and Times of John Stanton, A Pioneer Labour Lawyer*. Ottawa: Steel Rail Publishing, 1987. xii + 257 pp., statistical appendices, photographs. \$14.95 paperback.

This is a book about the struggle of workingmen in British Columbia, from the "Battle of Ballantyne Pier" in 1935 to the general strike on the waterfronts of B.C. in 1958. It was the struggle to gain recognition of their unions and for the right to strike and picket, to be compensated for injuries or damage to health on the job, and to retire with a pension when old and worn out.

It is a story well told, which is something that cannot always be said of trade union history and even less of trade union history combined with legal history. In the case of this particular book much interest derives from the fact that it is an insider's account. John Stanton was the union lawyer involved in each of the cases described in this book. He has drawn upon his own recollections and files (now housed at the University of British Columbia Library) to describe events leading up to the court battles. Chapters are brief, about ten pages each, presenting each case in a lucid and straightforward style. Stanton knew the union men well and describes them with colour and verve. He obviously sympathized with their cause. The book might have become episodic were it not for the presence of a strong theme, namely the role of court injunctions, especially *ex parte* injunctions, in labour history.

Time and again workers job actions were undermined by court injunctions granted to employers, without the presence of union representatives, on the basis of employers' claims of injury caused. Often unions reacted by disregarding the injunction, only to be faced with contempt of court charges. Even if the claim of injury, which initially sustained the injunction, were later proved false, as in the case involving the ILWU in Squamish in the 1960s, the contempt of court charges stood. As for these charges, they were frequently dealt with by a process whereby the same judge bringing the charge sat in summary judgment--there were no rules--of the charged. The upshot of this was that injunctions undermined one of the most effective instruments, and often the only instrument, the unions could use to sustain their interest. The judicial system constantly and systematically operated to the advantage of employers in industrial disputes.

In documenting this problem in labour relations, the book by implication raises questions about the narrowness of organized labour's strategies in industrial disputes and the relationship of the labour movement to politics. Stanton does not document the employer or management side in these disputes. And as an advocate for labour in an adversarial system there is no reason why he should. However, in the book it became very clear that in the courts the unions were bound to lose. In fact the reader was stunned by the number of cases--good cases in which they were on solid ethical and moral grounds--that Stanton and the unions lost. That they

went on fighting again and again for thirty years is the heroic--the "never say die"--dimension of the story. Still why did the unions keep losing and how could they develop alternative strategies? From the cases themselves it is clear that the unions did win new concessions between the 1930s and the 1960s and grow considerably in strategic capacity. However, it is not evident from this set of cases how this happened, and here the book does appear episodic.

John Stanton has made a valuable, interesting, and thought-provoking contribution to labour history. Much of the book, nine out of eighteen chapters, deals with the complex web of relations on-shore that supported Canada's Pacific maritime activities. For the labour historian, or for the maritime historian specializing in the organization of labour, this is both a valuable and interesting work. It also has special insight and balanced judgement (chapters 15 and 16) on the Cold War and anti-communism in the union movement.

David McGinnis  
Calgary, Alberta

Theodore Ropp. *The Development of a Modern Navy: French Naval Policy 1871-1904*. Edited by Stephen S. Roberts. Annapolis: United States Naval Institute Press, 1987. 439 pp., 64 photographs, 11 plans, 5 maps, appendix, notes, bibliography, index.

This book is quite unusual. It has, in effect, been lying dormant for fifty years. The author, Theodore Ropp, is professor emeritus at Duke University, where he has taught since 1938. His 1958 work, *War in the Modern World*, is now a classic. He has served as president of the American Military Institute, has taught at the U.S. Naval War College, and is without doubt a leading authority on military affairs. This book is an early work, written in 1937 but, until now, never published. It has only now been put into book form by Captain Stephen S. Roberts, USNR, who has done an excellent job. The illustrations are most interesting and the notes and bibliography are comprehensive.

A great many books, contemporary and modern, have been written about the Royal Navy in the late-Victorian era, but very little is available in English that deals directly with the development of the French navy; although France was the second ranking maritime power, bearing much the same relationship to the RN as the navy of the Soviet Union does to the USN today. It is therefore most rewarding to find such a thorough study of the French navy in the period of swift technological development and changing political relationships that came at the end of the last century.

The depth and richness of this study is due to the comprehensive way Mr. Ropp has examined all the influences that came to bear upon an institution such as a navy. The development of naval science and architecture; the progress of naval ordnance; the invention of new weapons of war, (the torpedo); different strategic theories (Mahan's and its alter-

native, the *jeune école*); the race for colonies by the European powers, changing alliances and foreign policy: all these are explained, as we would expect. But Mr. Ropp has also taken into account the interplay of the various political parties; the relationship between the navy high command and the ministers of marine; cliques and factions within the Navy itself; its internal organisation (and failure to re-organise); sociological factors; the association of the navy with the colonies, with the church and with the press.

The most important aspect of the French navy's counter to British numerical superiority was the strategic response developed by the group known as the *jeune école*. Coastal, commercial and torpedo warfare were to neutralise the power of the British battle-fleet. The chapters that cover the matters relating to these developments and to the years from 1875 to 1890 are among the most interesting in the book. The influence of Captain Louis Grivel, Admiral Théophile Aube and the journalist Gabriel Charmes, as well as of the other principal actors, is well described. This was a period in which the French navy was technically very advanced. Mr. Ropp considers that in the late 1880s, in the period immediately before the 1889 Naval Defence Act, it was at least equal to the Royal Navy, and he notes that the United States adopted the French system of naval artillery at this time. He also asserts that the implementation, if not the invention, of all the important advances of the period: steel guns, hardened steel armour, the torpedo boat, the fast armoured cruiser and the submarine, were due to the French navy's efforts to counteract the numerically superior British fleet.

After 1890 French naval policies became very confused and the navy's relative strength declined markedly. Ropp takes his story up to 1904, when France and Britain became allies in the face of the German threat. After maintaining her position as the second naval power since 1815, the French became content to accept fourth place among the world's navies, after Germany and the United States. It fell to Germany to apply the *jeune école*'s theories: the bombardment of towns (from the air as well as from the sea), and the systematic destruction of merchant shipping, during the two World Wars.

It may seem far-fetched, but in my opinion this history has an important lesson for our own time. For nearly one hundred years the French Navy challenged the British, but without ever actually provoking war. The result was that France acquired the second largest world-wide empire and curbed British expansion in many ways and in many places. The Soviet Union and the United States are in much the same relationship now as France and Britain were then. Let us hope that Russia follows the example of France and not that of Germany, who precipitously provoked two wars, losing both. Better to be a successful number two than to bring down both yourself and number one and most of the rest of the world in ruin.

C.D. Maginley  
Sydney, N.S.

Lewis R. Fischer and M. Stephen Salmon, compilers. *Canadian Maritime Bibliography for 1986*. Ottawa: Canadian Nautical Research Society, 1987. 46 pp. Members \$5.00, non-members \$10.00. ISSN 0835-6963.

Amongst other things, I have long been interested in the form and content of bibliographies. I produced the British volume in the Gulbenkian Foundation *Bibliographie de l'Histoire des Grandes Routes Maritimes, IV Royaume Uni* (Lisbon, 1973), which unfortunately had a small circulation because, for reasons only known to themselves, the Gulbenkian Foundation apparently produced only 200 copies; I persuaded the editors of *Economic History Review* to divide their annual bibliography into sections; I got the Society for Nautical Research to embark on an annual bibliography; and I now edit an annual bibliography for the South West Maritime History Society. It was therefore with great interest that I perused the second edition of the *Canadian Maritime Bibliography* whose purpose is to include all books and articles in the field of Canadian maritime affairs published during 1986 that were written by Canadians and all materials produced by non-Canadians which deal substantially with Canadian maritime affairs. But two important fields--modelling and the natural sciences--are excluded, quite understandably because of the rather different nature of these topics and the volume of material involved. And in order that the publication shall be as complete as possible, noting that the last issues of some journals and books published late in the year take some time to reach the shelves while finding aids require time to catch up, the editors propose to publish their bibliography each fall. This seems eminently sensible though no doubt inevitably a few items will still slip through the net. Without much difficulty these can be inserted in the following year's bibliography. As well as a straight listing by category, the editors have added to their labours and increased the usefulness of the bibliography by listing at the end of each section the numbers of relevant works whose main entry is elsewhere in the bibliography. They have also provided a list of journals searched and an author index. From this it is apparent that the overwhelming number of authors made only one contribution but there are a few whose activity is greater. One author has eighteen items, one has ten and two each have five, six or seven entries.

There are perhaps three ways in which a bibliography may be judged. First, in terms of completeness. To produce a list of 544 items for one year is a formidable achievement and it is probable that little has escaped the compilers' net. Some will regret the absence of that prolific author "Anon," and it may be that the compilers might like to relax their rules in this respect when he produces a lengthy contribution. Then, although an impressive list of French as well as English journals has been trawled, there are some absentees. For example, *Business History* is in the list but not *Business History Review*. The second question is whether the subdivisions are sensible. The compilers have chosen 21 categories, each of which has a number of entries. The only immediate reaction is whether the "Non-Canadian" category is worthwhile,

particularly because in this issue it consists of a miscellany of fifteen items. A more general bibliographical question could also be raised. Is it possible to use Library of Congress categories as subdivisions? For books this should be no problem since many books now include cataloguing information. If such a classification scheme could be adopted it would key bibliographies to library shelves. The third aspect of bibliographies which deserves scrutiny is the completeness of the entries themselves. The editors have done well and have been careful to give forenames or Christian names where available and part numbers as well as volume numbers for journals. But here again two suggestions may be made. First, since the number of pages of journal articles is given, could not the number of pages of books and pamphlets, where the range is wider, also be provided? Further, would it be possible to include the ISBN for books (which are now usually given), since increasingly booksellers seem to like to have this information?

The editors should be congratulated on the timely publication of this bibliography which is clearly destined to be an important aid for those working in the field of Canadian maritime studies.

Walter E. Minchinton  
Exeter, England

William Kaplan. *Everything That Floats; Pat Sullivan, Hal Banks, and the Seamen's Unions of Canada*. Toronto: University of Toronto Press, 1987. xii + 241 pp., index, select bibliography, photographs.

Most of this book is about the Seafarer's International Union (SIU) in Canada in the 1950s and 1960s. The book tells the story of the rise and demise of the notorious president of the Canadian SIU, Hal Banks. We read about Banks' consolidation and abuse of power, the growing difficulties between the SIU and other Canadian unions, the reluctant intervention by the federal government and its appointment of a Commission of Inquiry under Justice T.G. Norris, the federal appointment of a trusteeship over the union in 1963, and the subsequent attempts to extradite Banks and to prosecute him in Canada. Although hardly the "exciting story" promised by the publisher, Kaplan's account has merit at the level of narrative. The story is useful in revealing the extent of involvement by American and Canadian governments, and the support given to Hal Banks by the Canadian Department of Labour in the 1950s. The book is also useful in connecting the SIU story to the efforts of Canadian labour leaders to assert the autonomy of Canadian trade unions in the face of domination by the AFL-CIO.

