

## BOOK REVIEWS

Morten Hahn-Pedersen (éd.). *Sjæklen 1995: Arbog for Fiskeri- og Sofartsmuseet Saltvandsakvariet i Esbjerg*. Esbjerg, DK: Fiskeri- og Sofartsmuseet Saltvandsakvariet i Esbjerg, 1996. 160 pp., photographs, illustrations, tables, figures, maps, references. DKr 198, hardback; ISBN 87-87453-84-3.

In this, its eighth yearbook, the Fishery and Seafaring Museum in Esbjerg, Denmark follows traditional lines, publishing a collection of articles where fisheries and maritime history intersect. However, in contrast to earlier editions, the focus of *Sjæklen 1995* is fairly narrow, with four of the five articles devoted to ports and trade.

In the lead article, Hanne Mathisen presents new evidence on trade between Denmark and Norway in the seventeenth and eighteenth centuries. With Norway rich in timber and Denmark known for its production of iron, each country had comparative advantages which they utilized to gain from trade. In examining this relationship, Mathisen demonstrates that Scandinavia in the past has also been a common market.

Mette Guldberg focuses on international trade through an analysis of the customs records of Hjerting in 1763. Hjerting provided customs services for the market town of Varde, and Guldberg analyses the port traffic in this area. The article demonstrates clearly how a small country could gain from both export and import trades. Denmark exported only twenty different types of goods through Hjerting, while 200 types of goods were imported, mostly from Holland and Denmark.

Poul Holm ventures into local business history. He describes and analyses the activities of the shipbroking and insurance firms of Brinholt and Christensens, active for three generations between 1875 and 1953. Their success demonstrates both the ability and the requirements of small, flexible companies operating within the shadow of major capital interests.

Morten Hahn-Pedersen focuses on Danish ports from 1960 to 1992. As in several other countries, the tendency towards concentration on

increasingly fewer ports has been clear in Denmark. One result of this trend is that Denmark's import and export trade has shifted steadily westwards, in part because ports there are closer to the markets outside Denmark. Hahn-Pedersen predicts that in the future, only fourteen out of Denmark's ninety ports are likely to survive.

These four articles all have a common theme, for they all focus on ports and their importance. In contrast, the fifth article — a report of the results of a research project by Svend Tougaard, Nils Norgaard and Thyge Jensen — is devoted to the study of North Sea seals and their behaviour. Among other things, the researchers were able to judge the exact size of the seal population in the Danish Waddensea.

*Sjæklen 1995* should find a large market, as it should appeal to both local historians and international economic historians. Moreover, because it has close ties to the local business community, the museum in Esbjerg has been able to publish a yearbook with solid standards and a nice layout. The Fishery and Seafaring Museum in Esbjerg is therefore to be commended for being able to publish so stimulating and impressive a yearbook on a regular basis.

Anders Martin Fon  
Tonsberg, Norway

Haskell Springer (ed.). *America and the Sea: A Literary History*. Athens: University of Georgia Press, 1995. xi + 414 pp., illustrations, bibliographies, index. US \$40, cloth; ISBN 0-8203-1651-2.

In recent years, literary historians have become aware that histories which present a single perspective and attempt to unify a large body of literature into a single narrative can distort, omit, and repress writers and works that fail to meet the historians' criteria for inclusion. In his attempt to encompass Anglo-American literary responses to the sea from the sixteenth century to the present, Haskell Springer grapples with this problem by taking a non-traditional, demo-

cratic approach. He gathers thirteen writers who present individual essays from a number of perspectives and approaches. Often, the writers' discussions centre on the same works from different perspectives, adding a sense of dialogue to the history. Springer's range is broad, focusing on the role of the sea in American literature generally, not only on those genres narrowly defined as sea literature. This makes for a big book, full of useful information, well-researched overall, but lacking in scope in a few places.

Springer edited the volume to provide as much thematic unity as possible. The articles are arranged roughly chronologically, and unnecessary repetitions have been excised. His introduction and extensive bibliography give the impression of a whole. The fourteen chapters, presenting a wide range of approaches and opinions on various subjects related to the literature of the sea, are not restricted to the written word. Thus, the portfolio of "American Seascape Art" offers black and white reproductions of important visual representations of the sea in American art, from a sea battle depicted in the background of Thomas Smith's emblematic "Self-Portrait" (1670-1690) to Jackson Pollock's "Full Fathom Five" (1947). Roger Stein's commentary on each piece in the portfolio impressively relates the artworks to the sea literature discussed in the rest of the book, yet the works are interesting in their own right. The connections Stein draws between art and literature broaden the scope of the history impressively.

Such novel approaches to the literature will be particularly refreshing and useful to readers interested in American studies. From Donald P. Wharton's essays on the colonial and early federal periods, which establish the central place of the sea in the early life and developing ideology of the United States, to Robert Berthold's compendium of contemporary writers of sea fiction, such as Peter Benchley, John Barth, Ursula K. Le Guin and Peter Matthiessen, the book ranges widely over American literature. The bulk of the volume presents general accounts of historical periods, such as nineteenth-century poetry and realism, and twentieth-century poetry and prose. As well, the two major figures in nineteenth-century American sea fiction, James Fenimore Cooper and Herman Melville, receive individual attention in chapters

of their own. However, the book also moves into areas uncharted until recently. Chapters on genres not often covered in literary histories, such as John Samson's "Personal Narratives, Journals and Diaries," and Robert Madison's "Hymns, Chanteys and Work Songs," provide insights into the daily lives of officers and sailors alike, particularly during the golden age of sail in the early nineteenth century. These sections add a sense of the everyday lives of those who lived on the sea and reveal the sources for such as Edgar Allan Poe, Richard Henry Dana, Jr., Cooper and Melville. The racial dimensions of America's sea history come into focus in Elizabeth Schultz's extensive account of an African-American counter-tradition. Schultz ranges over the entire period and tracks the sea's importance for black writers, including Alaudah Equiano, Langston Hughes, Zora Neale Hurston and Charles Johnson. Starting with the horrifying experiences of the Middle Passage, Schultz shows the gradual transformation of the sea into a resource through which recent black writers literally and symbolically explore their roots.

As readers of American literature might expect, Melville takes centre stage in the history and *Moby-Dick* provides its monumental fixture. Springer has collaborated with Douglas Robillard on the Melville chapter, which gives a clear and concise account of Melville's fifty-year career as sailor, pilgrim, fictive voyager and poet of the sea. In fact, Melville's presence throughout the book gives the impression that America's literature of the sea might be summarized as ante- and post-Melville. The chapters ante-Melville reveal works that influenced and served as sources for his sea fiction and poetry. Post-Melville writers from Jack London and Ernest Hemingway to Charles Olson and Peter Matthiessen have confronted *Moby Dick*, its encyclopedic depths challenging subsequent generations to dig into the novel for their own purse of ambergris. Bert Bender's "Fiction by Seamen After Melville" gives a glimpse of how pervasive Melville's influence has been from the mid-nineteenth century to the present.

Unfortunately, the articles are not all of the same quality. This unevenness is due partly to the choice of materials and partly to the scope of some of the chapters. The two chapters on

modern literature specifically, for instance, draw specious and narrow accounts of the symbolic significance of the sea to writers such as H.D., William Carlos Williams, T. S. Eliot and Robert Frost in poetry, and Willa Cather and F. Scott Fitzgerald in prose. Some works of these writers that could be related to the literature of the sea are not mentioned or even alluded to, leaving a distorted impression of their place in the history. As well, some of these canonical figures have little relation to sea literature and take up space that would better be used to develop discussions of other writers. Wallace Stevens, Hart Crane and Charles Olson, for instance, all of whom devoted large portions of their careers to sea-related works, get too little attention, and popular sea fiction of the first half of the twentieth century goes virtually unmentioned.

One other minor aggravation results from Springer's general bibliography. Although nicely detailed and inclusive — the only omissions of note may irk Canadian music fans, as Gordon Lightfoot and Stan Rogers recordings mentioned in the text go uncited — the general lists of primary and secondary sources create difficulty given the number of different writers and the diversity of their subjects. If readers, for instance, want to follow up on Madison's sources for sea chanteys, they have to wade through the entire bibliography to dredge up references to the songs mentioned in his chapter. Springer would have made source hunting easier and clearer if he had provided a list of selected primary sources for individual chapters in addition to the general bibliography.

*America and the Sea* offers many insights into the central place of the sea in American economic, social and cultural life. As history it brings to light the role of the sea in the development of the American nation. As sociology it offers intriguing discussions of nautical life over the last three hundred years. As literary criticism it expands the horizons of American literature beyond the traditional coastline. Some readers may be confused by the murkiness of the penultimate chapters, but the clarity and depth of the rest of the volume should amply compensate for these minor inadequacies. Readers seeking a unified narrative will be disappointed, but those willing to let the writers's viewpoints resonate with each other will be rewarded by a complex

and lively vision of the importance of the sea to the history of American literature.

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Lars Scholl. *Hans Bohrdt: Der Marinemaler des Kaisers*. Hamburg: Koehler, 1995. 120 pp., illustrations (b+w, colour), notes. DM 34, paper; ISBN 3-7822-0642-8.

This is the fourth publication issued by the DeutschesSchiffahrtsmuseum in Bremerhavento be written by Lars Scholl. Here he presents a well-researched study of the German marine painter Hans Bohrdt. For some years the Museum has produced a number of special exhibitions devoted to the work of marine painters. In connection with the exhibitions, these artists have each been the subject of a more extensive monograph. This venture has led to many works that were feared lost being instead traced and found.

Bohrdt was born in Berlin in 1857 into a comfortably well-off middle-class family. His father was a civil servant in the legal department of the Imperial administration, and Bohrdt was to become a bright star in that firmament of marine painters that shone so brightly during the Wilhelmine era.

Two world wars not only resulted in the decimation of Bohrdt's family but in the number of his works as well. Many are still unaccounted for, including his best-known painting, "Der letzte Mann" (1915), which has been lost since 1924. Innumerable reproductions, both cheap and more lavish, have been reproduced from this work and it has been widely employed for various political purposes.

In remembrance of the fiftieth anniversary of his death in 1945, the Museum has arranged an exhibition of his work. In addition to those of Bohrdt's paintings, posters, prints and reproductions that it holds in its own collection, the Museum gathered a number of works from both public and private sources. The aim of the organizers was to provide as comprehensive a picture as possible of the last of the great marine painters. The technical virtuosity of this artist who so dearly loved ships and the sea is revealed in all its forms, and considerable

attention is given to his skill as an illustrator. He often used tempera for his illustrations, as this medium is particularly suited for reproduction as a print, and he was able to hold his ground for a surprisingly long time against the remorseless advance of photography and the camera.

While many smaller nations could point to a tradition of marine painting stretching back over a period of several hundred years, Germany can only be said to have become seriously engaged in this genre after the country became united in 1871. Marine painting was thus a young form of art in Germany and somewhat oddly came to be cultivated principally in the heartland of the country. For the Art Schools of the inland cities of Karlsruhe, Dresden and Berlin, landscape painting provided the backbone of their curriculum. Nevertheless, the study of seascapes was included on their syllabus. Bohrdt was to a large extent an autodidact even if, it is true, he had studied sporadically at the Academy of Fine Arts in Berlin. There he soon tired of drawing from plaster copies of more or less classical subjects, finding this way of learning to be more of a hindrance than a help within his chosen field.

Marine painting imposes particular demands; the individual components, the sky and the sea, the movement of the vessel, the setting and rig of the sails and so on, must be married to form a visual maximum. The smallest error by the artist would unmercifully unveil the dilettante. Hans Bohrdt was 15 years old when he saw the harbour in Hamburg for the first time. The sight of vessels moored five abreast, made him as he himself put it, a "marine painter."

During the decade prior to World War I, the German Merchant Marine had grown to a size only second to that of the United Kingdom. Not only the vessels themselves, proudly bearing three or four funnels, but even the cargoes and the passenger, were depicted in order to publicize the various shipping lines. Commissions were not long in coming, but the outcome of the war resulted in the reduction of the merchant fleet, the confiscation of ships and consequently no more commissions. All that remained, it would seem, was for Bohrdt to be a painter of nostalgic picture postcards.

Bohrdt must have felt that fate had indeed been most unkind, for during the 1880s the

younger Kaiser had purchased some of Bohrdt's paintings, both for his own private collection and for public buildings. Bohrdt became a painter à la mode, and was praised by no less a person than Adolf Rosenberg, the leading critic of the day, which led to Bohrdt forming a personal friendship with the Kaiser himself. He was showered with decorations and in 1898 was awarded an honorary doctorate. By 1904 his work had begun to assume a somewhat plodding predictability, and an art critic who had earlier been benevolently inclined towards Bohrdt now observed of one of his exhibitions that it "contained many paintings but little art." His art had by now become a part of the propaganda apparatus in a Germany resolved on becoming a world power, and in which the Navy was but one of the essential elements. To quote Pompey, and probably Herr Professor Hans Bohrdt, "Navigate necesse est, vivere non." Apart from promoting the interests of the Navy and the major shipping lines, his work was established and appreciated amongst a wide circle of affluent buyers. As a member of the Imperial Yacht Club, he was able to exhibit his work, and to obtain work as an illustrator for various Yearbooks.

Until the outbreak of the war, artists had been given the opportunity to accompany the Fleet on its worldwide cruises and when security restrictions no longer allowed this, Bohrdt felt that he had lost his connection with the sea. It was, he said, "like being a Red Indian in New York." During the 1920s, the recovery of the Merchant Marine ushered in new commissions for the artist, but he never really managed to be again in step with the spirit of the times. He died in Altersheim on 19 December 1945, 89 years of age.

With this book Hans U. Scholl has written an excellent survey of the life of a marine artist with all its triumphs and tribulations. The illustrations do Bohrdt's work full justice, and the text and the historical context are particularly balanced and well-considered. The reader can only hope that this publication will lead to the discovery of more of the lost works of both this and other artists.

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Patrick Villiers and Christian Pfister-Langanay (eds.). *Le Transmanche et Les Liaisons Maritimes XVII<sup>e</sup> - XX<sup>e</sup> Siècle. Actes du colloque de Boulogne-sur-Mer 1-3 avril 1993*. Éditions *Revue du Nord*, n° 9 hors série, collection Histoire; Villeneuve d'Ascq: Université Charles de Gaulle-Lille III, 1995 [order from: *Revue du Nord*, Université Charles de Gaulle-Lille III, BP 149,59 653 Villeneuve d'Ascq Cedex]. 248 pp., tables, figures, illustrations, maps, photographs, English abstracts. 120 FF<sup>r</sup> (frais d'envois compris), paper; ISSN 0983-2327.

As Patrick Villiers explains in his excellent presentation of these proceedings, the directors of this symposium attempted, quite successfully, to fit the texts of the participants into three general themes: *invade*, *cross* and *link*, or the Channel seen as an invasion route, as a body of water to be crossed, and as a link between the British Isles and the European continent, later between Europe and the rest of the world.

To have retraced all cross-Channel invasion attempts throughout the centuries would have required several volumes, but the theme is illustrated here with several pertinent examples: Patrick Villiers reconsiders the abortive Franco-Spanish attempt to invade England in 1779; Christian Pfister-Langanay studies another form of "invasion" of the French coast by British smugglers at the end of the eighteenth century; Christian Borde offers an innovative presentation of French postal services between Calais and Dover from 1784 to 1855; Fernand Beaucour provides an authoritative study of the role played by insufficient port facilities in Boulogne and along France's northwestern coast in Napoleon's unsuccessful attempt to invade Great Britain from the rupture of the Peace of Amiens in 1803 to his decision in 1805 to turn French land forces against coalition members on the Continent; and Jean-Pierre Navailles gives a provocative presentation of British anti-French, or anti-Napoléon, propaganda through the already highly developed and very effective form of satirical cartoons, a method of commentary in which the British still excel. Last but certainly not least is the highly significant study by Etienne Taillemite of new developments in naval warfare at the end of the nineteenth century and the far-reaching results of the hesitations, experi-

ments and theoretical "battles" that opposed rival factions among French naval strategists. This text and other publications of Etienne Taillemite concerning the pivotal period of the second half of the nineteenth century are of critical importance to an understanding not only of that particular period but also of the twentieth century, so dramatic for the European continent.

The second and third themes, crossing the Channel, thereby establishing links among peoples, countries, and cultures, tend naturally to merge to some extent in the papers presented, including the very interesting offerings of actors and observers of the various phases of trans-channel transportation, communications and other forms of relations studied here. For maritime historians accustomed to studies of past centuries, especially of the final flowering of the magnificent eighteenth-century sailing ships, this part of the book is probably the most innovative and therefore the most interesting.

The Channel has always been a highly frequented, inescapable maritime route on Europe's Atlantic facade, and we are all acutely aware today that its maritime traffic has reached a point of near-saturation. Ships of all kinds and of all nations ply its narrow waters and the ways and means by which this came about is well illustrated in a series of studies of great interest to laymen. This term includes us all in varying degrees, for who can now claim to be an expert in all areas of maritime transportation, trade, national and international regulations, to mention only a few aspects of the phenomenon as they apply to this tight little body of water today?

Major studies include Georges Oustric on the evolution of Boulogne's port facilities in the nineteenth century in a constant effort to accommodate steadily increasing trans-channel transportation; an interesting review by Jean Martin of river-and-Channel traffic between London and Paris from the end of the nineteenth century to 1960; Guy Bataille's very interesting paper on the logistic support of the British front in France during World War I; the study of the first ferries by Jean-Pierre Duteil; and the beginning of rail links across the Channel, 1931 -1960, by Laurent Bonnaud.

These excellent studies are completed by sixty-three pages of texts due to six different authors on subjects as detailed and as interesting

as Dunkerque's lightships, 1863-1989 by Georges Despin; Jacky Messiaen's work on the ferry-boat company A LA (Angleterre, Lorraine, Alsace); Yves Laisne's 1973-1993, the twenty years of Brittany Ferries; a particularly interesting study of trans-channel Hovercraft by Gilbert Florent; Pierre Sinquin's analysis of the progressive measures taken to improve safety conditions of navigation in the Pas de Calais, 1967-1992; and Denis Guyot-Sionnest's study of certain little-known episodes of the history of the Channel tunnel, 1975-1995. These papers are particularly interesting because the authors were often actors, always careful observers due to their own profession, of the events they have chosen to study.

This is very interesting, ground-breaking work on one of the most important and densely travelled straits in the world. The whole story of the Channel cannot be told in one volume, but this is an excellent start to the study of history-making, obligatory passages that have determined the course of maritime power and consequently of its history throughout the ages.

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Andreas Kunz and John Armstrong (eds.). *Inland Navigation and Economic Development in Nineteenth-Century Europe*. Mainz: Verlag Philipp von Zabern, 1995. xii + 330 pp., tables, figures, maps, select bibliography, contributors, index. DM 58, paper; ISBN 3-8053-1730-1.

Transport naturally played a very important role in what is still commonly referred to as the "Industrial Revolution" but which many now view as the culmination of an evolutionary process that swept through Europe during the nineteenth century following its take-off in eighteenth-century Britain. Steam-powered railways have commonly been seen as a revolutionary transport system, one that added welcome speed and new transport lines to the traditional ones of rivers and canals. Until the era of motoring, the contribution of roads to the process of industrialization was generally rather insignificant, a point made most recently by Agnes Lewé about the Netherlands and Prussia in her interesting thesis (*"Invoer te lande ver-*

*boden" 1836-1857*, Tilburg University 1995).

Another question to which much less attention has been paid is whether - not to mention how and precisely where — the other so-called "pre-industrial" modes of transport such as rivers, canals and coastal shipping were able to modernize and adapt to industrial development, and by the end of the nineteenth century even reappear as a challenger to the railways. By examining the history of inland navigation in industrializing Europe, this collection of papers and commentaries from an international conference at the Mainz Institute of European History in September 1993 offers an international comparison of recent research on European inland waterways transport under the impact of industrialization during the nineteenth century. Of course, not all countries or regions could be treated in just one volume. Nevertheless, an attempt is made to cover most of Europe.

Which new insights did the seventeen specialists in transport history from eleven countries reach? Generally, in the first half of the nineteenth century, the building boom in canals that began in the eighteenth century continued in most European countries. In the second half of the nineteenth century, increased competition from railways led to a sharp and prolonged crisis in river and canal traffic. Furthermore, as many of the authors show, the timing, intensity and impact of that crisis varied from country to country and from one region to the next. Thus, industrialization and railway building in Great Britain led to a marked decline in waterway transport, whereas inland navigation continued playing a crucial role in Belgium and Holland, particularly as a mover of bulk commodities. Where industrialization occurred early, as in Germany and northern France, the existing infrastructure was modernized sufficiently to overcome the challenge posed by the railways. In fact, at the end of the nineteenth century one could conclude that a distinct revival of canals and canalized rivers was taking place. Only in Spain, which, from the viewpoint of the eighteenth-century transport revolution was truly Europe's Cinderella, the prevalence of primary commodities greatly diminished the impact of canals. There one can say that canal technology was not able to bridge the gap between backwardness and modern economic growth.

Some articles illustrate the many difficulties of measuring the impact and river transport on a regional or national economy, although all of the chapters that pursue quantitative goals should not be seen as being anything other than the first pieces to a complex mosaic that is still far from being complete. To judge more clearly what exactly was the overall contribution of the waterways to economic growth during Europe's industrialization, we need much more reliable statistical information concerning such things as size of fleets, length and tonnage of waterways, density of traffic, volume, type and value of goods shipped than is presented here. Not until such time-series (which ideally should extend back as far as the eighteenth century and should offer national aggregates) are available, will we be able to see more clearly the different links between waterborne transport and economic growth in nineteenth-century Europe. As it was, in *Inland Navigation and Economic Development in Nineteenth-Century Europe*, I sometimes encountered problems of orientation with all the local and regional data and figures.

Apart from these minor criticisms, this well-written and valuable book is an important step towards that goal.

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Alan Lemmers (ed.). *Maritime Technology from the Rijksmuseum Amsterdam: Multimedia Catalogue of the Dutch Navy Model Collection, 1698-1889*. Lisse, The Netherlands: MMF Publications, 1995 [order from: MMF Publications, Heereweg 331a, P.O. Box 287, 2160 AG Lisse, The Netherlands]. CD-ROM with text, video (recommended system requirements: 486-processor, 8 MB RAM, video card SVGA [800x600x256 minimum], Windows 3.1 or higher, MS-DOS 5.1 or higher, 5 MB free space on hard disk, sound card [optional]). / 300 (Libraries/institutions, one work station); / 600 (Libraries/institutions, network).

When I agreed to review this CD-ROM, my initial assumption was that it would contain a detailed study of models of ships used in the Dutch navies spanning the period 1698 to 1889. (Prior to 1795 Holland did not have one central-

ized navy; there were five Admiralties for the coastal provinces, reporting under the States General.) The collection itself was begun in 1817, then gradually transferred between 1883 and 1899 to the Dutch Museum of Art, which was then a department of the new Rijksmuseum in Amsterdam. In 1927 the collection went into storage until about 1984, when it was found to be scattered, in poor shape and very poorly documented. Fortunately, it was possible to trace much of the original documentation through extensive research and to reassemble the collection under one roof, thereby restoring a valuable collection.

*The Multimedia Catalogue of the Dutch Navy Collection* is a catalogue of approximately sixteen hundred immensely varied artifacts in what may best be described as an eclectic collection of maritime items that, together, present a fascinating look at a period of innovative technological endeavour in the maritime field. The collection reflects both Dutch and foreign technological development, with artifacts from different parts of the world, including England. The collection contains many navy ship models, half-models, ironclad rams, monitors, merchant ships, fishing vessels and pleasure craft. It also contains a large collection of technical models from the nineteenth century, including industrial, technical and scientific development models of dry docks, camels, dry dock equipment, merchant shipping, bridges, steam engines (including locomotive) lighthouses, artillery, naval guns on slides, tools such as early ships curves for laying out frames (1827), patent rudders, detailed models of various rigs and spars, and a submarine from 1835-40, along with items such as boxed sets of wood samples from Surinam and Australia, samples of rigging, including rawhide rudder control lines, etc. Many models are cutaways or working models that were sometimes used as patent models. Others were used to demonstrate or clarify an idea or design principle to people such as the Naval Secretary. Another portion of the collection contains memorabilia and art objects.

Supported with well-researched archival and source documentation, the models provide a fascinating look into the creative processes at work at the time they were built, documenting technological history in the Netherlands to the

point where many historical assumptions may have to be reconsidered.

Canada is represented with two models of *Columbus*, a 301-foot timber raft (ship?) built at Québec by Charles Wood in 1824 to be sailed to London, unloaded, then dismantled for her timber. Crudely built and intended only for a profitable, one-way-trip, Wood sent her back for another load. She was lost on the return trip to Canada. The first model of *Columbus* is a framed hull-section, built post-and-beam style on a flat base, which extends beyond the vertical sides of the hull. The second model represents a crudely built, high-sided box-like hull with a very rudimentary bow, fitted with two deck-houses and just enough equipment to get her to London. She is shown with three masts, though the catalogue lists her as having four. Her sailing qualities surely left much to be desired!

The CD-ROM was initially reviewed on a computer equipped with a 386 processor chip. This met the minimum recommended requirements (though it was slow), allowing exploration of the catalogue and its varied functions. A computer with a 486-processor proved to be much faster and a better choice. The well-designed programming provides excellent index and search capabilities, including the ability to cross-reference data and text using hyperlinks and the ability to record information on a notepad for future reference. One search problem, noted in the documentation, is that since text is available in Dutch and English, identically spelled words can have different meanings, though all information found in a search would be presented, with the researcher sorting what was applicable.

There are three main parts to the catalogue: the catalogued artifacts; a comprehensive index; and a forty-two page bibliography. The index contains a simple description, with each entry assigned a unique catalogue number. Any item can be viewed by entering the item number desired. Each item in the catalogue can be viewed on-screen with detailed information including the catalogue number, general title, name, place and date, type of model, materials used in its construction (these are only shown in the basic context, i.e. wood, textiles, etc.) dimensions and scale. The accompanying text provides an object description, its history, and any

historical information available. References to literature, archives, technical drawings, models and iconography are also given, along with a black and white photograph taken on a white background. The text can be removed and the small, single photograph of each item enlarged for better viewing. An on-screen menu bar allows easy movement around the catalogue. A gallery selection allows viewing sixteen items at one time, while the slide-show choice allows viewing the entire catalogue on an adjustable timed, on-screen basis. Where indicated, plans of ships mentioned are available from the Netherlands Maritime Museum (Nederlands Scheepvaartmuseum) in Amsterdam. Many are available on microfiche from MMF Publications.