Unfortunately for Kaplan history is much more than storytelling. A story, however "objective" it may appear, always contains a message about its content. Historical narrative is always a construction of moral, social or ideological meaning in the evidence of the past. The value of this detailed account of Hal Banks and the SIU is weakened, and for many it will

be destroyed altogether, by the messages which Kaplan finds in his evidence. Kaplan cannot resist entering the disputes which he describes and offering advice and retrospective criticism: he finds fault with Justice Norris, with John Diefenbaker, and with many of the lawyers who had cameo roles in the drama. History, for Kaplan, appears to be a collection of errors by influential people who failed to understand that "the rule of law...must exist for justice to prevail" (p. 196). Kaplan's story is a sermon delivered by a Professor of Law to those misguided unfortunates in the past who failed to recognize and arrest the criminal in their midst. In this story censure takes precedence over explanation.

An explanation for Hal Banks and the SIU of the 1950s depends upon an understanding of what happened in the 1940s, and it depends upon an interpretation of the Canadian Seamen's Union (CSU). This Kaplan attempts in his first five chapters. Here his story is fatally marred. His description of the Canadian merchant marine before the 1940s is based on out-dated sources. There is no convincing explanation for the rise of the CSU. The idea that organized labour in the mid-1930s was "in chaos" is an exaggeration, and it is absurd to suggest that the 1902 Berlin convention of the Trades and Labour Congress was "the cause of this disarray" (p. 15). Rather than explain the CSU, its structure, and the extraordinary loyalty which this remarkable union won from Canadian seamen, the author is more concerned to assert that Communists were meddling with the union for nefarious anti-democratic purposes. He cannot prove, however, that the CSU-led strike of 1940 was "politically motivated" by Communists to subvert the war effort; indeed, all his evidence suggests that the strike was about wages, hours of work, and union recognition. He finds "absolutely no evidence, in the RCMP files or elsewhere", that the Communist Party instigated the strike of 1946 (p. 48), but he asserts nonetheless that the "Communist Party remained firmly in control" of the CSU (p. 41). The possibility that the CSU was a thoroughly democratic union, and that its members were using Communist Party members for trade union ends, may occur to Kaplan, but the idea must be dismissed because the mere presence of Communists is *prima facie* evidence that the CSU was "a vehicle of the Communist Party of Canada" (p. 53).

From this point the sermon degenerates into simple conspiracy theory. Kaplan notes that in destroying the CSU the Shipping Federation of Canada broke the law, government and the RCMP allowed "a vicious, merciless assault" on innocent workers, American internationals violated both American and international law, and employers and government conspired to eliminate a Canadian union and replace it with an international union led by ex-convicts. But what does Kaplan conclude? The real villains were the CSU itself and the leaders of the Trades and Labour Congress! The union was "a communist front organization" which had "no more concern for Canadian sailors than the most notorious employer" (p. 64). Since the CSU was led by members of the Communist party it "has ceased to be a union" (p. 73). It

follows that the TLC should have given in to outside pressure, violated its own constitution, destroyed democracy in the CSU, removed the CSU leadership, and placed the CSU in trusteeship - all in the name of democracy.

This is cold war propaganda masquerading as history. It is propaganda because it defies the evidence, including even the evidence which Kaplan presents. The evidence suggests that the CSU was a democratic organization which faithfully represented its members. Whatever the evidence, Kaplan insists that "the purge had to come", and by failing to remove the CSU leaders quickly enough the trade union movement was to blame for what followed. In all of this the larger historical point of the story is missing: Canadian shipping and shipowning interests, and the Canadian state, required the elimination of a union which was a real threat to their interests, and used its Communist leadership as an excuse to destroy the democratic industrial organization of Canadian seamen.

Kaplan's conclusion--that government should intervene with legislation to uphold democratic organization in Canadian trade unions--follows not from the evidence but from his ideological bias. A more appropriate conclusion would be that, where threats to the democratic organization of workers are so deeply embedded in society and the economy, they cannot be removed by mere legislative reform.

Eric W. Sager  
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Patricia Marchak, Neil Guppy and John McMullan (Eds.). *Uncommon Property: The Fishing and Fish-Processing Industries in British Columbia*. Toronto: Methuen, 1987. xvi + 402 pp., bibliography.

In the 1930s, Harold Innis called the fisheries of eastern Canada "inherently divisive." In the 1950s, H. Scott Gordon, analysing the problems of the fishing industry as stemming from the nature of fish as a common property resource, offered a vision of the industry which has become received wisdom. In 1987, Patricia Marchak *et al.* turned Scott Gordon's argument around to query the common property assumption and, in the process, to argue that fisheries are not so much inherently divisive--that is, division is inevitable, given the nature of the resource--but that conflict is created by ill-advised policies and management structures which are designed to support a process of private accumulation while maintaining an ideology of common property resource management. The result, the authors claim, is the confusion and division which are rampant in the Canadian fisheries. In Marchak's words, "instead of talking about 'the tragedy of the commons', we should be concerned with the tragedy of mismanaged state property" (p.5). With that challenge to conventional wisdom in place, the book then proceeds to identify confusion, division, conflict and mismanagement as these occur at the various levels of the industry in British Columbia.

This is a powerful and thoroughly competent book. It is, moreover, important--not only because it challenges conventional wisdom in a succinct and penetrating fashion but also because the issues that are raised here go well beyond a regional focus on British Columbia. They are important for the east coast as well and, indeed, for fisheries' policy in general as it tends to be thought about among the fishing nations of the First World. While remaining solidly grounded in the "B.C. case," time and again the essays deal with problems that are all too familiar to scholars (and practitioners) involved in the fisheries of Atlantic Canada, problems that range all the way from international jurisdiction to the survival of the small rural fishing community. Were it to do nothing else (and it does a great deal more), this book would dispel, once and for all, the idea that fishing is an occupation pursued by poorly-educated, unsophisticated, rugged individualists who cling tenaciously to their traditional ways, thereby avoiding the complexities of modern industrial life. After my own first reading, I came away with my head reeling, despite my own twelve years of fisheries-related research. It took a second reading before I felt able to sit down and write this review. I wish we had a companion study for Atlantic Canada!

At the heart of the book lies a sophisticated and multi-faceted analysis of the divisions that plague the fishing industries of British Columbia. In essay after essay they are identified, investigated and explained--and the list is horrendous. A key chapter on "Organisation of Divided Fishers" spells it out: conflicts on divisions within and between labour (including who *is* labour?), capital (who *is* capital?), cooperatives, unions, ethnic groups (where conflicts bisect class boundaries), gender, gear-types, regions; then conflicts between all of these (grouped together as "commercial fishers") and sport fishers; then divisions between fishers and shore workers as well as between unions, cooperatives and the Native Brotherhood. That's Chapter 10. Chapter 7 has already identified conflicts at the international level. By the end of the book, I found myself entirely in sympathy with the interviewee who, asked about recent unsolved problems in the B.C. fisheries, replied: "Hell, I've no idea--I gave up, I'm going fishing," (p. 248), except that never again will I think of "gone fishing" as an escape route to the simple life!

Good as this book is, I have a few grumbles to get off my chest, which have to do with editing and presentation. First, I have a problem with the maps (pp. 6-7), because (comparing the South of one map with the North of the following, although North is not indicated on either map) they are not of the same scale. Moreover, they are inadequate. In a book about fishing, they do not show us the location of the fishing grounds, and this makes Chapter 7, in particular, difficult to read: I want to know, for example, where Swiftsure (lovely name!) Bank is, if I am to grasp the complexities of Canada-U.S. conflict in this region. As well, there is evidence of occasional sloppy editing (fortunately this is fairly rare), as in the sentence on B.C. Packers (p. 142): "It controls the north coast and *they* own....". A pity, this kind of thing: it takes

away from the general sense of precision and attention to detail that was my overall impression of the volume.

That said, the book preserves, overall, a nice balance between theoretical and empirical offerings. On the empirical side, statistical and factual material are carefully researched, meticulously footnoted (see, for example, footnote 5, p. 198) and well presented: no sloppiness here. The authors will not be vulnerable to accusations of poor (or undisclosed) interviewing techniques (see Appendix A), nor to careless reading/handling of statistical or historical data. Indeed, they can occasionally even provide a useful corrective to official statistical analyses, as in the case of the Fleet Rationalization Committee's claim to have found "virtually no relationship" between net fishing income and gross fishing income by gear-type. Such is not in fact the case; analysis of the Committee's own data revealed a high correlation ( $r = 0.90$ ) between the two. It is precisely this kind of attention to detail that builds a reader's confidence, particularly when dealing with something as notoriously uncertain as income data for fishers who sometimes (though not always) think that "fishing was something you did.... Record keeping, paper pushing, financial planning--those were affairs of business you escaped by becoming a fisher" (p. 183)--a faint echo here, by the way, of the "simple life myth."

Nor will the authors be vulnerable to the accusation that "that's all very well in theory, but in practice the realities are..." The authors know very well what the realities are. They do not just skim the surface of issues, or talk only in general or purely theoretical terms. The theoretical discussions that bracket the volume itself (Introduction and Conclusion), and also many of the essays, are worthy of serious consideration precisely because they are rooted in empirical understanding of the issues under debate. So, when this book attacks the common property ideology of the state (its avowed rationale for policy and management), the argument deserves to be taken seriously. It is founded on a concrete understanding of how and why the fisheries operate, and the authors are able to demonstrate empirically where the tensions, conflicts and confusions arise. In short, we are dealing here, I think, with a crucial development in the theoretical literature on fisheries, which deserves more attention than I can give it in this review. I anticipate a lively new debate on this important point.

I am conscious that, although this is a multiple-authored collection of essays, I have not followed the standard review format of dealing with individual contributions by author's name. I have chosen not to do so because, despite its complexity, the book is a coherent whole. It is not, however, an easy book to read, or to review. It deals with a wide range of facets of the industry (including markets, which are all too often forgotten in the literature), and it offers a variety of different scales of analysis, ranging from historical "notes" to theoretical essays. This produces, on first reading, a feeling of information overload: a sense that an enormous amount of work has been compressed into 359 pages of text. It is to

the editors' credit (my earlier comments notwithstanding) that the reader does not get lost in this profusion of information and insight. My own experience, however, has been that the book needs to be read more than once to be fully appreciated. Indeed, I am still unsure of what the total value of the (academic) catch will be in this instance. Of this, however, I am certain: I will be using this book, and thinking about it, for some considerable time to come.

Rosemary E. Ommer  
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Paolo E. Coletta. *A Survey of U.S. Naval Affairs 1865-1917*. Lanham, Maryland: University Press of America, 1987. viii + 256 pp., notes, appendices, bibliography, index, illustrations. Cloth, US\$28.50; paper, US\$15.75.

Anthologies and "potted histories" are not appealing to all readers, particularly *cogniscenti* of naval affairs. Too often they are considered to be "lightweights", flags of convenience if you will. Not *real* history. But for those who do not want an exhaustive assessment of a subject or a period, but only to round out a sparse education or to provide a ready quick reference, such anthologies or surveys can be very useful. This historical survey by Professor Emeritus Coletta of the U.S. Naval Academy is such a volume.

Not only does he take us through a period of profound change, stagnation, growth, and stature in the U.S. Navy from the end of the Civil War to American entry into the First World War, but he does so with clear-headed style, succinctly and briskly. There are illustrations not only of the *dramatis personae*, including Admirals, Secretaries and politicians, and the ships, but also illustrative maps and a few useful charts. Actually, some of the maps are not really useful--that of the Caribbean is 1980 vintage although it purports to illustrate conditions faced by the fleet in 1905! The areas of the battles of the Strait of Tsushima and of Santiago are of the oblique style of the *Illustrated London News* and too reduced to be readable. But on the whole the portraits of those involved, and the developing ships, are useful, interesting and appropriate. They lend an air of reality and the human touch to the history.