The catalogue is available in CD-ROM and book form (scheduled for release in late 1995 by Press of Sail, an imprint of Jean Boudriot Publications) though apparently only as a set. (I only reviewed the CD-ROM). Why the publisher would not unbundle the set, making it available to both the computer and/or conventional library-based researcher, is a puzzle. As distributed, one wonders what purpose the second version serves. While likely cost-based, the choice of black-and-white photography in an age where virtually any computers capable of running this program would have colour capability is also puzzling. The use of coloured photos would have added significantly to the presentation. Those minor concerns aside, the CD provides an excellent look at a fascinating collection.

Intended both as a museum and a collection catalogue, with its primary audience being the museum-oriented public and other museums, it is considered to be eighty per cent complete and continuing. An eleven-page introduction documents the catalogue, its history and the logistical choices made, along with the reasons for those choices. This will be most useful to those contemplating a similar project. The publication of the catalogue at this time was undertaken to encourage similar projects, and is intended to stimulate and initiate similar activities. The catalogue is recommended to those considering such projects, and to those interested in Dutch maritime and technological history.

N.R. Cole  
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B.J. Clemons. *Wake of the Wirelessman*. Palo Alto, CA: Glencannon Press, 1996. xvii + 266 pp., photographs, illustrations, maps, appendix, bibliography, index. US \$16.95, paper; ISBN 0-9637586-6-7.

This is the intriguing story of Dale Clemons and his inestimable contribution in pioneering both radio and wireless telegraphic communication in the US merchant navy early in this century. It was written by his daughter, a retired nurse, who turned her attention to her father's seafaring career when she found his old letters and photographs. These reawakened her love of ships and sea lore, as well as the lingering curiosity of her father's unbounding interest in radio and the sea.

As a farmboy in Iowa, Dale Clemons spent his spare time visiting the local railway telegraphist, and though he lived a thousand miles from the ocean, he read voraciously about the sea and about Marconi's great new invention, wireless radio communications and signalling through the medium of Morse Code.

The *Titanic* disaster had an enduring impact on his life and it was about this time that he entered Radio School — the first radio school in America — from which he graduated with his government certificate of proficiency. He found temporary employment in ships that plied the US West Coast, and before long was assigned to a position as "Sparks" on the passenger liner *Congress*. While serving in this fascinating ship, he honed his skills with a fast, accurate, fist and perfected his ability to copy Morse in the "copy behind" mode (holding the incoming word while copying the previous words). His life-long dream of becoming an outstanding pioneer in what was then the new and exciting field of marine radio communications was fast becoming a reality.

His next ship, SS *Coluso*, voyaged to Australia and New Zealand, returning to Boston via the recently opened, awe-inspiring, Panama Canal. A temporary mud slide at the canal compelled *Coluso* to return to the Pacific west coast via Cape Horn. Then Clemons served on *Lur-line*, voyaging to Hawaii. World War I brought into perspective the effectiveness of wireless as a tool and weapon. When the United States entered the conflict after Germany declared unrestricted submarine warfare, Dale Clemons

volunteered his wireless services and was immediately assigned to the ageing, French-built, ex-cables ship SS *Vigo/KMC*, laden with war supplies and bound for Italy. The well-documented account of *Vigo's* voyage from New York to Genoa via Horta and Gibraltar is a stirring account of radio communications on the high seas in 1917, with details of seafaring and the radio profession on the war-ravaged North Atlantic and such shipboard experiences as a major storm, contaminated drinking water, disguising the ship by painting out her name and replacing it with the identification SF-11, installing mock-up wooden guns, rigging sails on the foremast, a grounding and a leaking hull.

After signing off *Vigo*, Dale married and "swallowed the anchor." He built and operated radio station WRBC in Valparaiso, Indiana; later, as a licensed electrical engineer, he worked in Chicago where many of his electronic developments were granted patents. His interest in Amateur Radio lasted the rest of his life until, in April 1968, he became a Silent Key.

Bette Clemons has written an engrossing account about her resourceful father, the intrepid "Sparks," and other adventuresome young pioneers who blazed the trail of early wireless that began with Guglielmo Marconi. This attractive and very readable book is a worthy contribution to maritime history and should have excellent worth to those who purchase it.

R.F. Latimer  
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John King Fairbank, Martha Henderson Coolidge, and Richard J. Smith. *H.B. Morse, Customs Commissioner and Historian of China*. Lexington: University Press of Kentucky, 1995. xiv + 314 pp., end-maps, photographs, appendices, notes, bibliography, index. US \$39.95, cloth; ISBN 0-8131-1934-0.

Any historian who at any stage of his or her career has become involved in the China trade or the imperialist deconstruction of China after the First Opium War will sooner rather than later have met Hosea Ballou Morse (1855-1934), Harvard graduate, long-time official of the Imperial Chinese Maritime Customs Service, and historian. His three major works, *The Guilds*

*of China, The International Relations of China, and The Chronicles of the East India Company Trading to China*, remain an indispensable part of the intellectual challenge to the subjects described in his titles. I think that I can write on behalf of many colleagues, indeed, when I acknowledge my own academic debt to Morse for providing me with a firm starting point from which to launch my own investigations into China's economic and political relations with the outside world since the beginnings of the so-called Canton System. This book is a sympathetic biography. Fairbank, for so long the doyen of Chinese studies at Harvard, began his career now over sixty years ago as an acolyte of Morse. In turn, he became the patron of a large school of scholars, including the co-authors of this biography. Fairbank had completed a fair part of the manuscript at the time of his death in 1991, and it is a tribute to the academic loyalty and inspiration he instilled as well as to the influence of the intellectual and personal debt he was repaying with this biography, that his work was finished in this dedicated manner by Coolidge and Smith. Even if the "Fairbank school" has increasingly come under fire from more recent historians who had absolutely none of his historical and ideological roots, there can be no doubt that Fairbank remains a historiographical presence of great significance. Very much the same may still be said about Morse, despite his strong late-Rankian and Orientalist tendencies.

This book is a classic biography in the good sense. It is based on a voluminous amount of personal, semiofficial and official correspondence, and reconstructs Morse's professional work in a solid and satisfactory way. His personal life (as far as it can be retraced) is brought into the equation at every stage. This gives an all the more interesting dimension to what already is an intriguing career, as his wife gave all the impressions of possessing a most domineering personality and, having witnessed an alarming anti-foreign uprising, had a profoundly anti-Chinese disposition. Coupled with a number of postings in "the boondocks," it is not surprising that questions are raised about Morse's relationship with his wife on the one hand and his commitment to his career in China on the other. The authors confront these questions as well as the sources allow them to do that. They make it

clear that they regard Morse as one of the most successful of Sir Hobart Hart's assistants in administering the Imperial Chinese Customs Commission. There is ample evidence of his astuteness in handling both routine administration and extraordinary situations, such as the short-lived power vacuum on Formosa after China's defeat by Japan. An interesting chapter, which has benefited from Chi-Kong Lai's expertise, deals with his frustrating secondment to the China Merchants Steam Navigation Company. After his retirement from the service in 1909, his academic career — although not based on any university appointment (his wife seems to have vetoed their settling at Oxford) — was one of lasting achievement and recognition. Indeed, his greatest personal satisfaction resided in his being awarded an honorary doctoral degree by his alma mater, Harvard, even if by that stage he lived in England and had left America behind him.

The authors follow Morse's career closely and judiciously evaluate his contribution to both the Imperial Customs and the western historiography about China. Particularly in relation to the latter issue, the account often assumes an intensely personal character which is deeply engrossing but which also has some controversial aspects in so far as a quasi-feudal loyalty to Harvard seems to permeate both Morse's outlook as well as that of his biographers. One example may illustrate that another more critical dimension could have been added to the biography. In a book review published in 1907 Morse wrote that, contrary to the contemporary orthodoxy, the term Opium War "is perfectly legitimate for a pamphleteer or a politician but not for an historian and a lawyer." This assertion is neither discussed and explained nor assessed in the view of Morse's actions as a Customs official to facilitate the importation of opium into China at a moment when the drug trade had already distinctly become controversial. More problematic from the viewpoint of placing Morse in his full historical context is that neither the Open Door Notes and subsequent US foreign policy towards China — which many historians see as being directly inspired by the Imperial Customs Service outlook and personnel (Hippisley) — nor the growth and development of China's overseas trade and shipping are dis-

cussed. Particularly maritime historians will be somewhat disappointed that the focus of this otherwise highly interesting and, also as an example of its genre, successful biography has remained too narrowly directed on the details of Morse's professional life. Nevertheless, many will find much of historical and also personal interest in this book. Reading it is like finally meeting a person with whom one has conducted a long correspondence — which can only mean that, as far as recreating the subject of their biography is concerned, the authors have been successful. What the Chinese verdict about his work is, remains to be seen.

Frank Broeze  
Nedlands, Western Australia

Ronald Rompkey (ed.). *Labrador Odyssey: The Journal and Photographs of Eliot Curwen on the Second Voyage of Wilfred Grenfell, 1893*. Montréal & Kingston: McGill-Queen's University Press, 1996. xxxix + 231 pp., map, figures, photographs, appendix, notes, index. \$29.95, cloth; ISBN 0-7735-1366-3.

To all those Newfoundlanders and Labradorians who yearn for "the good old days" and a mythologized past that never was, this excellent book should be required reading. For here, in cool and lucid prose, we have a reality check: the first-hand observations of a young and intelligent man of science, that, while not devoid of sensibility, seem nonetheless dispassionate. For Curwen does not write to promote sales nor yet to raise funds to further a cause. Rather, he seeks to share his experiences, his perceptions and his feelings with members of his immediate family.

It is true that the point of vantage from which he observes a little of politics and society in St. John's and somewhat more of life and labour on the coast of Labrador is that of a well-educated high Victorian with an evangelical turn of mind. Yet neither his own socio-cultural conditioning nor his religion is an intrusive or distorting element in his narrative. Indeed, the journal seems as candid as are the splendid photographs scattered liberally throughout the text.

Perhaps one may be a little surprised that a recently qualified doctor who is a medical mis-

sionary should devote so little attention to the diseases, injuries and medical emergencies he assuredly encountered, and so much to the services of Divine worship he organized or in which he participated. Indeed, at the end, we probably know more of the texts of the sermons he preached than of the medical conditions he treated. We must, however, remember the audience for whom he wrote and the extreme probability that they would be far more interested in tales of the wildly exotic northern world into which he had entered than in technical details that were better reserved to official reports.

In any event, we should be pleased that he chose to convey to his distant kinfolk his own fascination with the natural wonders of the Labrador, including the great islands of ice replete with minarets and towers, flashing brilliant white in the sunlight while underwater shelves and ledges reflected the clearest starch blue and the loveliest emerald green. More especially we should be pleased that he devoted so much of his journal to his observations of the people and their struggles to survive in the face of heavy odds, both environmental and economic.

In particular, it would appear he was astonished by the quality of the housing of the coastal settlers, even those who were comparatively thriving, and describes in some detail the small log structures with sod covered roofs whose single rooms served all the domestic requirements of whole families. But though the cases he offers of profound poverty amounting to near nakedness and starvation would extract tears from a stone, he does not write to invite pathos, nor is his attitude towards the people he describes at all condescending. Indeed, though he discovers the occasional villain, he appears, on balance to like the Labradorians he encounters.

His attitude to Newfoundlanders — particularly those who constitute the summer "float-er" population - is quite different. He is, of course appalled by the sordid living conditions on board the fishing schooners and is particularly concerned for the young women who are hired for a pittance to toil among the fishermen. But his chief complaint is that the men are taciturn, unfriendly, and unthankful for the benefits, whether spiritual or material, that he is prepared to confer upon them. He is astonished that they respond dumbly to his friendly "What

cheer! my old skipper," and is even more amazed that when the Newfoundland "stationers" leave in the fall, they take with them the windows of their tilts so that, he says, the wind blowing through in the spring will quickly melt out the winter's accumulation of ice and snow.

It is among the population of "floating" Newfoundlanders that he also finds his greatest villains: some who corrupt morals by selling contraband spirits to the coastal people, but, more particularly those who practice barratry almost as a way of life.

Curwen's journal on its own would make this a worthwhile book. However, it is admirably supplemented by extracts of reports and letters by Grenfell himself and by other members of the expedition. Additionally, Professor Rompkey has provided a most excellent Introduction. Indeed, we owe Rompkey a great debt of gratitude for making available to us this valuable addition to the relatively sparse literature on the social history of Labrador.

Leslie Harris  
St. John's, Newfoundland

Alan G. Hopper (ed.). *Deep-Water Fisheries of the North Atlantic Oceanic Slope*. Dordrecht, Boston & London: Kluwer Academic Publishers, 1995. xii + 421 pp., figures, maps, tables, photographs. / 295, US \$199, £129, hardback; ISBN 0-7923-3511-2.

The world's great fisheries are all pursued either in water shallower than 200 metres or else near the surface of the deep oceans. This is no accident; marine production is largely confined to the sunlit layers where plants can flourish. In the later twentieth century, however, demand for fish has out-stripped traditional supplies and we have had to look elsewhere, including down the continental slopes into greater depths. Expansion into that environment has created new complications for the industry and its management, study of which has been scattered, both geographically and among disciplines.

In 1994, a NATO Advanced Research Workshop was convened to draw together this varied experience. It was an important gathering, providing the first opportunity to inter-weave such disparate fields as academic deep-sea

biology, ex-Soviet resource exploration and development, specialized gear technology and the application to deep-water resources of conventional fisheries science. This Workshop's proceedings have now appeared as the book under review.

Published information in this field is so scarce and scattered that any new work is important to specialists. This book is no exception, though it suffers from the usual deficiencies of proceedings volumes: it contains ideas taken to the Workshop, not the ones generated there, while the papers are a series of disconnected views, not a rounded exposition. More seriously, aside from an important paper by Clark on New Zealand orange roughy, the book is confined to a North Atlantic focus. It thus misses most of the world's deep fisheries and many of the ideas they have generated. Even for the North Atlantic it is far from complete. The most important fishery below 500 metres (the book's definition of "deep water") in this ocean is probably halibut longlining, which began exploiting grounds down to 900 metres from Georges Bank to Flemish Cap in the 1870s and which continues doing so to this day. Surprisingly, it is never mentioned in this book, not even in a list of Canadian deep-water fisheries contributed by Ottawa's Duthie and Marsden. Some lesser finfish fisheries are similarly ignored while there is almost no mention of shellfish at all, despite the potential of deep-water crustacean resources. The book does not offer the bibliography of deep-water fisheries which is sorely needed.

Much of the contributed material also falls short of professional standards, with crude computer-generated graphics mingling with preliminary accounts of initial research trials. This is the proper stuff of workshops but, among fisheries scientists at least, it is usually left in the decent obscurity of photocopied reports and documents while better-refined papers are worked up for publication in hard covers. This book would have benefited if its editor had demanded such additional effort from the authors.

Fully a quarter of it is taken up by two workmanlike reviews of literature on, respectively, roundnose grenadier and Greenland halibut (known locally as "turbot"), prepared by Atkin-

son, Bowering and Brodie of St. John's. The second of these provides interesting background to the 1995 "war" with Spain. Jutta and Jakob Magnusson provide a summary of the deep-water resources around Iceland while Reinert gives an account of those near the Faroes. An over-view of the Soviet explorations, which started the modern deep-water fisheries with surveys off Canada in 1963, is contributed by Troyanovsky and Lisovsky. The more recent and less-developed Spanish, French and Irish deep-water fisheries are covered in short papers.

The deep-sea biologists Gordon, Merrett and Haedrich attempt to address applied fisheries issues outside their own, often-introspective sub-specialization. That is notable progress, though they do not advance the debate beyond the point reached in Australia ten years ago. Bergstad contributes a review of fish ageing methods that says little new but does at least say it to those interested in deep-living species. Hareide and Jorgensen report deep-water attempts at the comparisons between otter-trawl and longline gears that are proving intractable even at more moderate depths, and in the process are forced into insupportable implicit assumptions.

Thorsteinsson and Valdimarsson give a valuable account of the problems of introducing new resources to the market and of an innovative Icelandic program which met that challenge. There are four short technical papers on various gear developments for deep fisheries. The only social-science contribution is a thought-provoking essay by Ommer on the failure of the industrial development model as a basis for sustainable fisheries. Unfortunately, it has no special relevance to deep-water fisheries and will be lost in this volume.

The literature on the world's deep-water fisheries is so limited that many people, from scientists to fishing-company executives, will need occasional access to this book. However, even specialists will likely find that an inter-library loan proves sufficient. We must hope that our institutional libraries can stretch their budgets to purchase the necessary copies.

Trevor J. Kenchington  
Musquodoboit Harbour, Nova Scotia

Allen P. McCartney (ed.). *Hunting the Largest Animals: Native Whaling in the Western Arctic and Subarctic*. Edmonton: The Canadian Circumpolar Institute, University of Alberta, 1995. xi + 345 pp., figures, tables, illustrations, photographs, maps. \$28, paper; ISBN 0-919058-95-7.

This is a collection of sixteen papers presented at a symposium on native whaling traditions in the western Arctic and Subarctic held in April 1993 at the Alaska Anthropological Association meeting in Anchorage. The papers provide a variety of perspectives on whales and whaling by residents of Alaska or Western Canadian Arctic coastal regions. They highlight past and present whaling practices, including reference to the belief systems which support them.

The papers illustrate several underlying themes, including that native whaling is a living tradition in northwest Alaska as a cooperative venture between men and women undertaking specific tasks and sharing responsibilities. A second theme is the concept of re-evaluation, wherein authors ask new questions of old data or pose questions not previously addressed. A third is that whaling is often based on species-specific behaviour both by the animals and the hunters. A fourth is the relationship between whaling and society, including spiritual/religious elements, contributions of women, etc.. Finally, there is the collaborative theme, developed from merging zoological, historical and cultural data into a holistic view of whaling and its sociocultural impacts.

The papers are largely prehistoric/archaeological/anthropological in content, as befits the Association through which the symposium was presented, although the paper by H. W. Braham on "Sex and Size Composition of Bowhead Whales landed by Alaskan Eskimo Whalers" diverts somewhat from the theme. Others provide specific commentary on a number of diverse topics such as the archaeological evidence for the origins of whaling in the western Arctic, the development and spread of the whale-hunting complex in the Bering Strait, the use to which prehistoric inhabitants put cetacean species in the northern Gulf of Alaska, "Whale Size Selection" by indigenous hunters of the North American western Arctic and subarctic, prehistoric hunting of beluga whales in the

Mackenzie delta, the roles of large mammals, including whales and mammoths, in prehistoric economies, Siberian Eskimos as whalers and warriors, whaling surplus and the integration of prehistoric Alaskan economies through trade and war, and contemporary Alaska Eskimo bowhead whaling villages.

Overall, the collection provides significant, well referenced information and discussion on ethnological/archaeological etc. aspects of whaling in the western Arctic and subarctic, and should be of particular interest to students and others in those disciplines.

Anthony B. Dickinson  
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Rhys Richards. *The Foveaux Whaling Yarns of Yankee Jack; Burr Osborn's adventures in southern New Zealand, 1845*. "Southern Heritage 150" series, No. 4. Dunedin North, NZ: Otago Heritage Books, 1995 [Otago Heritage Books, 500 Great King Street, Dunedin North, New Zealand]. 152 pp., photographs, maps, illustrations, bibliography, index. \$NZ 29.95 (+ \$NZ 9 second-class air postage), paper; ISBN 0-908774-12-5.

Historians of whaling and whalers have been blessed with a relative abundance of first-hand accounts of the whaling enterprise. The dangerous, difficult and disparate industry drew people to such far-flung regions as the Bering Strait and the icy waters off Baffin Island, from Hudson Bay to the South Pacific. A determined band of historians has performed yeoman service in following the voyages and exploits of the whalers and bringing into print accounts of their lives and times. While a few of these volumes have been serious scholarly tomes, the majority are the work of passionate amateur historians.

Rhys Richards is such a writer, a diplomat by profession but also an active historian of whaling in the South Pacific. His tenacity in pursuing sources is nicely recounted in the description of the search for a copy of Burr Osborn's account of his work as a whaler off New Zealand's South Island. His most recent contribution to the broad fields of whaling and New Zealand history is contained in *The Foveaux Whaling Yarns of Yankee Jack*, a somewhat

frivolous title that masks the careful scholarship and useful information contained in the book.

The book has two parts: an annotated and abridged version of the New Zealand sections of Burr Osborn's 1892 account of his experiences in the South Pacific and an examination of other documentary accounts of life in the Foveaux Straits region. Osborn's text, penned after his retirement, focuses on his experiences around Foveaux Strait (which separates Stewart Island from the South Island of New Zealand) in 1845. Richards provides very useful bridging sections, reducing portions of the text and providing additional background information to keep the reader alerted to related developments, as well as detailed footnotes. The second half of the book includes excerpts, interspersed with Richards' comments, from the writings of Osborn's contemporaries, including Bishop Selwyn, the Rev. J. Wohlers and Edward Shortland.

Osborn's account provides a useful but overly romantic description of life aboard the whaling ships off the coast of New Zealand. He offered extensive observations about Maori and Pakcha (European) life in the region, but the forty years that passed between his experiences in the region and the first publication of the book appears to have taken some of the sting out of the southern winds. Most of the story is recounted in a matter-of-fact fashion; the exotic location and the author's experiences in a little-known land, rather than gripping story-telling, are the prime attractions of the book. Maritime historians will probably be most interested in the working man's perspectives on whaling and early settlement; there are short but useful descriptions of ship life, whaling activities, and land-based work.

*The Foveaux Whaling Yarns of Yankee Jack* will be greatly appreciated by local historians, for it provides useful insights into aspects of early European activity at the southern tip of the South Island of New Zealand. There are many other positive aspects to the book, particularly the careful editing and annotations by Rhys Richards. His decision to focus on regional considerations — as shown by the omission of major sections of the original book that relate to other areas in the South Pacific and to devote half of the book to other accounts of life in the Foveaux Straits in the 1840s - will limit the utility of

this volume for historians interested in more general aspects of nineteenth-century Pacific whaling. That, ultimately, is a shame, for Osborn's observations, gilded a little by the passage of time, nonetheless provide a useful and altogether too rare working class insight into the workings of the whaling industry.

Ken Coates  
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Richard Feinberg (ed.). *Seafaring in the Contemporary Pacific Islands: Studies in Continuity and Change*. DeKalb: Northern Illinois University Press, 1995. vii + 237 pp., maps, photographs, illustrations, figures, tables, index. US \$35, cloth; ISBN 0-87580-201-X.

Ten ethnographic fieldworkers with experience in the southwestern Pacific contribute to this book with detailed reports on a scattering of Pacific communities. Four Melanesian studies discuss the Louisiade archipelago (Maria Lepowsky), Trobriand Islands (Susan Montague, Harry Powell), and Marovo (Edvard Hviding). They are matched by three Polynesian studies: Rotuman (Alan Howard), Sikaiana (William Donner), and Nukumanu (Richard Feinberg). One paper deals with Micronesian seafarers (Lawrence Carucci on Enewetak) and another (by Gene Ammarell) with Indonesia's best-known seafarers, the Austronesian-speaking Bugis of South Sulawesi. The editor's Introduction, together with an Epilogue in which he is joined by Ward Goodenough, deal with the relevant literature and situate the new studies in comparative and historical frames.

Most of what we get is hands-on, practical accounts of the way Oceanians construct their paddle or sailing canoes, how the boats are rigged and handled on the water, special navigation aids, the importance locally attributed to seafaring, and the particular patterns of inter-island contact which result from local mixes of tradition, technology, seasonal winds, and ocean currents. Change is dealt with carefully but in the piecemeal fashion imposed by the circumstance that much of the fieldwork dates back to the 1970s or earlier. The Bugis paper is exceptional in dealing with large craft and professional seafarers; treating the colourful history of this

people at length would have been inappropriate, but by concentrating on navigation techniques the author keeps to a theme which links these less isolated sailors with their Oceanian cousins.

Representative of the dilemma faced by enthusiasts for the outrigger of tradition is the case of the Enewetak/Majuro canoe project of 1992. Carucci admits sailing canoes may soon disappear. (17) They have dwindled steadily since World War II — each year scantier in number, size, and seaworthiness — and the master craftsmen are not being replaced. The recent project, meant to stimulate new pride, interest, and craft activity, did produce a fine museum specimen. The construction was quick, using modern power tools, but the canoe itself was an orphan without a home or practical purpose. (31n) In fact, the outrigger's future can hardly lie in a workaday direction.

The main alternative open may be ceremonialized inter-island sport. Big, ocean-going canoes of the past (both the graceful raiding monohulls propelled by paddle and the often wet but always swift outriggers) stand as prototypes for two potential lines of further indigenous development. The sporting rules would have to focus on keeping to nautical principles which made the best regional forms true marvels for their time and place. Interest would focus on recombining design and construction details, new materials, hardware, and lighter rigging techniques. But turning local eyes to fresh options within their own cultural sphere was not the guiding idea of the 1992 project.

Anthropologists may have special interest in reviewing the two articles on Trobriand seamanship; they serve to remind us (by offering fresh knowledge on an already intensively researched Pacific community) how much there is still to know about the cultures our century has wanted to snuff out. A more sanguine assessment of the future than Carucci's does emerge from the kula-trade region made famous by early Trobriand studies. Lepowski writes:

The sea continues to be the primary avenue to wealth and renown and to risk of disappointment and tragedy in the Louisiade Archipelago. Voyaging by sailing and paddling canoes for subsistence, ritual, trade, and pleasure remains central... (51)

But this is from field work in the late 1970s. Islanders could well continue to seek renown and even wisdom through travel, yet lose their characteristic attachment to seafaring.