The author moves rather quickly from the traditional naval disarmament and decay after the Civil War to the intellectual awakening in the 1880's, with the formation of a foreign-looking Office of Naval Intelligence and the Naval War College (1884), where the first post-graduate level strategic studies were to begin, albeit with the usual resistance and paucity of support from their Naval *confreres*. Then he examines the wider strategic appreciations of Captain Alfred T. Mahan and Admiral Stephen B. Luce. All this in the first forty pages. Thence the history moves into the era of battleship experimentation, with successes and failures, Teddy Roosevelt's immense impact on the development of political support for the Navy, which was to be maintained by his successors.

Professor Coletta rarely indulges in detailed assessments of the sweep of events, other than to comment on the obvious political influences. His concentration is, usefully, on the decisions that influenced naval progress and events, as much as on the events and plans themselves. The results of some errors of judgement are covered, although in today's light, some plans, such as the idea of removing Marines from ships, may be seen not to have been such the gaffes they were then assumed to be. The struggle to reorganise the Bureau system (still continuing into the 1980s) and to introduce a Chief of Naval Operations, and an operational staff, making interesting reading for those more versed in the RN's Jackie Fisher-Jellicoe era and Captain Roskill's histories. The problems of the "reformers" and the ship-users in influencing the theoreticians' designs will ring familiar bells to the historian familiar with other countries' development horrors. A fairly detailed working knowledge of U.S. history would be helpful, but is by no means essential. Like reading *War and Peace*, you soon learn that it is not vital to the plot to know of the Foraker Act, and so on.

In fact, I enjoyed the book, despite not having a good background in U.S. Naval history during this period of continuous change. It will serve as a useful reference tool, and is very well supported by an extensive list of sources and additional bibliography. What was a shock was the quality, which was decidedly poor. Straight off the computer-printer into a book. Spelling errors and typos abound, as do mis-set lines. All reference superscripts are obviously hand lettered onto the manuscript galley, and illustrations suffer in many cases from a Xerox-type manufacturing process. The material, and the competence of the author, whether merely a survey or not, deserved better proofreading and production. On the whole, though, this is a useful addition to any library that is short on the U.S. Naval side of events "between the wars".

F.M. McKee  
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Jean Boudriot. *John Paul Jones and the Bonhomme Richard*. [David H. Roberts, trans.]. Annapolis: Naval Institute Press, 1987. 127 pp., photographs, drawings, price approx. \$60.

Happy the reviewer with a fresh Boudriot volume! Everyone with an interest in the warships of the age of sail is familiar with the work of Jean Boudriot. His deep research and exhaustive dissection of the type in the multi-volume *The 74 Gun Ship* is already a treasured classic, and this work continues in the same vein.

The subject matter may be of primary interest to American readers, dealing as it does with a naval hero who won a bitterly fought single-ship action with HMS *Serapis* off Flamborough Head in 1779. However, there is enough to interest many tastes. From the point of view of pure detective work it is fascinating to see how Boudriot reconstructed the *Bonhomme Richard* from a single document giving her dimen-

sions, and two draughts of sister ships. It is likewise particularly enlightening to have such a complete treatment of the process by which the 900-ton Indiaman, *Le Duc de Duras*, was converted into the warship *Bonhomme Richard*. Positioning of guns and gunports (even obtaining serviceable guns!), trim, ballast, and sails, were all thorny problems which taxed Jones and the French yard officers. Boudriot examines such issues in detail, and the diagrams provided give a minute and clear explanation of all alterations. There are similarly detailed sections describing the various sizes of guns and the numerous small arms such as musketoon, pikes, hangers and tomahawks.

Given the reputation of this encounter in national mythology, it comes as something of a surprise to learn Jones' crew was not a band of patriotic brothers. Desertions were frequent on the short cruise, both before and after the battle, and the log records "more than the usual amount of petty crime, disobedience and attempted desertion" (p. 59). Apparently Jones was "respected but never entirely loved by his crew" and "seems to have had more than his fair share of difficulties" with them (*ibid.*). While Jones had some American officers, much of the crew was recruited locally, even from French prisons and other scrapings. Marines, 140 instead of the usual 60 in French ships of this size, were obtained in part from one of the Irish regiments in French service. Is there some ironic justice in the fact that Irish Marines and a Scottish seaman seem to have done most to defeat the British?

The battle itself, a prolonged and unusually violent engagement, is treated very thoroughly by Peter Reaveley. *Serapis*, a 44-gun frigate (a not altogether successful class) and by far the better sailer and better-armed, seemed near to pounding Jones to bits from several points of the compass. Regrettably for Captain Pearson after this promising start, the two ships locked and Jones benefitted from the superior musketry of his French and Irish Marines whom he had placed in his tops in unusual numbers. It must be pointed out here the term "single-ship action" is not technically correct, for Jones had other ships in company. One other American 36-gun frigate, *Alliance*, persisted in drifting by every couple of hours and, demonstrating the democratic inclinations of the new republic, poured repeated broadsides into both vessels, despite Jones' most earnest entreaties either to correct her aim or desist altogether. Eventually the Marines' fire cleared the British decks, and thereafter a Scottish sailor in American service lobbed a grenade through *Serapis'* hatch, causing a horrible explosion from powder charges on the gun deck. Captain Pearson chose to surrender at that point, though *Bonhomme Richard* was by far the more damaged ship. In fact, she sank a day later, an unusual circumstance in 18th century battles.

Other sections of the book are intriguing, though some fall into the antiquarian category, such as details of uniform types and flags. There are a series of computer-generated drawings of the hull of *Bonhomme Richard*, which are used to give a

very professional evaluation of her sailing qualities. There are several photos of the model under construction by Boudriot, and the American marine artist William Gilkerson has produced eight colour paintings of the ships to enrich the work.

Anyone already possessing the author's *The 74 Gun Ship* might balk at the price of a work of narrower focus, but there is no disputing the scholarship which Boudriot brought to the task, nor the beauty and clarity of his drawings, nor the wealth of information on numerous aspects of converting and preparing a ship of war. Any reader with an interest in this period will be more than happy with the book, which will certainly be the standard authority.

Paul Webb  
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F. Suykens, G. Asaert, A. de Vos, A. Thijs and K. Veraghtert. *Antwerp: A Port for All Seasons*. Antwerp: MIM Publishing [Lakborslei 114, 2100 Deurne/Antwerp, Belgium], 1986. 552 pp., photographs, illustrations, notes, index. ISBN No. 90-341-0155-X.

A bibliography of port histories would contain perhaps as uneven a listing of books as could be compiled in maritime studies. Some have been of the booster variety, often commissioned by port authorities themselves; these too often loose sight of larger issues in their haste to proclaim the comparative advantages of various harbours. Most of these are easily recognizable, although some are skillfully cloaked. Others have been unsystematic and ahistorical (if often delightfully idiosyncratic) examinations; Jan Morris' recently reprinted study of the port of New York is a good example. Still others--albeit a minority--have been among the best books ever written in the field. Examples would include works by such stellar historians as Albion, Hyde and Bailyn, to name a few. Unfortunately, the latter type was conspicuous by its absence during the 1960s and 1970s.

But in this decade there are promising signs of a resurgence in the writing of first rate port studies. Thus far in the 1980s, three books in particular have appeared which are in their own ways indispensable for understanding the functions of port cities. The first was K. Dharmasena's scholarly study of the port of Colombo, while the second was Jean Heffer's study of trade in the port of New York in the late nineteenth century. To complete this triumvirate we have the volume under consideration here. What makes this book even more remarkable is that it was a commissioned study, albeit one that managed to transcend the usual limitations of that genre.

As a port, Antwerp has had a checkered history. First established as an entrepôt of importance in the thirteenth century, the port rose to prominence in the sixteenth, elevating the town that it served into the first rank of European cities. The prosperity did not last, however, and the closing of the River Scheldt for almost two centuries led to economic

(if not cultural) stagnation. But in the nineteenth century the river was once again reopened, and by the second half of the century Antwerp had become the first port of northern Europe. After World War I, Rotterdam usurped this position, but throughout the twentieth century Antwerp has managed by unceasing effort to remain near the top.

*Antwerp: A Port for All Seasons* documents this pattern of growth and decline splendidly. Moreover, it does so in a manner that will be equally pleasing to the scholar and the layman. The prose is readable, something that does not always characterize books by authors whose first languages are not English. But what makes this volume so special is the expertise of the contributors, the integration of the various chapters into a unified whole and the superb illustrations.

Each of the authors brings an impressive amount of expertise to his task. The period to 1585 is handled by Dr. Gustaaf Asaert of the Belgian State Archives, whose superb historical studies ought to be better known in the English-speaking world. His section deals with a rather complex set of events and factors, but he manages to integrate all his material into a coherent whole. Less successful--but only just--is Alfons Thijs of the University of Antwerp, who handles the period to 1795. Dr. Thijs' account of the strategies followed by Antwerp merchants and shipowners during the dark days of the closure of the Scheldt is weakened by an almost Whiggish obsession with the fate of the river: he knows what is going to happen, and structures his entire contribution with the end result in mind. In this he does a craftsman-like job, but the narrowness of focus restricts his coverage of other, equally important topics. No such complaint can be levelled against the section penned by Dr. Karel Veraghtert of the University of Brabant. Veraghtert has written in English more than most of the contributors, and hence his uniformly high-quality work has been more accessible to an international audience. Given the importance of what he has produced in the past, it is no small compliment to report that his examination here of the period 1795-1914 is by far the best thing he has ever written. The only truly weak section of the book is that written by Fernand Suykens, professor of port economics at the University of Antwerp. Professor Suykens is also the port manager of Antwerp, and it is in his sections that local boosterism is allowed free rein. While there is much of importance in his contribution, there is also a disappointing lack of historical perspective.

Nonetheless, the authors have managed to weave their separate contributions into a compelling whole. For this they deserve considerable, but not total, credit, for what really cements the volume are the illustrations, selected by Alec De Vos of the National Maritime Museum in Antwerp. The paintings and photographs are lavish: they enhance the prose and make the book come alive. The publishers also deserve some praise for the care that they have lavished on these reproductions. The volume is thus a model of its kind and a joy to own.

Needless to say, there is a cost to all this, reflected in the price tag, that has not been diminished by the current weakness of the Canadian dollar. But to anyone interested in an insightful and instructive port study, the price will seem cheap. This is one of the few books which effectively bridges the gap between layman and specialist. It deserves to be read by both groups.

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D.J. House. *Seamanship Techniques*. Volume 1: *Shipboard Practice*. Volume 2: *Ship Handling*. London: Heineman, 1987. Each volume: 308 pages, indices.

This follows a long tradition of British books on seamanship for the merchant seaman, such as, Reed, Nicholls, Todd and Whall, and Clissold, not to mention American examples like Knight and Riesenbergh. Some of the preceding were kept up to date by repeated minor revision, but reflecting changing times, and major technological advances, Captain House has written a completely new account of his subject. These two volumes are primarily intended for the modern professional deck officer, but certainly are not without interest for the amateur boatman. Clearly written, and extremely well illustrated, both with photographs and line drawings, most of which were specially prepared for this work, it will also appeal to the casual reader with maritime interests.