The best essay on maritime technology is probably Feinberg's, dealing with a relatively isolated atoll whose people held onto many traditional seafaring practices. Hviding, Donner, and particularly Howard deal explicitly with maritime history, querying the significance of early-contact reports and weighing the consequences of sometimes deep intrusion during the colonial period. A common theme in the three papers is that where seafaring remains a central interest, its future will remain in local hands, whatever combinations of boat styles and techniques come into vogue. But the aesthetic or romantic motivational element in this survival of Pacific traditions will have to be compatible with the sound and smell of a cranky outboard motor, and islanders will have to cope with the insistent ripple-effects which flow from such devices.

George Park  
Charlottetown, Prince Edward Island

Philip Edwards. *The Story of the Voyage: Sea-Narratives in Eighteenth-Century England*. Cambridge and New York: Cambridge University Press, 1994. x + 244 pp., illustrations, bibliography, index. £35, cloth; ISBN 0-521-41301-X.

Few readers purchase books that chronicle uneventful ocean voyages. Exact navigational data, information on routine ship management, and scientific observations may draw a specialized readership, but not a large book-buying public. In eighteenth-century England, ocean voyage narratives became very popular because they amazed, titillated, entertained, and sometimes horrified a broad readership hungry for tales about shipboard crises, mutinies, catastrophic wrecks, captivity in exotic places, and passionate dalliances with sensual native women. Edwards divides this fascinating study about the writing, editing, and publication of voyage narratives into three general parts: accounts by William Dampier the "founder" and his associates; writings by the Pacific Ocean explorers from George Shelvocke to George Vancouver includ-

ing George Anson, James Cook, William Bligh, and many others; and individual narratives by slave traders, passengers, transported criminals, indentured servants, and shipwrecked sailors. Most wrote for profit; others wished to rehabilitate damaged reputations, to seek investors for commercial schemes, to make moral judgments, or simply to advance their careers. While some narrators set out to write truthful accounts, their desire for self-justification and need to entertain readers diminished authenticity, introduced the manipulations of editors and ghost writers, and sometimes led to totally apocryphal tales manufactured by unscrupulous hacks.

In 1697, Dampier achieved great success with his highly original published journal, *New Voyage Round the World* which by 1705 was in its fifth edition. Unlike many other voyagers and buccaneers, Dampier kept detailed records of his observations that entertained his readers while he glossed over many of the negative aspects of pirate life. Subsequently, Dampier failed miserably as a ship's captain and expedition commander. When William Funnell and Woodes Rogers published accounts that belittled Dampier, he replied in print with his own self-vindication. As the century progressed, many navigators and crew members engaged in wars of words published in books, pamphlets, and broadsides. Anson's disastrous expedition in 1741 gave rise to several survival narratives by men aboard his vessels who experienced shipwreck, deprivations, escapes, imprisonment by South American Indians, or felt compelled because of allegations of mutiny to justify controversial actions. John Byron did not publish his exaggerated account, the fourth book about the wreck of the *Wager* until 1768, and in the process he resurrected the myth of the Patagonian giants. One last narrative published in 1751 attributed to the ship's cooper, John Young, and accepted by many modern historians as real was in Edwards' view a complete fake.

The commanders of expeditions sponsored by the Admiralty carried specific orders to submit their logs and journals along with all of those kept by all officers, sailors, and passengers. In many cases, this regulation was impossible to keep as disgruntled or profit-hungry voyagers rushed into print to get their stories before an interested public. In the case of the

official account of James Cook's first voyage to Tahiti, the official editor, Dr. John Hawkesworth, who had never been on an oceanic voyage, altered the voyage account so much that in some instances he made Cook express his own views. With no other version available for over one hundred years, Edwards argues that Hawkesworth helped to set the scene for later Victorian attitudes about subject peoples. Following the second expedition, Cook rejected an oral agreement that the expedition scientist, Johann Reinhold Forster, should publish the voyage account. In the end both published with Forster's son George assisting his father. The younger Forster expressed deep concerns about the gratuitous use of firearms and recognized the negative impact of European culture upon the Pacific natives. Challenging the idyllic paradise of Tahiti described by other writers, George Forster reported human faeces strewn along the pathways and lice upon the heads of women who made love to English crewmen.

Edwards explains how William Bligh manipulated the published record of the *Bounty* voyage so as to illustrate his leadership before and after the mutiny. While he accepts Greg Denning's conclusions, Edwards also honours Fletcher Christian for rejecting Bligh's oral abuses. On the other hand, Edwards will surprise many readers with his sharp criticisms of George Vancouver's journal which he describes as "stilted, pompous, periphrastic, ponderous, and above all humourless." (129) In fact, Vancouver made an effort to stress the scientific aspects of oceanic exploration, maintained accuracy, and down-played the adventure story line. Moreover, Vancouver died prematurely, leaving his brother to edit his very rough manuscript and jumbled notes for publication. In the end, certain sections that were to have focused upon native cultures had to be deleted.

The chapters treating the slave trade, passengers accounts, autobiographies, and the infortunates illustrate a broad variety of changing views. Many writers described their own shock at observing the brutalities of the slave trade while others considered Africans simply as commercial commodities or even believed that they would be better off as New World plantation workers. Some writers involved in the slave trade experienced dramatic conversions follow-

ing illnesses and brushes with shipwreck. The accounts by passengers and voyage autobiographies provided writers with many opportunities for fiction or dramatic alterations of true accounts. For a long time Robert Drury's adventure at Madagascar was thought to be the fictional creation of Daniel Defoe. Women passengers reported the discomforts of shipboard life, but most lacked the confidence to say much about their trips. In fact, the best marine autobiographies, such as Defoe's *Robinson Crusoe*, were pure fiction that left actual voyagers and their editors the daunting task of making their own work appear anywhere near as interesting. Even when revised by ghost writers, true stories about transportation, shipwreck, and other disasters by poorly educated participants did not produce truly great literature.

Edwards describes the voyage narratives as "dynamic re-creations" that originated with the real events and then became transformed from that point up to the actual publication. Edwards' own work with the voyage narratives is informative, comprehensive, interesting, and thoroughly stimulating. In a word, this outstanding study is an essential guide for any reader who enters the world of the eighteenth-century voyagers.

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Calgary, Alberta

Suzanne Schwarz (ed. & intro.). *Slave Captain: The Career of James Irving in the Liverpool Slave Trade*. Wrexham, Clwyd: Bridge Books, 1995. 164 pp., maps, notes, bibliography, index. £8.95, paper; ISBN 1-872424-42-2.

Until well into the twentieth century, the British carried more people across the Atlantic than any other shipping power. Despite the great size of this movement, as well as the attention received by migration history from Britain, they actually carried three Africans to the New World for every European down to the beginning of the nineteenth century. The British were in fact the largest and most successful of all transatlantic slave carriers. One consequence is that it is still possible to discover major new sources as the present volume underlines.

James Irving sailed on nine slave trading voyages - the last two as captain - in the 1780s

and 1790s when British slaving was at its zenith. He began as one of the many Scottish surgeons in the trade, and assumed his first command, not coincidentally in all likelihood, in the immediate aftermath of Dolben's Act — the legislation aimed at improving shipboard conditions for slaves. Wrecked on the Moroccan coast four weeks into his first voyage as captain, Irving and his crew spent more than a year in the captivity of people loosely described as "Arabs," before the British government was able to negotiate their release. During this time Irving kept a journal which was deposited at the Lancashire Record Office in the late 1970s. The journal itself is short, taking up only twenty of the pages of the current book, but along with the manuscript were deposited forty letters, most written by Irving and all of which are printed here. Suzanne Schwarz has edited and annotated this material and written an introduction that comprises half the finished work. Although not a specialist in this field, she has carried out these tasks in an exemplary manner. She is on top of the recent literature and her commentary is invariably judicious.

The combination of journal and letters separates the collection from memoirs written by other slave trading captains. Most important of all from the standpoint of the modern scholar, perhaps, is the irony that here we have prospective slave purchasers made captive, and a journal of the process to boot. Irving was sold first to the local potentate, Sheik Brahim, and eventually to the Emperor of Morocco, Sultan Mohammed III. For the first few months of their captivity Irving and the crew were slaves. Though frequently threatened with a life of servile labour in Moroccan agriculture, Irving's tasks appear to have been those of a personal servant rather than a field labourer. After purchase by the Sultan, however, the status of the prisoners changed to one of parole, or at worst, persons subject to house arrest. Letters written by Irving during and after his captivity complain bitterly about his treatment, but his situation apparently induced no self-reflection or awareness of the Golden Rule, though the abolition campaign was by then already underway in Britain. The Irving material is reminiscent of letters in the Colonial Office files from families of British sailors taken by Barbary pirates earlier in the century on their

way to Guinea, complaining of the inhumane behaviour of the pirates. Perhaps such an inability to appreciate the irony of his situation reduces the value of the material, but I think not. It is perhaps more human, closer to the spirit of the age, and even more attractive to the modern reader than Captain Crow's defensiveness, and John Newton's *mea culpa*, to mention just two other contemporary memoirs by slave captains.

Perhaps because of Irving's blind spot, the editor does not make a great deal of it either. She notes the irony, of course, but could have explored further Irving's unawareness of it. Memoirs of Crow, Newton, Falconbridge, Canot and others were written for publication in an age when abolition became a reality. Because this document was not intended for publication, we are given an opportunity to view the mind-set of a practitioner of a trade which the modern age finds incomprehensible. But for the price I would recommend this book to undergraduates as well as to specialists.

David Eltis  
Kingston, Ontario

David F. Marley. *Pirates: Adventurers of the High Seas*. London: Arms & Armour Press, 1995. 160 pp., illustrations (b+w, colour), maps, figures, select bibliography, index. US \$29.95, Cdn \$41.95, cloth; ISBN 1-85409-215-4. Distributed by Sterling Publishing, New York.

David Marley is an accomplished scholar of Spanish American maritime history. However, in this profusely illustrated retelling of the notable exploits of all the major pirates associated with the Caribbean in the seventeenth century, and of English pirates dispersed elsewhere in the early eighteenth century, he is not attempting to offer new information or interpretation.

Perhaps an exuberant tour of buccaneering can be excused some of its own escapes from discipline. Stirring accounts of major plundering raids by privateers and naval squadrons are included, though Marley knows that vital legal niceties separated these from piracy. Dispensing with footnotes is a liberty some may applaud, but it lets the author snatch the ideas of scholars and the words of witnesses in ways that are

rather piratical. The reader/viewer is not allowed to be serious about the graphic representation of pirates either; credits are only occasionally offered for the numerous black and white pictures, and neither painters nor dates of paintings are given for the dramatic colour plates.

Although the numerous plates are offered without much comment, detailed diagrams help explain some individual expeditions particularly well. There is also a very good select bibliography that invites the curious to explore the rapidly growing scholarship on the social, economic, and political history of Caribbean pirates and their suppressors.

This celebration of early modern armed robbery with violence is a light coffee table book, though it might better be kept beyond the reach of both the squeamish and the impressionable.

Ian K. Steele  
London, Ontario

Frances Wilkins. *Dumfries & Galloway's Smuggling Story*. Kidderminster, Worcs.: Wyre Forest Press, 1993 [8 Mill Close, Blakedown, Kidderminster, Worcs. DY10 3NQ, UK]. 126 pp., illustrations, maps, bibliography. £6.95, paper; ISBN 1-897725-03-5.

Frances Wilkins. *The Isle of Man in Smuggling History*. Kidderminster, Worcs.: Wyre Forest Press, 1992 [8 Mill Close, Blakedown, Kidderminster, Worcs. DY10 3NQ, UK]. 123 pp., illustrations, maps, bibliography. £5.95, paper; ISBN 1-897725-00-0.

Frances Wilkins. *The Smuggling Story of the Northern Shores*. Kidderminster, Worcs.: Wyre Forest Press, 1995 [8 Mill Close, Blakedown, Kidderminster, Worcs. DY10 3NQ, UK]. 206 pp., illustrations, maps, tables, photographs, appendices, bibliography, nominal index. £7.95, paper; ISBN 1-897725-05-1.

Frances Wilkins. *The Smuggling Story of Two Firths*. Kidderminster, Worcs.: Wyre Forest Press, 1993 [8 Mill Close, Blakedown, Kidderminster, Worcs. DY10 3NQ, UK]. 205 pp., illustrations, maps, figures, appendix, bibliography, index. £7.95, paper; ISBN 1-897725-06-X.

Frances Wilkins. *Strathclyde's Smuggling Story*. Kidderminster, Worcs.: Wyre Forest Press, 1992 [8 Mill Close, Blakedown, Kidderminster, Worcs. DY10 3NQ, UK]. 126 pp., maps, appendix, bibliography. £6.95, paper; ISBN 1-897725-02-7.

Anyone familiar with the deep layer of legend and hype that surrounds rum-running in Canada will identify with Frances Wilkins's attempts to provide a reliable account of smuggling in Scotland. In her five books on Scottish smuggling Wilkins has made a serious attempt to go beyond the hype and nostalgia that turns every obscure inlet into a "Smuggler's Cove." She draws on a diligent search through documentary sources centred on Customs House letterbooks but also using a good survey of diaries, private papers, travellers' descriptions and contemporary press reports. To filter out modern distortion Wilkins emphasizes a "they-saw-it-happen" approach, using period quotations whenever possible to carry the narrative. She also applies this approach to her illustrations, relying on period engraving and maps, pointing out that even some Ordnance Survey maps have bestowed the names of fictional smugglers on isolated coves.