Volume 1 covers, amongst other things, general considerations of ship stability; ship construction; modern practice as to loadlines; anchor work; ropes and wires; and an excellent section on derricks (it is particularly good on modern heavy lift gear, like the Stölcken Mast and the Hallen Containder Derrick). Although the old-fashioned cargo hatch is fully described, the main focus is on the modern types of hatch cover, which require much less man-handling. As in older seamanship texts, the wooden lifeboat is described, but here again, times change. The modern boat is mostly of GRP, and there is a lot of attention paid to special types of modern craft, such as the totally (and partially) enclosed survival craft; lifeboats with self-contained air support systems; and boats with water-spray systems. Then we have the survivor capsules designed for oil rigs and production platforms, and a description of the immersion suits which can assure survival in extremely cold conditions. Some older vessels have had their original lifeboats taken off, and replaced with inflatable life rafts, which surface when water pressure activates a hydrostatic release unit. Then we have marine escape systems, very similar to the inflatable evacuation slides used on large aircraft; and communication with radio and flags.

In Volume 2, we find the duties of the ship's personnel, officers, lookouts, helmsman, and so on; as well as a discussion of instruments for estimating speed, depth, and location. Meteorology is also covered--in this case, oriented to British circumstances. The extensive glossary about icy conditions,

reflects the increasing importance of navigation in polar waters. There are also sections on the prevention of collisions at sea and on various emergencies, including a comprehensive discussion of firefighting. Under the heading of ship-handling, the author lists those factors which are controllable, such as the rudder, and those which are not, such as the weather, remarking dryly that "tugs may be classed as controllable only as long as they respond as requested. Ship-handlers may find that tugs should be included in the following list of uncontrollable factors." The author presciently comments on the speed with which a roll-on, roll-off vessel can be flooded, and the limited time available for rescue of passengers if this happens (this was written before the *Herald of Free Enterprise* disaster); and concludes with a section devoted to hazards that might be encountered with modern tankers and the precautions taken to prevent them.

Among the many little nuggets in the text, we learn that the modern seaman more commonly uses the double luff tackle to "disadvantage" than to advantage--why is this, I wonder? Captain House does not elaborate. We are also told that ropes of polypropylene are now the most used at sea; that a 250,000 tons deadweight VLCC will take about fourteen minutes to complete her turning circle, that is to alter course 360 degrees (for comparison, a steam whaler would have managed this in ninety seconds); that stabiliser fins work better, at higher speeds, than stabilisers using free surface tanks; that nowadays, the single letter flags of the International Code, include Flag "A" ("I have a diver down: Keep clear at slow speed"); and that, at sea, Flag "P" no longer means, as it did in the days of oil-burning navigation lights, "Your lights are out, or burning badly".

I was happy to see that Captain House opted for "flake" as opposed to "fake," as in "flaking down a hawser." The former was invariably used colloquially by the seamen themselves, and the latter usually in books. In this connection, you will find "flake" on page 255 of the 1951 edition of the *Admiralty Manual of Seamanship*, but on page 266 of the subsequent 1964 edition, the "mistake" has been recognised, and it has been replaced by "fake"--in my view, quite unjustifiably. Some old practices still persist, even in this high-tech age: for instance, "feeling the cable," meaning to determine from the vibration if the anchor is dragging. And it appears, that just as in the days of the sailing ship, the greatest worry in a storm is getting beam on to the wind and sea, and "broaching to." A particular manoeuvre used when a man is lost overboard, called the "Williamson turn" has been featured in American books like Crenshaw's *Naval Shiphandling* for many years. Perhaps it is just another example of the Coca-Colisation of the world, but I was a mildly surprised to find the term adopted in an English textbook.

I wonder if the average person realises how few bodies are required to run today's immense ships. In the September issue of the international maritime magazine *Seascope*, Michael Grey points out that in 1960, a fifteen thousand ton cargo liner would have had complement of about fifty-five.

In 1987, a thirty thousand ton containership is run by about sixteen men, and he projects that by 1990 this will be reduced to ten. It is in this context that Captain House discusses the uses of sea anchors in bad weather, and points out that with the VLCC or ULCC, and their very small crews, this is really academic--there simply isn't the manpower to deal with the problem in this particular way.

Altogether a first-rate updating of an old subject.

John H. Harland  
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Capt. Harry Dougwell Beveridge. [Edited by Glen Grant]. *Memoirs of a Blue-Nosed Sea Captain (with additional tales of romance and adventure on the high seas)*. Honolulu: The Folk Press, 1986. iv + 67 pp., photographs, \$4.95.

Barbara Bennett Chitick (Comp.). *Your Affectionate Father, William Rogers* (letters from William Rogers of Yarmouth to his Son, Arthur, when Arthur was away at Boarding School 1873-1874). Boston: privately published, 1986. iv + 43 pp., photographs, \$9.95.

Marion L. Worthen. *For Love of the Sea* (The Autobiography of Captain Robert H. Worthen as told to Marian L. Worthen). Hantsport, N.S.: Lancelot Press, 1987. ii + 159 pp., photographs, index, \$7.95.

This newly published trio of books from a variety of sources looks at three separate parts of Nova Scotia's seafaring past: life at sea in the late 1800's, life ashore from a shipowner's point of view, and the coasting trade from the early to mid-1900's.

The first of these books, *Memoirs of a Blue-Nosed Sea Captain*, has as its source a series of letters from Capt. Harry Beveridge to his daughter written in the 1930's to "put down some of the recollections of my life ashore and afloat." The book was published by Kapiolani Community College in Honolulu as part of a series illustrating the heritage of the present inhabitants of the community (Capt. Beveridge settled in Hawaii in 1896). Of more importance to the readers of this review, however, are the glimpses of life at sea in the period from 1879 to 1896 when Capt. Beveridge was at sea in Yarmouth-owned sailing vessels. In a way it is unfortunate that Beveridge was writing to his daughter, as he wrote in fairly general terms which were often not as specific as most readers of marine history would like; nonetheless, the reader can often read "between the lines." For example, while mate in the ship *Celeste Burrill*, the afterguard, faced with a rough crew, "started to make the *Celeste* a hot packet...we drove that bunch of toughs with whatever means in our power." Other instances, however, are described in some detail, such as the events following the grounding and subsequent loss of the barque *Ecuador*.

Capt. Beveridge's seafaring story forms only the first part of the book; the second half is comprised of a series of short articles taken from periodicals and newspapers of the 1880's dealing with various nautically-related topics such as seasickness and the superstitions of seamen. While the Beveridge account is excellent the short articles are, on the whole, rather dull. The book could have been improved considerably if the publishers had contacted the Yarmouth Country Historical Society in Beveridge's original hometown. The society's archives could have provided photographs of several of the ships in which Beveridge served as well as seafaring accounts which may have been more relevant to the letters, such as the account of the loss of the *Ecuador* which appeared in *The Yarmouth Herald* of 1889. As well, if the letters had been proofread by someone from the Yarmouth area a few errors, such as name spellings, could have been avoided--as could the misspelling in the title. All in all, however, this book is a welcome addition to the first-hand literature of Canada's marine history.

*Your Affectionate Father, William Rogers* is again a series of letters--this time personal letters from a father, and occasionally the mother, to their son, Arthur Rogers, at Mt. Allison Male Academy in Sackville, New Brunswick. These letters are of a family nature and often concern illness at home, visitors to the house or the weather in 1873-74 (it hasn't changed!). William Rogers offers the standard fatherly advice about studying, writing to grandmother and putting trust in the Almighty. Of much more interest are the comments about the father's vessels--for Rogers was a Yarmouth shipowner. He tells his son what cargoes are being loaded where, freight rates, problems involved, passage times and even changes in masters--the son at this time being only fifteen years of age. The later letters discuss a planned "cruise" to Europe in one of the father's vessels for Arthur during his summer holidays. Due to delays in obtaining cargoes and poor passage times the father decides to take the son out of school before the year's end in order that Arthur will not miss the "cruise." Obviously Rogers considered travelling a more important aspect of education than formal schooling. He gives young Arthur some advice typical of a shipowner: "Now I wish you to see as many points of interest as you can while on this cruise, and at the same time economize as much as possible in money matters." One of the last letters included in the book is to Arthur, now seventeen, from one of his father's captains. It expresses sadness over the death of William Rogers and indicates that he will sail for "Sandy Hook for orders" as per Roger's last letter and "hope(s) on arrival there to hear from you, and also to know how I am to proceed." Obviously the shipping details in the father's former letters were not simply idle chatter.

The design of this book is excellent and includes not only photographs of family-held ship portraits of the vessels mentioned but also an excellent selection of photographs of Yarmouth at the time. The sailing vessel which sails across the bottom of the pages is a fine touch. The book was privately printed in limited numbers in the United States hence the

rather steep price for a small but delightful book.

*For Love of the Sea* is an autobiography of Captain Robert Worthen. The introduction mentions that Marian Worthen, the captain's daughter, used tapes of her father as well as letters, newspapers and other records to put together this account of her father's life. The result is a very readable book which leads one through the hard pre-World War One times, through army and navy wartime experiences and post-war heartaches. It continues with experiences in the long-established family shipping firm of Hugh Cann & Sons until this company was bought up by a larger, politically-oriented firm which eventually lost its government subsidy and was replaced by a penny-pinching outfit. Eventually Capt. Worthen worked for Canadian National Railways where he rose to Marine Superintendent. The frustrations of a seaman who is primarily interested in getting on with the job of shipping offers a rather interesting insight into the changing business operations of the coastal trade.

The descriptions of places, which are probably the work of the author, are difficult to separate from the descriptions of the vessels and life in them, which is almost certainly from the tapes. This, of course, means a well-written book. The accuracy of nautical terminology used was flawless but for one small mistake.

All three of these books are worthwhile additions to the libraries of those concerned with Canadian shipping history. Since the first two books may be difficult to obtain may I be forgiven for stating that they may be obtained from the bookshop of the Yarmouth County Museum (Box 39, Yarmouth, N.S. B5A 4B1)?

Eric J. Ruff  
Yarmouth, Nova Scotia

Jacqueline Gresko and Richard Howard (Eds.). *Fraser Port: Freightway to the Pacific, 1858-1985*. Victoria: Sono Nis Press, 1986. 131 pp., indices, photographs, appendix.

When most Canadians think of the Fraser River, the city of Vancouver comes to mind. However, *Fraser Port* is not Vancouver's story but that of its early rival, the port of New Westminster, told through the New Westminster Harbour Commission's records.

*Fraser Port* follows the history of New Westminster from the arrival of the gold miners in 1858 through the disastrous fire of 1898, the canneries and sawmill days in the 1910's and 1920's, the Second World War industrial efforts, to the suburban bedroom community of the 1980's. The New Westminster Harbour Commission (later reorganized as the Fraser River Harbour Commission) played a significant role in industrial development along the lower Fraser River, most notably at New Westminster. The Commission graciously opened its archival records for the publication of this inter-

esting study.

The editors, both Community College professors, undertook the formidable task of turning their students' term papers into a cohesive, thematic study. They did not succeed. *Fraser Port* reads like the series of study essays it once was, packed with facts from the Commission's minutes, newspaper quotes, and lists from City Directories. These extensive lists and facts may be a researcher's delight, but they don't tell the rich story of the Lower Mainland's other seaport. Lists are boring. The New Westminster Harbour Commission's story is not boring, yet except for the patient reader the story does not unfold.

That failure may be due to the students' different writing styles, a problem no editor can fully remedy. Also like many student essays the text is wordy, yet it doesn't analyze, or put the Commission's history in a social or economic context. Thus, the importance of the Fraser River's port to B.C.'s history remains to be told. This book is only a starting point for that analysis.

Thomas F. Beasley  
Vancouver, B.C.

Michael Harrington. *Sea Stories from Newfoundland*. St John's: Harry Cuff Publications Ltd., 1986. [Reprint of 1958 Ryerson Press edition]. 172 pp., illustrations.

During the past ten years, one of the most popular subjects in the flourishing publishing industry in Newfoundland has been maritime history in its broadest and most popular sense. Indeed, this interest only mirrors the large body of information that has always existed in the oral culture and history of Newfoundland, and which Harrington clearly and vibrantly evokes in the eighteen chapters comprising *Sea Stories*.

Among the subjects dealt with in *Sea Stories* are accounts of several shipwrecks and the heroic efforts of local residents in saving survivors, and the mystery of an abandoned ship in August 1884 and the disappearance of its crew. When the ship was located, it was still seaworthy and undamaged. Harrington speculates that the ship's British crew was unfamiliar with the waters off Newfoundland, especially the presence of huge icebergs in the middle of summer, and, fearing a collision with an iceberg, simply took to lifeboats only to drift and be lost.

Harrington also describes the account of the British ship *Harpooner*, which in November 1816 went down off St. Shott's on the eastern side of the Avalon Peninsula in an area known as the "Graveyard of the Atlantic" for its many shipwrecks. The *Harpooner* was on route from Quebec City to England with 385 soldiers and their dependents when stormy weather drove her unto the rocks. Only 208 survived after experiencing considerable pain, hunger, and cold and

walking several miles inland to the nearest settlement.

Other sea stories include the wreck of the *Queen* in December 1867 off the northeast coast and the survival of the crew and passengers for several weeks on an island before they died of starvation. Some had managed to survive for so long through acts of cannibalism. Another concerns the contest in 1856 between two recently-built Newfoundland sailing ships. The two ships were constructed by rival shipbuilders in Newfoundland outports and their presence at the same time in Demerara, British Guiana provided an opportunity to test both the skills of the crews and the reputation of the ships and their builders. It was a close race, which provided considerable discussion and argument for a decade in St. John's, Harbour Grace, and Demerara "as the contest was refought over and over again" wherever sailors congregated to reminisce.

Harrington's *Sea Stories*, then, makes fascinating reading and its re-publication is most welcome to those interested in maritime history in particular and popular history in general.

Melvin Baker  
St. John's, Newfoundland

Stuart M. Frank. *Herman Melville's Picture Gallery: Sources and Types of the "Pictorial" Chapters of Moby Dick*. Fairhaven, Mass.: Edward J. Lefkowitz, Inc., 1986. xxv + 133 pp., 107 illustrations, bibliography, index.

In his introduction Stuart Frank points out that scholars have created a vast amount of critical, interpretive and biographical literature on even the most microscopic details contained in Herman Melville's classic. Yet somehow scholars have missed discussing the pictures and illustrations, especially those in chapters 55-57 of *Moby Dick*. This is the task he sets himself in this slim volume.

While a check list of books "owned and borrowed" by Melville and his family has been compiled (Merton M. Sealts, Jr. *Melville's Reading* [Madison, 1966]) these books do not provide sources for the book illustrations, prints and other pictorial materials, many of which were originally found in books published in languages which Melville did not read and which were not available in English language editions. Frank says that "prevailing scholarly opinion is that Melville obtained all or most of his foreign-language allusions at second hand from English-language sources."

Frank advances his discussion from "monstrous pictures of whales" to "less erroneous pictures of whales", then to "true pictures of whaling scenes" and finally to whales "graven by the fishermen themselves." Included are illustrations of harpoons and flensing tools, painted scenes of whales, scrimshaw and scrimshawing tools, whales in wood and weathervane form, and celestial charts incorporating whales.

Frank's documentation is extensive, giving the sizes of the original illustrations together with sources (multiple in some cases) and accession numbers. The bibliography is divided into primary, secondary and general sources.

Stuart M. Frank is the Director of the Kendall Whaling Museum in Sharon, Massachusetts.

Eric Lawson  
Bowen Island, B.C.

Timothy J. Runyan (Ed.) *Ships, Seafaring and Society: Essays in Maritime History*. Detroit: Wayne State University Press, 1987. 366 pp., index, illustrations and maps.

The North American Society for Oceanic History was created by a number of prominent maritime scholars who met in 1971 at the University of Maine, and was incorporated in 1974. Since then the membership has grown steadily, principally Americans and Canadians, but also eminent maritime scholars from the United Kingdom. Meetings are held annually and the society publishes a newsletter three times each year and for a few years published proceedings of papers read at the annual conference. However members voiced a concern that a better way to distribute the research presented by members was in a volume of essays. The result is the present volume, published through the cooperation of the Great Lakes Historical Society.

There are twenty-one contributors, of whom seventeen are American, two are Canadian and two are British. As might be expected an extremely wide range of subject matter is included, ranging from the reconstruction of an eleventh century vessel in Turkey to drunkenness and mutiny in the old American merchant marine. Several articles are of particular interest to Canadian readers.

Barry Gough of Sir Wilfrid Laurier University contributes "Canada and China: Early Trading Links by Sea." The maritime fur trade of the Pacific Northwest has been well documented by Judge F.W. Howay and other scholars, so this essay covers little new ground, but it does focus on the North West Company's maritime trade with Canton in the early years of the nineteenth century. Because of the monopoly held by the East India Company, British and Canadian merchants had to resort to subterfuge in order to engage in the trade. The use of flags of convenience, so common today, were not unknown two hundred years ago, and British traders used the flags of Portugal, Austria and Sweden to circumvent the monopoly. The Nor'westers used American business connections to trade in Canton. They smuggled Canadian furs across the American border and shipped them to China via Cape Horn in chartered American-flag vessels.

After the establishment of the Northwest Company's post at Fort George, near the mouth of the Columbia River, the Montrealers not only sent pelts directly to Canton but also

pioneered trade with the Spanish in California, the Hawaiians at Kailua, and the Russians at Bodega Bay and Sitka. Chinese tea and pottery provided return cargoes to England in a round-the-world voyage.

The other Canadian contributor is Eric J. Ruff, curator of the Yarmouth County Museum in Yarmouth, Nova Scotia. "Specifications of a Barque" gives the complete details of the iron barque *Bowman B. Law*, built in 1885 for the Yarmouth shipowner William Law by Archibald MacMillan and Son of Dumbarton, Scotland. Such specification books were common in the United Kingdom, prepared by a shipyard for a prospective shipowner, but the copy found by Mr. Ruff in the Yarmouth County Museum library is a rare find for this side of the Atlantic.

Several other essays are of particular Canadian interest, such as "Characteristics of Privateers Operating from the British Isles Against America, 1777-1783," by Walter E. Minchinton and David J. Starkey. An astonishing amount of material pertaining to British privateers in the American Revolutionary War has been unearthed by the authors from the Public Record Office in London. There were two types of privateers which received legal letters of marque from the British Admiralty. There were ships-of-war, outfitted at private expense with private crews, who hoped to benefit financially from the seizure of enemy ships, and there were regular merchantmen, which armed themselves for self-defence and also hoped for windfall profits. Some of the privateers operated against American commerce out of Canadian ports, while others used the West Indies as home base. Public Record Office files show the magnitude of the traffic. In five years, letters of marque were issued to no less than 1,793 vessels, and the licenses give details of each ship; its dimensions, captain, crew, destination and armament. The majority of British privateers were owned by merchants and large profits were sometimes earned.

Also of Canadian interest is the essay on "American Maritime Prisoners of War, 1812-1815," by Ira Dye. Statistics show that in the War of 1812 about fourteen percent of American naval and private seamen were held as prisoners for at least part of the war, amounting to about 14,000 out of the roughly 100,000 men in the seafaring manpower pool. Most of these prisoners were taken to England, but detention centres were also established at Halifax, Quebec and Bermuda. The largest number of prisoners were held in the grim confines of Dartmoor. The number of seafarers captured under the British flag by Americans and taken into the United States was much smaller, making an exchange of prisoners difficult.

Of immediate topical interest is the essay "Science, Diplomacy, and Rum: The Halifax Fisheries Commission of 1877," by Dean C. Allard. The right of American fishermen to operate in Canadian waters has long been a bone of contention on both coasts, and the controversy still lingers. The Halifax meeting was the result of the Anglo-American Treaty

of Washington, signed in 1871, which authorized U.S. fishermen to use all of the inshore fisheries of Canada and Newfoundland. This pertained particularly to the fishing of macrakerel inside the three-mile limit. In return, the treaty required the United States to allow free importation of Canadian fish and fish oil. The Canadians were unhappy at the results, and demanded compensation from the Americans. The Canadian commissioner was Sir Alexander Galt, a clever negotiator, while the Americans were represented by a drunken nonentity. The impartial third commissioner was a Belgian, who ruled in favour of a \$5,500,000 damage claim by Canada, which was paid grudgingly. The Americans figured they had been robbed.

Norman Hacking  
North Vancouver, B.C.

J.F. Clarke. *The Changeover from Wood to Iron Shipbuilding*. Occasional Papers in the History of Science and Technology No. 3. Newcastle, England: Newcastle upon Tyne Polytechnic, 1986. 114 pages.

The changeover from wood to iron and subsequently to steel ships occurred over a very protracted period. The earliest iron vessels appeared at the end of the eighteenth century but more wooden ships than metal ships continued to be built in the United States until the very end of the nineteenth century. This short monograph is concerned with describing and analyzing this process particularly as it occurred in Britain in the third quarter of the nineteenth century. Two themes dominate the discussion. First, metal ships did not possess an obvious technological advantage over wooden ships. Second, it is incorrect to visualize the changeover as consisting of wooden shipbuilders changing their materials to metal. Rather metal shipbuilding was a fundamentally different industry from wooden shipbuilding.

The initial fifth of the monograph is a description of the wooden shipbuilding industry before the coming of iron and a discussion of the characteristics of wooden vessels. Here the emphasis is on the nature of the process of wooden ship construction and the skill of the labour force. The author concludes that wooden vessels were very successful creations indeed.

Why then the switch to iron and why did it take so long? Metal certainly had different characteristics than wood. Many but by no means all of these were advantageous in shipbuilding. The decision to build metal ships was thus based upon economic rather than technological considerations. To be sure technical factors played a role and the solution of these problems over the second half of the century was an important part of the process of changeover. These technical issues are well described here. Issues of strength and reliability of early iron and the problem of fouling of metal bottoms are well discussed. An important issue that had to be resolved was the durability of metal ships. The skeptics naturally waited until some metal ships had in fact enjoyed the long

lives predicted for them. There is also a useful discussion of the role of *Lloyds' Register*. The composite ships, usually with metal frame and wooden skin, are correctly analyzed not as a transition stage from wood to metal but primarily as an attempt to solve the fouling problem inherent in metal vessels in tropical waters.

Among the most interesting portions of the study is the discussion of the recruitment of both firms and labour into the new metal shipbuilding industry. Clarke points out that most of the early iron shipbuilders came from engineering rather than shipbuilding backgrounds. Similarly, the completely different technology of metal shipbuilding precluded the use of wooden shipbuilders in iron shipbuilding. Instead new craftsmen who had served apprenticeships in boilermaking dominated the labour force.