Preferring to start from a clean slate, Wilkins generally stays away from using or correcting the folklore of smuggling, although she does offer several cases where documentary evidence matches legend. For example, in *The Smuggling Story of Northern Shores*, customs letters describe the death of smuggler Philip Kennedy in much the same way as traditional local history, although details such as the glint of cutlasses in the moonlight are not to be found in the official records.

For regional historians in Scotland and genealogists, these books will be valuable, offering a thorough documentary fleshing out the shadowy episodes and legendary characters that populate the world of smuggling. Many other interested readers, however, will be disappointed. Aside from demanding an intimate knowledge of Scottish history and geography, Wilkins' approach is frustrating to both an historian and a general reader of sea stories. All five books are almost completely descriptive in nature, providing few conclusions and offering

no analysis of issues that would interest the historian. The history of smuggling has raised some interesting questions: Were smugglers popular working class rebels or mere pawns of big business? Does the scale of smuggling seriously erode the trade figures so beloved of economic historians? Did smuggling vessels and revenue cutters make important contributions in vessel design? Wilkins offers few answers to these questions, although fragmentary insights abound in her extensive primary research. There is much fodder in the vast number of richly described examples for a more thorough discussion of these issues. The researcher will also be frustrated by an almost complete lack of indexing, in contrast to her detailed and professional description and citation of sources.

The smuggling books also suffer in places from a lack of definition and organization. Although Wilkins promises to tell the smuggling story of northern shores, it later emerges that her study is confined almost completely to the eighteenth century. While tid-bits of seizures in the nineteenth century are offered as an inducement for further study, several of her books make an awkward leap from brandy smugglers of the 1790s to drug seizures in the 1990s.

General readers of nonaction sea stories will also find the smuggling series hard slog-ging. It has little of the dramatic narrative of older popular works such as E. K. Chatterton's *King's Cutters and Smugglers* (1912). While the "they-saw-it-happen" approach is laudable, the long quotations and detailed paraphrases are sometimes hard to follow and the reason why they are cited is often unclear. While Wilkins has struggled to avoid the fabrication and misleading interpretation that has often marked previous writing on smuggling, one often longs for an informed interpretation of what the quotations mean and a balanced assessment of what has been left out of the official record. Little sense of character or background emerges around either smugglers or customs officials. They all seem to blur into the predictable moulds of "notorious, wily smugglers" or "frustrated, resentful custom officials."

Wilkins's more recent books in the series, *The Smuggling Story of Two Firths* and *The Smuggling Story of Northern Shores*, correct some of these shortcomings, offering at least a

bare-bones index of personal names (but not of vessels!) and a bit more of an introduction and conclusion. It is to be hoped that Wilkins's plans for further work will harness her commendable research to broader horizons.

Dan Conlin  
Halifax, Nova Scotia

Robert S. Weddle. *Changing Tides: Twilight and Dawn in the Spanish Sea, 1763-1803*. College Station, TX: Texas A & M University Press, 1995. xvii + 352 pp., maps, photographs, illustrations, notes, glossary, bibliography, index. US \$49.50, cloth; ISBN 0-89096-661-3.

Weddle's book treats the geographical exploration of the Gulf of Mexico between the end of the Seven Years' War in 1763 and the sale of Louisiana to the United States in 1803. It completes the author's trilogy on the exploration of the Gulf of Mexico.

The efforts at reconnaissance during the period under discussion were undertaken by Spanish, English and French expeditions. Each nation sought the information for similar purposes: potential occupation, military security and ease of transportation. The events surrounding the Seven Years' War and the war for American independence and the ways in which Louisiana and Florida changed hands provided an eventful context for exploration.

The period was one of tremendous importance diplomatically for Europe and America, and this book describes a host of activities which formed a part of these events, if not the seminal part. It is wonderful to have a study of these years, and to have it couched in the larger context. The fact that the book concentrates on a multi-national region and has a body of water as its focus is both a very timely approach and a sensible one. Further, the book treats a frontier region (Louisiana in particular), which provides the occasion to discuss the interaction of Spanish, French, English and Indian elements. This is an approach with significant value, and also helps to make the study quite timely.

Points that are stressed in the work include the tremendous difficulties associated with exploring several stretches of the Gulf coast — difficulties which resulted in poor knowledge,

numerous shipwrecks, strategic possibilities being lost or remaining unknown, and much cartography based on second-hand information. The transition from an era of exploration for strategic or economic purposes alone to one of notable scientific motivation is also discussed. It is a key feature of the late eighteenth century, and influenced geographic expeditions throughout the world, no less on the Gulf than among the more noted expeditions in South America and the Pacific.

Weddle's research impresses. He is familiar with materials in French, Spanish and English, housed at repositories in Mexico, the United States, Britain, France, and Spain. It is rare to find an author who works with all of these. He is intimately familiar with the literature of maritime history, and that of shipwreck archaeology. On the other hand, one area in which the author might have been better served is in the editing. An overall thesis is elusive, for example. The book begins to stress the relation of the Enlightenment to eighteenth-century exploration, but the nature of that relationship itself is neglected until later in the book, and consists primarily of noting that the Hamilton chronometer had become available. Clarity would also have been improved by indicating the "conclusions" to each section at the beginning of the section. This would have provided additional shape and direction while also reducing the slight tendency to anecdotal history which emerges despite the book's professional goal. In addition, several insightful points are mentioned in the conclusions but not fully addressed in the text, such as the Bourbon Family Compact.

Overall, this is a pioneering work, replete with valuable information. The author's familiarity with the material and the region impresses.

William J. McCarthy  
Wilmington, North Carolina

Dorothy Dobson. *The Story of Brigantine Rover*. Port William, NS: Mariner Books, 1996. 52 pp., photographs, illustrations, bibliography, glossary. \$5.95, paper; ISBN 0-9698501-2-3.

Dorothy Dobson's account of the brief history of the 272.79 ton brigantine *Rover* begins with

her construction at Wallace, Nova Scotia in 1873. It is a tale full of setbacks and frustrations, beginning with strife among the vessel's owners, the board members of the Wallace Shipbuilding Company, and their disagreement with her builder Gilbert Purdy, which led to a four-month delay in her launching.

It appears that the *Rover* was one of those vessels which, after a bad start, become dogged with ill luck. Thus, on her maiden voyage, she ran into heavy weather before she had even cleared Chedabucto Bay, went aground in the Charles while under tow upriver to Boston, where her Captain, Zabud A. MacKay, suffered great frustration in his dealings with customs agents and the consignees with respect to the delivery of his cargo of Wallace brownstone.

Well clear of Boston, *Rover* took on her next cargo, a load of flour, at Portland for Saint John, New Brunswick. Close to her destination, on 25 January 1874, the vessel was beating up the Grand Manan Channel when a severe winter storm drove her on to the cliffs at Money Cove. Fortunately, there was no loss of life and, after several days of privation, all were safely transported to Saint John. The poor crewmen, who had lost everything in the wreck, were paid off. The owners, on the other hand, suffered no great loss, as both vessel and cargo had been fully insured.

What makes this little book different from many recent publications of a similar nature is the obvious effort the author has made, not only to track down the documentary evidence, but to incorporate so much of it into the book in the form of facsimiles or transcripts. Those illustrated include the specifications for the vessel drawn up by Dr. Zabud W. Kempton, various agreements, lists and the vessel's registration. There are also maps of *Rover's* voyage and Grand Manan Island plus a few relevant photographs. This is all great stuff, though the quality of three ink drawings, of unidentified origin, leaves something to be desired.

In fact, if one ignores some odd word usage and an insistence upon describing the nature, fixed or flashing, of each and every light mentioned, there is only one real problem with *The Story of Brigantine Rover*. This lies in the author's attempt to dramatize the history, by telling it from the captain's point of view and

putting words into his mouth and thoughts into his head. No matter that such words and thoughts might find support in documentary evidence, the bare facts of this little study are of significant interest to hold a reader's attention. As a result, it might have been better to stick to these and comment upon same.

Notwithstanding the above, the story of the *Rover* offers a basic well-documented account of a vessel in the coastal cargo trade in the 1870s. With the addition of official chicanery, shipwreck and survival, it takes on all the attributes of a good yarn.

Robin H. Wyllie  
East LaHave, Nova Scotia

J.R. Hill (ed.). *The Oxford Illustrated History of the Royal Navy*. Oxford & New York: Oxford University Press, 1995. xiv + 480 pp., illustrations and photographs (b+w, colour), maps, figures, chronology, further reading, index. £25, Cdn \$66.95, cloth; ISBN 0-19-211675-4.

As a subject for inquiry the history of Britain's navy presents great prospects and numerous challenges. The annals of England's naval heritage are writ powerfully with the great achievements of the fighting marine; indeed, no history of England, or the United Kingdom and British Empire, can be framed without significant reference to the seas and sea power. But all too often general surveys of British maritime ascendancy give less than critical assessment to the role of the Royal Navy in imperial expansion, foreign trade and diplomacy, and the many unheralded little duties that were the workaday activity of Britain's sea service. Even less attention is given to the social history of the Navy — to those who became officers and to those who were of the lower deck. Much of the problem relates to the size of the task, which is formidable. In addition, history as an academic and scholarly discipline continues to change — towards specialization and away from surveys and generalizations. The work under review, consisting as it does of fourteen chapters, provides individual assessments of themes or periods, and makes no overall attempt to provide a uniform critique of naval history or historiography. As a general work, based on

selected, specialized sources, the editors have attempted what might be described as an illustrated portrait of the Navy through time. On grounds of attractiveness in appearance, quality of illustrations, and sheer size this book promises to give the general reader considerable food for thought, besides some recent perspectives on naval scholarship.

It might also be said that at last British naval history, for the general reader at least, has gone beyond Nelson and progressed beyond Jutland. Not that these subjects are uninteresting (far from it) but they are overly done. The book under review includes a chapter by Roger Morris on scientific and humanitarian duties of the Navy, and one can only wish that this had been larger in scope and more thorough in the Navy's duties as guardian of Pax Britannica. Then again, that hardest of naval topics seldom gets scholarly attention. The education of the Navy, by John Winton, is equally a fine addition to the book and to scholarship generally. The themes developed in that chapter suggest themselves for a good book on the same subject. The military, or "sharp-end," chapters cover expected territory for a book such as this. Indeed, those chapters by John Hattendorf, James Goldrick and Eric Grove are useful albeit brief reviews that anchor the rest of the book, so to speak. Special attention is due to Geoffrey Till's incisive portrait of the era 1919-1939, and the revival of the Royal Navy from its period of destitution. David K. Brown's hard-hitting analysis of material transition, 1815-1895, is as good a precis of that subject as general students of the subject will need. Daniel Baugh's chapter on the Navy as a national institution, 1690-1815, shows this scholar at his best; and in another important way, this vital chapter on finance and administration, reform and revitalization is central not only to England's glory but to the well-being of the wooden walls of England.

Altogether this is a welcome addition to the literature, a credit to editors, publisher and authors alike. Many will want to purchase the book for its illustrations alone. But others will find in its pages useful points of view and, moreover, avenues for new inquiry.

Barry Gough  
Waterloo, Ontario

Simon Foster. *Hit the Beach! Amphibious Warfare from the Plains of Abraham to San Carlos Water*. London: Arms & Armour, 1995. 223 pp., maps, b+w plates & photographs, appendices, select bibliography, index. Cdn \$41.95, US \$29.95, cloth; ISBN 1-85409-268-5. Distributed by Sterling Publishing, New York.

The combined forces amphibious assault is perhaps the most hazardous and complex of all military operations, involving detailed and extensive planning, split-second schedules and depending completely for success on uncompromising cooperation between all air, land and sea forces involved. It is also one most exciting and dramatic to recount, with each individual action amongst all forms contributing to the ultimate success or failure of the operation.

This then is the subject of *Hit the Beach!* — a detailed and informed look at the conduct of four amphibious campaigns, their planning, execution and outcome, with assessments of each based on common principles of military theory. Author Simon Foster identifies four distinct phases of the combined operation — Preparation, Assault, Consolidation, and Break-Out — but in each of his case studies, almost half of the narrative is devoted to a discussion and assessment of the vitally important and usually dramatic period of the Assault.

The first campaign is the assault on Quebec in 1759, a daring and innovative night assault by British troops from warships anchored in the St. Lawrence River. Commanded by General Sir James Wolfe (who did not survive the ensuing battle), the British scaled a steep cliff-top path to the Abraham Heights. From that commanding position they captured the town of Quebec. Next, Foster turns to the Dardanelles campaign of 1915-16, the imaginatively conceived but now infamous Anglo-French landings on Gallipoli which were supposed to force Turkey out of World War I. The confusion during the preparation for the landings foreshadowed defeat for all subsequent operations. It is a story of endurance and heroism as well as bureaucratic inertia. The third operation is the landing in Inchon, Korea in 1950. A textbook amphibious assault planned and led by General MacArthur, Inchon confirmed the importance of planning and logistics in successful operations. It also highlights the

unforeseen role of luck. The speed and precision of the forces involved do much to maintain the operation as a classic, despite MacArthur's later downfall. Finally, Foster turns to San Carlos in 1982 — the recovery of the Falkland Islands on a shoestring. Against world military opinion and accepted principles, British forces were assembled and transported 8,000 miles, assaulted their objective and went on to defeat a numerically superior enemy in a triumph of determination over doctrine.