Overall this is a monograph that the expert will find useful. Much of the detailed information relates to the industry of the northeast coast of England and is conveniently brought together here. The monograph is an occasional paper and has the physical appearance consistent with that designation. The text is photo-reproduced from a dot matrix printer and if not elegant is quite satisfactory. Unfortunately the same cannot be said of all the illustrations that are liberally included. Many can barely be seen. There are also a distressing number of proofreading errors, most disturbingly references to tables that do not appear. Perhaps the author should have confronted the discipline that a scholarly journal publication would provide and written a shorter but more tightly focused version of the study.

A final criticism is of some importance. At various places the author recognizes that the changeover was basically a commercial decision made jointly by shipbuilder and ship purchaser. Unfortunately, the nature of this economic decision and how it changed over time is hardly considered and never systematically pursued. This is a great pity since this is the primary nexus in which the changeover occurred.

C. Knick Harley  
London, Ontario

Jean Heffer. *Le port de New York et le commerce extérieur Américain, 1860-1900*. Paris: Publications de la Sorbonne, 1986. 568 pp., tables, maps. 100FF.

In the preface the author states that he had to reduce the original 1307 pages of the doctoral thesis from which this study was drawn to a more manageable 568 pages. To do this, he eliminated an entire chapter, plus nearly all the maps, the entire bibliography, many tables and appendices, and three-quarters of the original footnotes. A painful sacrifice, sighs the author, but one that was inevitable given the exigencies of publishing.

This makes for a skeptical start for a critical reader. Can a

volume which has been so condensed be considered a worthy, if somewhat delayed, sequel to Robert Albion's classic *The Rise of New York Port (1815-1860)*? Logic prepared me to answer in the negative, but Dr. Heffer has proved me wrong. This is a thorough study and an important book.

The introductory chapter is a brief but accurate description of the trends and cyclical evolution of North America's most important port between the beginning of the Civil War and the end of the nineteenth century. In the first of four succeeding parts, Dr. Heffer examines the competitive position of New York at the beginning of his period. There are thorough and useful comparisons with Boston, Philadelphia, Baltimore, New Orleans and San Francisco. He clearly points to the factors which enabled New York to become pre-eminent, but does not neglect the weaknesses of New York's position. From this intensive analysis it becomes clear how much New York benefitted from the Civil War. In 1860, the port accounted for 46% of all harbour traffic in the United States; by the end of the conflict, her share had risen to 58%. The war marked a steep increase in New York's share of shipping of most products carried by sea into or out of the United States.

But over the next three and one half decades, New York's share of the American shipping market was gradually eroded; by the turn of the century the port's share of U.S. traffic had declined to 47%. Dr. Heffer devotes the remaining three parts of the book, comprising fourteen chapters, to an exploration of this phenomenon. The transition from sail to steam had an impact, as did the decline of the American ocean-going fleet. But the author is not content with simply a macro-level explanation. Through thorough studies of most of the major exports and imports (including immigrants), he systematically traces the erosion of New York's position. These studies are also fully comparative, which makes for a compelling history of maritime trade. He situates each category of goods into its appropriate international context, which heightens the usefulness of the discussion. Some of the methodology is specialized (e.g., regression analysis), yet Dr. Heffer proves a master at making this comprehensible even to those who lack grounding in such techniques. But, it is important to stress, he never becomes a captive of his methodology. Nor does he try to claim too much. He is well aware, for instance, that while his statistical analysis yields important insights into some trades, they are less relevant to others (e.g., the grain trade).

Lest the reader be misled, this book is not simply a narrow study of a single, though important, port. Using his data on New York, Dr. Heffer is able as well to give an impressive outline of the over-all composition of the larger American import and export trades. Much attention as well is devoted to the organization of trade in its various facets, including patterns of commerce, channels of distribution, and modes of financing and pricing. He also competently examines related issues such as railway tariffs, port infrastructure and shipping lines. All of this heterogeneous material is tied

together by Jean Heffer's insights and penetrating analysis.

This book will have to be consulted by anyone interested in late nineteenth century maritime trade. And the price (100 FF) should not deter prospective purchasers, an observation which is less applicable to many recent publications. But the publisher (and the author) might wish to consider two suggestions to make the book even more attractive to a larger audience. First, they might consider in a subsequent edition replacing the rather austere cover which surrounds the otherwise brilliant contents. As well, they might consider an English translation. A sound knowledge of French is a must for those who wish to get the most out of the study. In the United States, the most obvious market, this requirement will be a problem, if not an insuperable barrier. An English translation will make this study more widely accessible to the English-speaking audience.

Jean Heffer has produced a masterful condensation of his important doctoral study. But for specialists, or for those who wish to consult the important data that he has had to omit, the seminal thesis from which it was drawn is fortunately available on microfilm from L'atelier national de reproduction des thèses, Université de Lille III, 9 rue Auguste Angellier, 59046 Lille Cedex (Lille Thèses ISSN 0294-1767). Both deserve to be read.

Karel Veraghtert  
Herentals, Belgium

Randall R. Reeves and Edward Mitchell. *History of White Whale (Delphinapterus leucas) Exploitation in Eastern Hudson Bay and James Bay*. Ottawa: Department of Fisheries and Oceans (Canadian Special Publication of Fisheries and Aquatic Sciences, 95), 1987. vi + 45 pp., bibliography, photographs. \$5.00, paper.

Recent years have witnessed continued serious scholarly attention to the history of whaling in the northern hemisphere, and some fine studies have resulted, notably those of John Bockstoce (western Arctic), Gilles Ross (Hudson Bay and the eastern Arctic), and Robert Webb (on the northwest Pacific). Randall R. Reeves and Edward Mitchell, both cetacean specialists at the Arctic Biological Station, Sainte-Anne-de-Bellevue, Quebec, have already added several specialized papers to this larger story, including one on white whale (*beluga*) exploitation in the St. Lawrence. In the document under review, they examine the discrete population of white whales found on the "Eastmain," or southeastern shore of Hudson Bay and James Bay. Funded mainly by the Quebec Fisheries Development Program, the authors' research was done mainly in the Hudson's Bay records and some missionary accounts; its principal purpose was to estimate the initial (pre-exploitation) population, the better to inform those responsible for modern-day conservation policies.

The authors conclude that, although exploitation occurred at

least from the mid-18th century, the height of the fishery was in the key era of 1854-63, when at least some eight thousand whales were taken in the area of the mouths of the Great Whale and Little Whale Rivers. The technique was to trap the whales with weirs or nets once they entered the rivers, and the animals were so useful that there was no chance they were going to go "unharvested." The oil was an important trade item (a large *beluga* could supply one hundred gallons, though the average was closer to forty); the hides were finely textured, and were particularly desirable for waterproof boots; and the meat served as winter dogfood for the trading posts. The base population of some 6,600 could not long withstand catches of 500-1000 a year. In the Great Whale River estuary, at least, there is no longer a significant summering population of this species. But there are still some 1000-2000 remaining of this discrete population, more than the few hundred other recent estimates have claimed. Reeves and Mitchell believe, in fact, that if contemporary Inuit subsistence hunting is held at a moderate level, the white whale population on the Eastmain will hang on. Recovery to pre-exploitation levels is another matter altogether, involving more stringent protection not only from direct assault but also from the sort of habitat modification predictable from dams, diversions, and harbour development projects in the area concerned. The authors do not discuss such challenges in any detail, but their warning is clear enough.

Although only a short pamphlet, the careful, documented research, supplemented by interesting photographs and a useful bibliography make this study a requirement for anyone interested in whaling past or whales present, and it is a bargain at five dollars.

Briton C. Busch  
Hamilton, New York

William A. Benbow. *Brave Benbow: The Life of Vice-Admiral John Benbow, 1653-1702*. Victoria, B.C.: Bredah Press, 1987. 95 pp., paperback, bibliography, illustrations, maps.

Benbow is not the name of a naval hero from the past that readily springs to mind, so it is with interest that one approaches this work by a descendant. Intrigued by tales told by his father about a famous admiral who fought on the Spanish Main, William Benbow set out to find the truth behind the legend. The search took him to contemporary books, transcripts of courts martial and to the ballads written to commemorate Admiral John Benbow's exploits.

Apart from a thirty-one page booklet, *Wooden Ships and Iron Men* by Edgar V. Benbow, published in New York in 1957, (not mentioned in the bibliography) the only biographical details about the subject are to be found in articles in learned journals or chapters in naval histories.

A head-strong perfectionist who suffered fools not at all, Benbow was often in trouble with those around him. His bra-

very was undoubted and whether in command of a merchant ship or a naval vessel he never hesitated to go on the offensive, often to good effect. But such conduct did not always engender the loyalty that a commander-in-chief has the right to expect. The tragic conclusion to his story was that his captains did not close with the enemy to support him in an action against a French fleet. Although mortally wounded he survived long enough to bring his ship to port and to lay charges against his captains which resulted in two being shot and others cashiered. His tenacity and sense of purpose inspired ballads that in turn helped to lay the traditions of the Royal Navy exemplified by Anson, Bligh, Nelson and more recently by the captains of the cruisers in the Battle of the River Plate.

The author has made extensive use of contemporary sources, in particular when discussing the disputed origins of his ancestor. His historical facts are correct although it is an exaggeration to say that when attacking the Medway the Dutch captured Chatham Dockyard. They occupied a fort on the Isle of Sheppey but landed only a raiding party at Chatham.

This is a pleasing booklet, published economically in a typewritten text, that is recommended to those interested in naval biography and is a good model for those contemplating producing a family history.

Norman Hurst  
Coulson, England

R.B. Byers (ed.). *Deterrence in the 1980s: Crisis and Dilemma*. Beckenham, England: Croom Helm, 1985. ix + 235 pp., tables, illustrations, index, notes.

This is an ideal book to provoke conversation and discussion. R.B. Byers, of the Research Programme in Strategic Studies at York University, has collected a series of papers dealing with the issue of nuclear annihilation. In broad terms, the papers all address themselves to deterrence as theory, history, psychology, politics, ethics, and policy. The research is excellent and the publication well-planned.

Each contribution raises a major point worthy of discussion: for example, should the NATO nuclear umbrella be maintained, increased, or decreased? In addition, the book is both timely and timeless. It is invaluable for providing greater insight into the nuclear negotiations supposedly set to begin this winter between the United States and the Soviet Union. But it is also valuable to Canadians with more general concerns about defence.

A particularly important contribution comes from Professor George H. Quester of the University of Maryland. In his essay, "The Strategy of Deterrence," he points to the likely future "flashpoints" that could ignite a nuclear confrontation. Included in his list are Western Europe, South Korea, and

the Persian Gulf, all areas that are both vulnerable from the standpoint of conventional military capabilities and for which the West has strong attachments. It makes for chilling reading.

It would be easy to write something on almost all the chapters, since most are equally absorbing. Every aspect of defence or offence, ranging from the controversial SDI programme to the smaller mobile nuclear weapons, is well-covered. Perhaps the most complimentary judgement on the book is that despite its grim subject matter it is riveting reading.

Professor Byers' and his contributors provide no easy solutions to the rather complex problems of nuclear weapon systems. As much as anything else, this shows their wisdom. Only time--and the unpredictable future--will provide answers to the problems of deterrence.

Marke Paize  
Delta, B.C.

Roy Palmer (ed.). *The Oxford Book of Sea Songs*. New York: Oxford University Press, 1986. 343 pp. \$21.95.

In the hands of editor and folk music specialist Roy Palmer, *The Oxford Book of Sea Songs* becomes a nautical history survey course set to music. It is also one of the most complete anthologies of sea songs in print, and a work of singular scholarship. The editor's meticulous research is apparent not only in the range and variety of songs collected, but also in the explanations supporting each of the 159 selections. Many of the songs which appear in this book are set to music for the first time. Where possible, Palmer has undertaken considerable detective work to match words and music to the nearest contemporary date for both. While this is most satisfying to an historian, it must be doubly so for musicians who at last can play the songs the way they once were heard.

In his very informative introduction, Palmer provides his readers with a brief history of song-making and music publishing in England from the seventeenth to nineteenth centuries. Interestingly enough, the peripatetic diarist Samuel Pepys had one of the largest collections of printed song sheets of the period. But most sea songs were composed anonymously, handed down orally, and revised to suit the singer. The richness and creativity of the songs selected by Palmer merely whet the reader's appetite for a deeper investigation of this aspect of popular history.

Arranged chronologically from the 1560s to 1979, the songs touch on virtually every aspect of maritime history from privateers to submarines, shipwrecks to mutinies, and Sir Francis Drake to Samuel Plimsoll. Jolly tars and lively maids share the pages with cruel captains and crueller women in ballads whose stories were often common knowledge in their time. Such musical "newscasts" may well have served to in-

form as well as entertain a less educated society.

Brief historical footnotes by Palmer place each song in its social context and supply background, where known, for the words and music. This is particularly helpful when songs composed up to a century earlier are later transcribed in a much altered form or set to a different tune. The preponderance of songs from the pre-1900 era suggests either that sea songs were more common before the twentieth century or that Palmer did not find the later tunes as worthy of note. An extensive bibliography and glossary of terms testify to Palmer's thoroughness. An index of Titles and First Lines is also a much appreciated reference tool.

In his compilation of various sea songs, Palmer distinguishes between the types of songs sung aboard different ships. For example, warship crews did not sing sea shanties or chanties. These were work-songs, frequently composed by the sailors themselves to accompany hard, repetitive work at the capstan winch or pump. Songs like "Blow the Man Down" were sung only while the task was underway and discontinued the moment the work was done. Most such songs date from the post-Napoleonic sailing era. On the other hand, the forecastle song or forebitter was a recreational song common to both merchant ships and the Royal Navy.

While including a few songs from New Zealand, Australia, the United States and Canada, *The Oxford Book of Sea Songs* concentrates primarily on the musical legacy of the British Isles. While this is understandable given Britain's maritime history and Palmer's expertise in British folk music, it is too bad that such contemporary Canadian compositions as "Barrett's Privateers" and "The Wreck of the Edmund Fitzgerald" could not have been included. Perhaps the solution is not to begrudge the editor his omissions but to propose a Canadian companion to Palmer's very excellent collection.

Faye M. Kert  
Ottawa, Ontario

Charles B. Arthur. *The Remaking of the English Navy By Admiral St. Vincent—Key to the Victory Over Napoleon. The Great Unclaimed Naval Revolution (1795-1895)*. Lanham, Maryland: University Press of America. 278 pp., maps and pictures.

The Royal Navy of the classic age of fighting sail was disciplined by Earl St. Vincent, inspired by Horatio Lord Nelson, and congealed by the likes of Collingwood, Pellew, Warren and Saumarez. In the years 1793-1815 this service acquired a mastery on and over the seas that had no equal. When in 1815 Napoleon came on board HMS *Bellerophon*, commanded by Captain F.L. Maitland, to give himself up, he is reported to have remarked that he could not see any reason why British ships could beat the French ones; later, however, he remarked that had it not been for the English, he would have been Emperor of the East, but wherever there

was water, the English would always be found in the way.

That the English navy dominated the maritime affairs of this long war, and especially contained French warships in port by close blockade, is owing to the energetic enterprise and administrative genius of St. Vincent. His skills have long been known, and thus it is somewhat a surprise to find Mr. Arthur belabouring the point. There can be no doubt as to St. Vincent's skills, and no doubt about his role in winning the war; certainly it is an antidote to the hagiographic tendencies which give England's glory, Horatio Lord Nelson, such attention, deserving as that may be. I would quarrel with the author's view that this was an "unclaimed revolution." Certainly a greater emersion in the historical literature of English naval warfare would reveal, at least to the date of the first Dutch war, that British naval administrators were frequently obliged to "play catch up" owing to the neglect of the naval service in times of peace. Incidentally, it may be noted that the Navy of 1793 was probably better off than the navy of 1756 or 1774. And the reason why the navy of 1793 was better was that politicians and Parliament were giving the national service *greater* (one hates to say *adequate*) funding than previously. St. Vincent probably inherited a better fleet with more experienced battle commanders than any other commander of the eighteenth century. Moreover his tactics of blockade were already worked out through the experiences of previous wars.

This work is based heavily on secondary sources and printed primary documents; it draws less on Admiralty documents in the Public Record Office than is claimed, and certainly the author does not provide the fresh re-interpretation based on the primary documents of which he boasts. To this reader this is a major disappointment. Though adequately written as to style and syntax, forgiving the overstatement of theme, this book would have benefitted from a thorough pruning, and thereby saved the reader from the needless overkill of St. Vincent's basic administrative reforms and grand strategy. It still shows the heavy work of a Ph.D. thesis--a Harvard one at that. The work has a bibliography and several maps from P.H. Colomb's *Naval Warfare* (First Ed., 1890), but I could not find a source of acknowledgement. No illustrations are given and no index. This work's greatest value will be to serve as a baseline from which other students can assess the foundations of British naval primacy in this particular war. In that sense this study was well worth doing.

Barry M. Gough  
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Max Arthur. *Above All, Courage: First-Hand Accounts from the Falklands Front Line*. London: Sphere Books, 1986. 463 pp. + xiii, index, photographs, maps.

The Falklands War has produced almost as many books as it did days of actual combat. The reading public has been given the stories of individual participants, journalists, and

picture books but now from Max Arthur we have something different. He has given us thirty-one separate first hand accounts from this strange little war. They are the result of more than two hundred interviews by the author. The interviewees ranged from able seamen to the commander of the British task force, Rear-Admiral Woodward. Significantly, no Argentinian accounts have been included.

That the stories in *Above All, Courage* contain biases is perhaps more a reflection of the duration of the Falklands War than any prejudice on Arthur's part. Fully twenty of the accounts are officers' stories. The author does not explain why only one-third of the narratives are from ratings or non-commissioned officers. In such a limited campaign the front line does not take on a life of its own as it did in the trenches in World War One. The accounts are thus devoted more to individual encounters than to an entire campaign. For this reason Arthur seems to have concentrated on some of the more stirring episodes rather than the traditional steadfastness of the common British soldier or sailor. Indeed in this mercifully short little war there was hardly time for such factors as human attrition to come into play.

*Above All, Courage* is interesting because of what it tells us about the motivation of men at war. These accounts of truly magnificent effort do reveal a great deal about what drives men to do their duty. Gone is King and country; it seems that now traditional patriotism is less a motivating factor than being part of a team. This comradeship in arms, of doing your bit for your crew members, may be patriotism writ small but it does say something of the isolation of the contemporary military man from his civilian counterparts. Nevertheless there were heroes. It is harder to find stories of greater self-sacrifice than that of Able Seaman John Dillon or greater devotion to duty than Sergeant Peter Naya. As an example of coolness and precision while executing a calculated risk, the exploits of Captain Samuel Drennan and Corporal Jay Rigg have seldom been surpassed. By comparison with these unvarnished tales, Rear-Admiral Woodward's interview is unrevealing. The collection would have been better without it because we are still much too close to the event for the Admiral to divulge his full experience. *Above All, Courage* should be read not for any new revelations about the Falklands War but simply for the straightforward accounts of men doing their duty.

M. Stephen Salmon  
Navan, Ontario

Gordon Rabchuk & Ernest Labelle (comps.). *Analytical Index of the Documents of the Trinity House of Montreal 1806-1873*. Montreal: Port of Montreal Archives, 1986. 425 pp.

This publication is not a book as such, but the putting together of letters, documents, letter books, minute books, and personal correspondence taken from the archives of the Port of Montreal. Most of the collection is in English but the

explanations and headings are in both official languages.

The work will have a fairly limited interest to the general public, but any serious student interested in the times and in particular the beginnings of the Port of Montreal will find it quite fascinating. It gives great insight into the beginnings of a colony. How the bosses were basically English and the workers basically French. How the set-up was modelled on the operation from "back home". How the various committees were set up and how they concerned themselves with every minute detail, such as the quality of the sperm oil for the lamps. Monies were strictly controlled and meticulously meted out. Letters flew back and forth about the most (to us today) trivial of events and so on. It gives an extraordinary insight to life in these early days of our country, and by careful perusal, little gems can be uncovered. For example, there is the following brief notation from the Registrar to Captain Wiley, the Chief of Police, dated 5 Feb. 1847: "Request for stringent enforcement of supervision & disposal of snow upon ice of harbour."

Two thoughts come to mind after reading through the correspondence; first, that there is nothing new under the sun; and second, that nothing changes. This is altogether a thoroughly interesting collection well worth the attention of the more serious observer.

John Walker  
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Robin Inglis. *The Lost Voyage of Lapérouse*. Vancouver: Vancouver Maritime Museum, 1986. 40 pp., illustrations.

Russell C. Shelton. *From Hudson Bay to Botany Bay: The Lost Frigates of Lapérouse*. Toronto: NC Press, 1987. 228 pp., illustrations.

These two publications deal with the same subject matter; the life of Jean François Galaup, Comte de La Pérouse, or Lapérouse in the orthography used by both authors. Lapérouse was a member of a landowning family in Languedoc. His courtesy title was taken from a small estate deeded to him by his father. Both authors cover his career, his voyage to the Pacific in 1785-1788, and the search for and eventual discovery of the wrecks of his frigates on the island of Vanikoro.

Lapérouse joined the French navy in 1756 at the age of fifteen, just at the beginning of the Seven Years' War. He was at Louisbourg and Quiberon Bay, and served on the American station until 1771. He then went to Mauritius in *La Belle Poule*. Nautical researchers will be interested to hear that the plans of this vessel form the subject of one of the books in the naval archeological series by Boudriot and Berti, published by Editions ANCRE.

In 1782, Lapérouse raided the armed but almost unmanned

forts of the Hudson's Bay Company in Hudson Bay. This expedition had little military value, although Lapérouse justly gained in reputation as a seaman and as a commander. His reputation earned him the command of the great circumnavigating voyage that France mounted in the 1780's. He left Brest in August 1785 in the frigates *Boussole* and *Astrolabe*, rounded Cape Horn, and spent the next two years in the Pacific. He visited Alaska, explored the Asian coast south and west of Kamchatka, and called at a number of the Pacific islands before reaching Botany Bay, a week after the British "First Fleet" under Arthur Phillip had arrived.

Lapérouse left Botany Bay and disappeared in the Pacific. Fortunately for historians he had sent his journals, maps, and a number of drawings of lands and people back to France from Kamchatka, Macao, and finally from Botany Bay. Thus, there is a full record of the voyage nearly to its close, including Lapérouse's correspondence.

Despite search attempts, it was not until 1827 that wreckage and items from Lapérouse's ships were found on the island of Vanikoro. Further finds were made during the next few years, then nothing much happened until 1958. In that year, Reece Discombe, a pioneer in the use of free diving equipment, was operating an underwater salvage business in the New Hebrides, now Vanuatu. These islands were then under joint French/British control, and Discombe became friendly with the French Resident Commissioner. Between them, they organized a diving expedition to Vanikoro, and the modern exploration of the wrecks began.