*Hit the Beach!* is a well written account of four different amphibious assaults. Though spanning over two centuries, the lessons they demonstrate remain relevant today, particularly in an era when modern replenishment techniques can keep amphibious forces at sea for months and still project power in a low-key yet definite fashion. Foster supports his analysis in a masterful manner, bringing events to life with an easy narrative and thorough research. He draws parallels from the three successful operations, but does not hesitate to describe the shortcomings of the Dardanelles campaign, which was an unquestioned failure. Thanks to Foster's analysis, this reviewer finally obtained a clear picture of what the Dardanelles landing was supposed to achieve, not to mention the political infighting which set the scene for an expensive disaster. One must also admire the British and French soldiers for enduring the most appalling conditions, including ammunition shortages, water problems, and of course a most determined and well-led enemy. In short, Gallipoli provides a good text book approach to how *not* to do it!

Throughout all accounts the author tells the dramatic story using the words of those present as much as possible — he has spoken to many participants in the Falklands War in particular — to give a unique approach to the work. The material is very well organized, and the illustrations are pertinent and well captioned. A comprehensive bibliography is provided, while appendices identify the senior officers and units involved in the operations (except for General Wolfe's assault on Quebec). This informed and entertaining book will suit any interest in these most dramatic operations.

Douglas G. Meredith  
Ottawa, Ontario

Jon Guttman. *Defiance at Sea: Stories of Dramatic Naval Warfare*. London: Arms & Armour, 1995. 192 pp., maps, b+w plates & photographs, index. US \$24.95, Cdn \$34.95, cloth; ISBN 1-85409-240-5. Distributed by Sterling Publishing, New York.

This book is described by its distributors as "true-life stories of "last stands" afloat — valiant sea fights in the face of daunting odds...tales of heroism and hard fighting." In fact, Jon Guttman's *Defiance at Sea* is actually less melodramatic than such an introduction might lead one to expect.

The author has drawn upon a variety of both recent and not-so-recent published secondary sources in order to describe fourteen one-sided naval engagements which took place from the sixteenth century up to the present time. In so doing, Guttman displays a predilection for American and Japanese naval forces, which are the subject of seven of these narratives. His "intentionally eclectic compendium" includes familiar actions such as Richard Grenville and the *Revenge* at the Azores in 1591, Horatio Nelson and the *Agamemnon* at Cape St. Vincent in 1797, the German cruiser *Emden* in the Indian Ocean in 1914, and the US Navy's Task Unit 77.4.3 at Leyte Gulf in 1944. Guttman also includes lesser familiar actions such as the Confederate ironclad *Arkansas* at Vicksburg in 1862, the British submarine *B.II* in the Sea of Marmara in 1914, the Japanese armed merchant cruiser *Hokoku Maru* off the Cocos Islands in 1942, and the Argentinean submarine *San Luis* off the Falklands in 1982.

The author's approach means that *Defiance at Sea* is really a series of articles which will appeal to a general audience, more suited to publication in a magazine like *Military History* (of which Guttman is editor), rather than in the form of a book with the somewhat arbitrary theme of one-sided naval combat. Nevertheless, for anyone looking for a series of interesting yet otherwise unrelated naval engagements which span several centuries, this book might well prove appealing.

Peter Robertson  
Ottawa, Ontario

Robert Latham (ed.); William Matthews and Charles Knighton (transcription). *Samuel Pepys and the Second Dutch War: Pepys's Navy White Book and Brooke House Papers*. Aldershot, Hants, and Brookfield, VT: Scholar Press for the Navy Records Society, 1995. xxxix + 488 pp., glossary, index. US \$76.95, cloth; ISBN 1-85928-136-2.

This substantial volume constitutes Robert Latham's final contribution to naval history (he died shortly after checking the page proofs). It is a well-edited compilation of important documents by, and relating to, Samuel Pepys in his role as Clerk of the Acts of the Navy Board, drawn from the unpublished Pepys manuscripts in Magdalene College, Cambridge. Latham provides cross references to relevant documentation in the Public Record Office and to Pepys's diary. An exceptionally fine index has been provided by Charles Knighton.

The title is somewhat misleading. The events of the Second Dutch War occupy only a modest portion of Pepys's White Book of 1663-1672, while the investigation of wartime expenditure, conducted by the Brooke House Commission between 1668 and 1670, is more revealing for Pepys's actions and the politics of the latter period than of the War itself. The evidence, however, is of great value in advancing our understanding of the behind-the-scenes conduct of affairs and attitudes of participants within the Royal Navy (in particular at the Board), the politics of the Navy at the English Court, and, not least, Pepys's own actions, thoughts and predilections. The White Book was Pepys's private record of the Board's debates and transactions, and how Board members and sundry ship commanders, pursers, and contractors discharged their responsibilities. The first half of the volume, up to 1666, was written almost entirely in Pepys's distinctive, secretive, shorthand (reproduced here from the transcription originally accomplished by the late William Matthews). The contents reflect Pepys's interests, in particular his desire to collect evidence justifying his own views on naval matters and chronicling the shortcomings of superiors, colleagues and underlings within the Navy. As such, the evidence is selected and opinionated, even inflammatory, and cannot be used in

isolation, apart from as a record of the Clerk's view of naval matters. The Brooke House Papers are equally of interest. This is an editorial compilation of documents created in reaction to the work of the statutory Commission, and includes Pepys's strenuous refutation of the eighteen "Observations" made against the Navy Board by the Commission, his defence of his own conduct in the administration of the wartime Navy, and, most importantly, the private journal which describes, in loving detail, his own principal role in the public hearings on the Commissioners' charges adjudicated by the King and Privy Council between 3 January and 21 February 1670. In the last, Pepys is at his best in providing fluent, copious accounts of the proceedings, revelling in his powers of memory and his own importance.

In 1664 Pepys noted how little faith was to be given to the words of merchants, and none to those accorded the greatest confidence by the Board. Pepys, indeed, appear to have possessed little faith in, or goodwill towards, any individual concerned with naval affairs who did not share his own views on the topics of the day. His memoranda are a litany of knavery, abuse, unthriftiness, corruption and misuse of office. Along the way we are treated to some charming vignettes: the gentleman commander Charles O'Brien (recommended principally for the quality of his dancing) who appeared before the Board to complain about the non-payment of a seaman's ticket for one of his kinsmen, only to have it repeated, behind his back, that the whole Exchange knew the seaman was his mistress carried on board in male apparel; the "famous bawd" Damaris Page, "the great bawd of the seaman" (217) of whom favoured commanders boasted in 1669 that they would never lack for sailors so long as she lived. The editor is perhaps too ready to take Pepys at his own word, not least in the hearings on the Brooke House Commission, for which the Council records are almost wholly silent and the Commissioners' point of view is missing. Nevertheless, Pepys is, as always, witty, lively, opinionated and close to the centre of the fray, and his thoughts are well worth knowing.

This volume achieves its purpose in bringing central portions of Pepys's naval writings into public view. The edition is careful and

knowledgeable. This reviewer found only one error: Pepys' reference in his Brooke House Commission journal to the work of "the Auditors" of the naval accounts is incautiously assigned to the Auditor of the Receipt of the Exchequer (380) — a very different office from the Auditors of Imprests mentioned in full two paragraphs later. In summation, this is a valuable publication and a worthy addition to the publications of the Navy Records Society.

J.D. Alsop  
Canborough, Ontario

Nicholas Tracy. *Manila Ransomed: The British Assault on Manila in the Seven Years War*. Exeter: University of Exeter Press, 1995. xvii + 158 pp., illustrations, maps, notes, bibliography, index. £14.95, US \$29.95, ISBN 0-85989-426-6. Distributed in North America by Northwestern University Press, Evanston, IL

Nicholas Tracy has devoted much of his professional life to the study of naval, maritime and diplomatic history in the middle years of the eighteenth century. This volume, which illuminates one episode at the end of the Seven Years' War, shows the author's command of the documentary and secondary sources, and familiarity with wider imperial themes.

The 1762 capture of Manila (often erroneously described as the "capture of the Philippines" which Tracy makes very clear is quite a different thing), is always mentioned in general texts, often as a sign of Pitt the Elder's far-seeing strategic vision. It then fades from scholarly view, because being captured after the preliminary peace agreement, it was destined to be returned to Spain without compensation. What Tracy has done in this book is to throw much light on what was conceived as a major attempt to gain a bigger and more direct slice of the China trade. Ambitious army and navy officers, East India Company directors, and avid cartographers, all pushed the idea forward on a receptive government.

The scheme finally decided upon required a large contribution in ships, money and troops from the East India Company. The Directors agreed, in contemplation of the vast riches expected from opening the China trade to a

more direct British involvement, based on the permanent occupation of Manila. This partnership was to prove problematic. The Directors soon got cold feet over the expense, and while some of the Company officials were very professional and cooperative, others were obstructive as the going got tough. The Company officer who assumed control from the military after the conquest, Drake, was frankly corrupt, and skimmed off much wealth in bribes and kickbacks. The regular officers, who behaved with commendable professionalism, Cornish for the Navy, and Draper for the Army, were disgusted beyond description, and cooperation broke down rapidly after the fighting ceased.

The Spanish were even worse off. Manila never expected to suffer a siege from a European army, and was weakly garrisoned. The walls looked impressive, but were not up to a modern assault. Worse, the Governor had recently died, and the custom was for the Archbishop to assume command until a replacement arrived. Archbishop Rojo, whatever other qualities he might have possessed, was incapable of military command, nor would he delegate power to the handful of professional officers who were present. When the British force arrived it caused panic, and even though it seems in retrospect pitifully small, it was able to land troops and artillery sufficient to batter the walls and induce a hurried capitulation from Rojo. The British had triumphed quickly and at relatively little human cost. At that point, they began to learn the painful lesson common to numerous armed forces: winning the battle is the easy bit; it is winning the peace which brings grief.

In a nutshell, the hoped for riches did not materialize, neither in fantasized plunder, nor in a flood of China trade. The small occupying force found it difficult to control territory much beyond the city walls, and as rural resistance was organized around some Spanish officers, the food supply even became precarious. Friction developed between regular force officers and the Company officials. Worse yet, word finally trickled in that the Peace of Paris was settled, and Manila was to be returned to Spain. Here was the start of unending legal battles, for it transpired the British had demanded successfully of Rojo a ransom of \$4 million. Now, the Spanish government refused to honour this

condition, extracted they said under duress, or after the War ended. The British Officers, and the East India Company of course, were indignant, and demanded London's support in seeing justice done. As Tracy makes clear, London was insufficiently interested to push the matter to extremes. Tracy gives a quick tour of these negotiations, and illustrates how the issue dragged on for years as a handy bargaining point, for example in the 1771 Falklands Crisis. Ultimately, no money was paid and the issue faded into footnote status until now.

This is a fine treatment of a neglected event, explained within the context of the times by a scholar who is intimately familiar with the sources and the issues. Complaints are few, the major one being maps. Maps there are, very pretty ones reproduced from the eighteenth-century originals; regrettably they are so dark and small of scale as to resemble ink blots. More by way of warning than complaint, the naval-military sequences are brief and clinical, reflecting perhaps the actual fighting. Readers will find more of personalities, politics, methods and administration than stirring description. These are small points, and there is no hesitation in recommending this book as a fine and authoritative account of the Manila campaign and its aftermath.

Paul Webb  
London, Ontario

William M. Fowler, Jr., *Silas Talbot, Captain of Old Ironsides*. Mystic, CT: Mystic Seaport Museum, 1995. xvi + 231 pp., illustrations, maps, photographs, index. US \$29.95, cloth; ISBN 0-913372-73-0.

At the risk of judging this book by the elegant portrait of Captain Silas Talbot on the cover, I anticipated a standard biography of a pleasant, intelligent, and prosperous hero of the American Revolution. Silas Talbot, the man, was all this and more. As brash and fearless in peace as he was in war, Talbot eagerly seized the opportunities available in the new nation he had helped create. In Talbot's story, William Fowler adds a human dimension to the history of post-Revolutionary America.

Fowler lays out Talbot's life in twelve well-

defined chapters, from his birth on a Rhode Island farm in 1751, through the Revolutionary War, his adventures — and misadventures — in landowning, politics, marriage, the Navy, and back to landowning until his death in 1813. Each chapter is richly footnoted, drawing on a variety of historical sources including the Silas Talbot Papers and numerous collections of naval documents. Fowler's research is meticulous, but so effortlessly woven into the story of his principal subject that the man and his times blend easily together.

Nor does Fowler neglect Talbot's personal life. His complex relationships with his wives and children provide a subtext to understanding the man and his motives. Ambitious and shrewd, Talbot may have begun life as a bricklayer, but he moved up the social scale by marrying well and encouraging his children to do the same.