Over the succeeding years, a large number of artifacts was recovered, and the position of the two wrecks was established. There was no attempt at a scientific examination of the sites until 1986, when Ronald Coleman of the Queensland Museum commenced a study which is understood to be continuing. Discombe was a professional diver, but neither he nor any of the enthusiastic amateurs who shared in the work had any training or evident interest in archaeological procedures. It was, as Inglis points out, a treasure hunt.

All the subject matter of these books has been published before except for the modern examinations started by Discombe. This does not detract from the value of the books, because it is useful to have all the story brought together. These are the first attempts to do so, at least in English.

Inglis's brochure was produced to accompany an exhibition of Lapérouse artifacts. He has to be brief to get the story into the compass of a forty page brochure, and cannot tell the whole story. Still, he manages to give a well-rounded account. He covers the historical setting in Europe, an essential part of any work on eighteenth century Pacific history, and he gives space, if anything a little more than needed, to the instructions for the voyage.

There are one or two technical lapses. For example, he confuses a dipping needle, which measures the vertical direction

of the earth's magnetic field, with a compass, which measures its horizontal direction. He might have mentioned that the reason Cook's maps of the coast of North America were "highly tentative" was that his instruction forbade him to explore the coast. Apart from this nit-picking, *The Lost Voyage of Lapérouse* is well-researched and well-written.

Shelton's book is written as a narration rather than as a critical work. He covers the story in more detail than Inglis could, and includes an impressive collection of illustrations, including maps. These are partly from archival sources and partly from modern photographs. The author of any summary work must choose what to leave out. Shelton has left out most of the ethnology, which is extensive in the original journal, but apart from this he covers the voyage well. His acquaintance with European history is limited, and for this one must turn to Inglis' work, or to other sources. There are also limits to Shelton's nautical knowledge. A map shows the course of the frigates just over four points off the cyclone-strength wind, and he multiplies miles by 1.6 to get kilometres, in places where he must be referring to nautical miles.

Shelton's account of the discoveries in 1958 and after appears to be based mainly on conversations with Discombe, although the main constraint is probably the lack of published information. These adventures do not seem to have been reported in detail even in France, and for a proper research study one must await the completion and publication of Coleman's studies. For the general reader, *Hudson Bay to Botany Bay* is an interesting story, and for specialists it is a useful introduction to a subject which many will want to follow.

John Kendrick  
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Réal Boissonnault. *Jacques Cartier, Explorer and Navigator*. Ottawa: Cartier-Brébeuf National Historic Park Series, Booklet No. 1, Environment Canada, 1987. 74 pp., bibliography, maps, paintings, drawings. \$4.95, paper. Also available in French.

One of the problems about Jacques Cartier is that we really know little about the man. This difficulty is symbolized by the inclusion in this brief book of Théophile Hamel's portrait of what he imagined Cartier to have looked like three hundred years previously. We know so little about him that no contemporary description of his physical appearance has survived. This brief sketch of Cartier's life, while competent, adds little to our knowledge of this most shadowy of Canadian explorers.

The chapters are brief. The volume begins with an outline of European exploration, and then moves on to Cartier himself and his three voyages. Jacques Cartier appears to have become a pilot by virtue of having sailed with his fellow St. Malouins to the Grand Banks and to Brazil. He was thus

very different from his fellow explorers, such as Columbus and Cabot, in that he lacked any real training in seamanship. He also lacked royal patronage--until, that is, he married the daughter of the Governor of St. Malo, which gave him the opportunity to gain a command. His other great flaw was the lack of instinctive curiosity that drove so many of his contemporaries. Indeed, his only real distinction was that he ventured up the river which he named the St. Lawrence. While he noted some of the plant and animal life, he never seems to have been interested enough to have ventured far from his ships.

Even if it tells us little that is new about Cartier, the book does have some other useful features. It is profusely illustrated with a number of maps and diagrams, and there is even a colour photograph of his house at Limoilou, St. Malo, as it appears today. There is also a useful section on contemporary navigational instruments and a concluding section which focuses upon the *Grande Hermine* and shows its place in the evolution of sailing craft. There is even some material on the conditions under which her crew likely lived and worked.

This booklet is primarily an outline of the explorer's life and times. That it is not more revealing may implicitly suggest something important. Despite an understandable desire to think of one of our earliest explorers as a "great man," it may be that he was not very extraordinary. If so, given the available historical records, it is unlikely that we will ever come to know the "real" Jacques Cartier.

Annette R. Wolff  
Montreal, P.Q.

William Gilkerson. *The Ships of John Paul Jones*. Annapolis: United States Naval Institute Press, 1987. 88 pp., pictures, plates, illustrations, notes. \$39.95 (U.S.).

This book represents the fruits of many years of labour by the artist-author William Gilkerson. In the forward, the eminent French maritime historian, Jean Boudriot, notes that "having following his career for several years, I can see in this collection the result of long hours and attentive work." In his introduction, James W. Cheevers, Senior Curator at the U.S. Naval Academy Museum, underscores this point. "The pictures in this book," he writes, "represent research and development spanning 20 years." In preparing this book, the author spent untold hours studying sources and discussing problems with naval scholars on both sides of the Atlantic in order to reconstruct all the vessels that played a significant role in Jones' career. In the eyes of this reviewer, the time was well spent, for Mr. Gilkerson has produced an important and valuable volume.

Even at first glance the sketches, most in black and white but a few in colour, are impressive. But close scrutiny makes his meticulous attention to detail more evident. All the major

ships, including the *Providence (ex-Katy)*, *Alfred*, *Ranger*, *Bonhomme Richard*, *Alliance*, *Ariel* and *America*, are here (as are the less important ones). Equally important, he has interspersed throughout a variety of other nautical scenes, which add to the utility by providing an important context. Students of ships' boats, late 18th century naval life, nautical attire, gun emplacements and a variety of other related topics will find the volume a treasure trove of suggestive detail. This is especially true of the colour plates.

While there are a number of points of conjecture in the book, the author has clearly indicated them in his annotated "List of Pictures." Although skeptics might dismiss some of his depictions based on admittedly less than concrete evidence, for the most part it seems to me that his careful research has provided him with the material for educated interpretations. Mr. Gilkerson has earned the reader's respect by sifting the sources to produce as accurate a set of drawings as possible; when he speculates on things such as stern shapes and guns, the detail that he has amassed makes his conjectures generally convincing.

The text that accompanies the drawings is written clearly and covers the highlights from Jones' birth in 1747 until his death forty-five years later. In this instance it is the text that enhances the illustrations rather than *vice versa*. The bibliography, which includes "eyewitness narratives" among the forty-nine entries, is also an important contribution.

Mr. Gilkerson is to be congratulated on a fine piece of work. It will prove a valuable addition to the libraries of historians, artists, modellers, and lovers of things nautical.

Robert W. Cook  
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Arne Olav Brundtland and Roald Gjelsten. *European Naval Activity in the Northern Areas*. Oslo: The Norwegian Atlantic Committee [Fr. Nansens Plass 6, 0160 Oslo 1], 1987. 26 pp., footnotes.

This interesting lucidly written pamphlet argues the case for the establishment of a NATO Standing Naval Force Norwegian Sea (STANAVFORNOR), made up of European NATO nations, to increase Alliance naval presence in those waters.

Control of the Norwegian Sea and of North Norway are vital to NATO, should deterrence fail and the Alliance have to fight. Conventional defence of Alliance territory depends upon reinforcement from North America by sea. With North Norway and the Norwegian Sea in Alliance hands, Soviet Northern Fleet forces have to operate directly from their Kola bases and run a terrible gauntlet, past the North Norway harbours and airfields, to threaten reinforcement shipping. If those airfields, harbours and the Norwegian Sea become Soviet controlled, the length of the line of communication from base to reinforcement-ship target is greatly di-

minished, with potentially devastating results for the Alliance.

Norwegians are the staunchest allies one could wish for, but they live on the doorstep of a thoroughly unfriendly super-power. They are torn between active participation in the Alliance upon which their security in freedom depends, and the need to avoid giving offence to their paranoid neighbour. They have the "Placard on the Wall", which describes the prime duty of every member of the armed forces: every person who feels Norway is in danger shall begin fighting and, whatever government direction is received, not cease until he is personally satisfied the danger is past. On the other hand, no allied forces are allowed to be stationed in Norway in peacetime. This last point makes a Standing Naval Force Norwegian Sea attractive to the authors. The Alliance could give evidence of strong support to Norway by providing a "permanent presence" of vessels for which the main area of operations and home base are in the area, without violating the no-stationing principle.

The authors recognise that U.S. activity in the area is vital, but they are concerned that if the current pattern of NATO (including American) activity in the Norwegian Sea should be reduced, the Soviets would intensify their efforts to turn it into a *Mare Sovieticum*. Annual NATO activity in the Norwegian Sea typically consists of a large naval exercise, including at least one U.S. carrier battle group, at least one deployment of the Standing Naval Force Atlantic, a deployment of the Standing Naval Force Channel, and other exercises such as training deployments of the UK/Netherlands Marine Force. This represents a large effort.

STANAVFORNOR could not replace current activity which relies on heavy US involvement: it would have to be an additional presence. It would thus be a token force: navies do not have major resources to dedicate in the fashion proposed. The STANAVFORLANT, covering the whole Atlantic, is difficult enough to keep going. Moreover, "permanent presence" includes home-basing in the area, and the authors do not make it clear how this could be accomplished without violating the Norwegian "no peacetime stationing" principle. In my view STANAVFORNOR would represent a substantial effort for marginal return.

This is a good treatment of a complicated subject.

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Clayton R. Barrow, Jr. *"The Navy Needs You!" U.S. Navy Poster Art of the Twentieth Century*. Annapolis, Maryland: U.S. Naval Institute, 1987. Engagement calendar, full colour illustrations. 120 pp. U.S. \$9.95, paper.

The sixty-four illustrations of U.S. Navy posters provide a colourful basis for this attractive and convenient spiral back engagement calendar. The introduction and brief text which accompanies each poster page is informative and concise.

The poster illustrations face weekly calendar pages for engagements and make this publication suitable and attractive for desk top use.

The poster illustrations, which cover the period from 1917 to the 1970s, are examples of recruiting tools used by the U.S. Navy in both war and peace. Several are also aimed at the civilian and industrial communities in order to gain support for various navy initiatives and the war effort. The posters are representative of a very popular twentieth century art form which have attempted to appeal to the various sensibilities of the American people over the years. It is interesting to note the change in emphasis and the nature of the production as the psychology of the presentation is developed. This medium is really a branch of advertising which today is highly developed and the posters demonstrate this development. From an historical perspective the posters also show the broad development of the U.S. Navy in terms of the ships and equipment portrayed as well as the uniforms and the personnel.

Well-known illustrators are included, with posters by Norman Rockwell, Joe Leyendecker and John Falter, along with some Lou Nolan post-war classics. Several are well-known posters which will be familiar to many. MacLelland Barclay's sailors in action are particularly graphic.

The introduction provides an insight into the background of the use of poster art by the U.S. forces. The brief text which accompanies each poster page of the calendar gives, in a popular form, a general historical context for the illustration.

This calendar provides an engaging historical record of recruiting poster art from World War I to the present. A full year of weekly pages as well as a monthly layout planning form is offered. The result is a useful and attractive desk top calendar.

Andrew McMillin  
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