Both a Lieutenant Colonel in the Continental Army and a Captain in the Continental Navy, Talbot was a decorated military hero as well as a reasonably successful privateer, not to mention a prisoner of war, in his country's cause. In 1781, after more than a year in prison, Talbot returned to Rhode Island to find himself a widower with four children and no job! His wise investment of prize money had increased both his wealth and his reputation, but his political enemies eventually forced him to flee Rhode Island. By 1787, Talbot owned a large property in upper New York State. His new wife was Rebecca Morris, the daughter of a prominent Philadelphia Quaker merchant, and sister-in-law of Major General Thomas Mifflin, former President of the Continental Congress.

Political turmoil in the United States and the threat of revolution in France in 1792 enabled Silas to capitalize on his reputation as a war hero and landowner to become a state legislator. Ever ambitious, he was soon lobbying his contacts to obtain command of one of the six new frigates authorized by President Washington in 1793 to form the core of the United States Navy. Although Talbot had never actually captained a Continental vessel, or even been to sea in a decade, he was named commander of a 36-gun frigate to be constructed at New York.

Peace with North Africa in 1795 forced President Washington to shelve construction of three of the proposed frigates, including Tal-

bot's. Retaining his rank but not his salary, Talbot's next post was Agent for Impressed Seamen in the West Indies. The French Revolution and America's Quasi-war with France revived American naval plans. In June 1799 Talbot took command of the frigate *Constitution*, accompanied by a promising young lieutenant named Isaac Hull. He immediately set sail to defend American interests in Hispaniola, renamed Haiti, under the new revolutionary government of Toussaint L'Ouverture. Fowler's narrative incorporates the historical background of all these events clearly and concisely while maintaining the thread of Talbot's story.

Obliged to cruise offshore by *Constitution's* deep draught as well as the delicate political situation in Cap François, Talbot faced the problem of replenishing food and water for a 500-man crew without entering port. Although no naval captain had tried it before, Talbot devised a system of resupplying his ship at sea by shuttling provisions from a storeship to the warship using ships' boats. He perfected the technique over several operations, keeping the *Constitution* at sea a phenomenal 347 of the 366 days he commanded her. By early 1801, Thomas Jefferson was President, Talbot was recalled, and by September he had resigned from the Navy.

The final chapters describe Talbot's later years in which his commercial and marital investments reflected the same ambition and risk-taking as his military and naval career. Fowler's book pays tribute to Silas Talbot, not as a great Revolutionary hero, because he was not, but as an energetic citizen of the new United States of America who not only fought for the new nation, but sought to make the best of it.

Faye Kert  
Ottawa, Ontario

Bradley A. Rodgers. *Guardian of the Great Lakes: The U.S. Paddle Frigate Michigan*. Ann Arbor: University of Michigan Press, 1996. 214 pp., illustrations, line drawings, maps, photographs, appendices, notes, bibliography, index. US \$42.50, cloth; ISBN 0-472-09607. US \$18.95, paper; ISBN 0-472-06607.

Brad Rodgers has set out in this study to rescue from obscurity the lengthy career of the USS

*Michigan*, the first iron-hulled vessel in the US Navy. He begins by examining the champions of iron shipbuilding, then turning to an examination of the role of iron vessels like *Michigan* in the pre-Civil War Navy.

As one of the very few agencies of federal authority on the Northern frontier (the army detachments are conspicuously absent from all but one of these chapters), the *Michigan* flexed her muscles, not to intimidate Upper Canadians (again generally absent) but to deal with troublesome Americans stealing timber from the public domain, nonconformist religious sects, Confederate raiders on the Lakes, labour unrest in the strategic mining sector, and capturing Fenians retreating from the abortive invasion of Canada. Rodgers demonstrates, successfully for the most part, that in each of these incidents, an examination of the rich range of documentation created and preserved by the Navy adds new dimensions to existing studies.

As a prototype the *Michigan* proved unsuccessful, not because of her qualities as a ship (she was faster, cheaper and more durable than the 1850s *Niagara-class* of wooden Navy propellers) but because subsequent failures with iron-hulled vessels left her typed as a "fresh-water fluke." In his claims for the significance of her design, Rodgers appears to have focused exclusively on comparisons with other US naval designs. If his assertion that the rectangular body plan "was a great contribution to naval architecture" (20) was intended as a comment on ship design, it ignores virtually every other paddle-wheel design I've seen in Marestier and other contemporary sources. Nor are Rodgers' claims for her speed out of line with contemporary commercial paddlewheelers on the Lakes. Her durability is consistent with the experience of the Royal Mail Line steamers which were exposed every week to the St. Lawrence River rapids. Rodgers' *Michigan* overlooks contemporary Canadian iron-hulled vessels, and indeed the whole response of the Admiralty to *Michigan's* construction. (HMS *Mohawk*, the first iron-hulled vessel on the Lakes, is dismissed in a subordinate clause and the Admiralty subsidy of the *Magnet* is ignored.)

As a ship biography, Rodgers sticks closely to the *Michigan*, reflecting the general American bias towards the upper four Lakes. A running

sub-theme involves *Michigan's* role in rescuing a succession of vessels of both nationalities from shipwrecks and strandings, sometimes at the loss of members of its own crew. There is no effort to analyze this role or to compare *Michigan's* performance with that of other vessels. Its relationship to the emerging salvage operators in the 1850s is only hinted at. Somehow, "*Michigan* as salvage vessel" is elevated into "*Michigan* as peace ambassador," a substitution for which the author provides little evidence.

Rodgers has been well served by his publisher with extensive notes, bibliography and index (hint to the indexer: Rush-Bagot Agreement and Agreement of 1817 are the same thing). While the promise of a sociology of naval life on the lakes comes up a bit short, Rodgers does, I believe, sustain the argument in terms of the *Michigan* and the Great Lakes that it would be "impossible to write a history of one without the other."

Walter Lewis  
Acton, Ontario

Murray Morgan. *Confederate Raider in the North Pacific: The Saga of the CSS*. Shenandoah, 1864-65. New York: E.P. Dutton & Co., 1948; WSU Press Reprint Series, Pullman, WA: Washington State University Press, 1995. 336 pp., map, illustrations, bibliography. US \$19.95, paper; ISBN 0-87422-123-4.

There could be a number of reasons to criticize this excellent all-around tale of the last of the Confederate raiders, none of which would do it justice. I could say, from a popular point of view, that the facts get in the way of a lively sea tale, making it overlong and slowing down the action. Or, from a scholarly point of view, it might be lamented that there is not more documentation — a list of ships and dates captured, more background on the individual officers and other players and what became of them.

But, in fact, what struck me most about this reprint is that it keeps an even balance between well-researched facts and a sense of the adventure and destiny of this vessel and its crew that makes it both informative and exciting reading at the same time — an even-handed mix that achieves better all-around success than many

more recent books on the Confederate States Navy (CSN). Yes, it marginally annoys me to have an author put words or thoughts into a character which, although they may be entirely appropriate, have no documentation except the writer's imagination. But his moments to do so are well-chosen: storm scenes, below-decks conversations, and other moments that add colour and excitement to what might be just a collection of journals and reports.

What ties it all together most of all is the attention to personal life aboard the *Shenandoah*, the feeling for what it was like to live through the trip for a variety of individuals among her officers and crew - the elation of victory, the boredom of endless days upon the Pacific wastes, the bleak depression of a long and dangerous voyage home in defeat. Each individual journal, letter, or press story, most of which have been published in greater detail elsewhere, gives a partial view, but here all are spun together to give an overview of the totality of the experience, along with the intoxicating feeling of what it was like to be at sea in the period.

For CSN fans, there are nice touches, such as poor Lt. Chew's difficulties as a deep-water officer. His greatest talent, actually, was probably as a fiddle player — on one occasion the crew "danced their clothes off to his tunes; on another, going downriver aboard the *Palmetto State*, he was involved in a minstrel show. Neither incident is specifically mentioned here, but his social troubles most certainly are — and they were probably more memorable to him!

The socio-politics of the US Civil War and its economic aftermaths, so often lingered upon by other authors, are blessedly absent here and left to other books. This is more of an inside tale, similar in feel to Sinclair's personal account of the cruise of the *Alabama*. The larger implications of what *Shenandoah* was involved in are left behind in the headiness and drama of just being aboard.

Morgan's style is engaging and very readable, whether for a CSN buff or just a lover of sea stories. I came away feeling I had been there, had personally known the crew, and would sail on her again.

John Townley  
Mollusk, Virginia

Charles Dana Gibson and E. Kay Gibson (comps.). *Dictionary of Transports and Combatant Vessels, Steam and Sail, Employed by the Union Army 1861-1868*. The Army's Navy Series; Camden, ME: Ensign Press, 1995. lxxv + 348 pp., photographs, illustrations, appendix. US \$43, cloth; ISBN 0-9608996-4-2.

This volume is the reference companion to the Gibson's award-winning study *Assault and Logistics: Union Army Coastal and River Operations, 1861-1866* (see *TNM/LMN January 1996*, 105). Drawn from the work sheets for that book, the Gibsons felt that the wealth of information on vessels deserved its own publication. Amplified by bibliographical comments on sources and other essays on admeasurement and government recording practices, the quartermaster organization relative to shipping resources and a guide for tracing vessels before and after the US Civil War, it is no wonder that the *Dictionary* plus *Assault and Logistics* earned the Gibsons the prestigious North American Society of Oceanic History prize for the year's most significant contribution to scholarship in naval and/or maritime history.

The *Dictionary* is an annotated, cross-indexed work with operational notes on vessels owned, chartered, or otherwise hired by the US government during the Civil War and Reconstruction. The entries describe 1,966 steamers of river and ocean classes as well as 2,003 sailing vessels (often omitted in our modern fascination with the war as harbinger of technological advance via iron and steam). In addition to hundreds of troop carrier and supply ships, the *Dictionary* includes specialized combat vessels that comprised specialized units like the Ellet Ram Fleet and the Mississippi Marine Brigade on western waters as well as the amphibious strike forces of Burnside's Coast Division and later Graham's Naval Brigade. Each vessel listing is accompanied by individualized citations indicating the specific sources employed for the operational information that is given.

Attractive photographs and illustrations of hull and rigging of sailing vessel types enhance reader understanding and appreciation. Most useful to maritime historians will be the comments and clues to sources. In all, this is a fine research tool for maritime historical research as

well as military logistics and transportation generally. But, above and beyond, it is fun perusing the entries — the vessel titles, size, and employment illustrate well this neglected facet of our understanding of nineteenth-century war. It was more than fighting men or even railroads that preserved the Union. Rather, boats plus manpower on the waterways as well as prodigious effort by land supply vehicles provided the sinews of effort. Taken and used together, *Assault and Logistics* and the *Dictionary* drive home the point.

Benjamin Franklin Cooling  
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Robert J. Schneller, Jr.. *A Quest for Glory: A Biography of Rear Admiral John A. Dahlgren*. Annapolis: Naval Institute Press, 1996. xvii + 452 pp., illustrations, figures, photographs, maps, notes, bibliography, index. US \$37.95, Cdn \$48.95, cloth; ISBN 1-55750-762-7. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Driven by an intense desire to be a famous man, John Adolphus Bernard Dahlgren (1809-1870) became one of the nineteenth-century United States Navy's most technologically proficient and creative officers. His chosen field of endeavour was naval ordnance, and the bottle-shaped gun which bears his name and which for a time made the United States a world leader in the production of powerful and reliable naval guns is instantly recognized by those with even a casual interest in the American Civil War. But John Dahlgren's desire for fame was a ravenous psychic tapeworm that could never be satisfied. Not content with outstanding technical achievements, Dahlgren sought greater fame as a Civil War combat leader, only to find himself frustrated in that search through his failure to capture Charleston, South Carolina, by assault. A creative individual, Dahlgren shared that personality type's typical dislike of routine administration; he was neither notably successful nor happy in such assignments when they came his way, particularly his tours as chief of the Navy Department's Bureau of Ordnance. Dahlgren the human being displayed some less-than-admirable traits. He was far from subtle in picking his

friends on the basis of what they could do to promote his career, and he blatantly exploited President Abraham Lincoln's good opinion to undercut the authority of Secretary of the Navy Gideon Welles and advance himself over other able officers. By the time of his 1865 second marriage to widow Madeleine Vinton Goddard, Dahlgren had seemingly decided that it was as easy to love a rich woman as one of moderate means; the financial and status security which the marriage brought was perhaps the only distant glimpse of inner serenity that life granted this tormented man. Such is the story, drawn from Dahlgren's immense personal archive, that Robert Schneller tells in his excellent new biography, *A Quest for Glory*.

The book is as much a study of Dahlgren's personality, its formidable strengths and its crippling limitations, as it is the story of Dahlgren's technical accomplishments. Other reviewers will comment on Schneller's study of Dahlgren the ordnance innovator; the psychological theme of *A Quest for Glory* deserves evaluation as well. Schneller does a fine job of describing the mindset of an era which made John Dahlgren's life-defining effort to "win glory and achieve immortal fame" (9) as a naval officer, and preferably as a combat leader, a praiseworthy human endeavour. But to identify the strands in then-contemporary thought which valorized fame-seeking behaviour is not to explain why this particular man, John A. Dahlgren, needed to pursue that goal. Adult behaviour has its roots in childhood experience; Schneller's book, in common with most naval biography, has too little to say about its subject's formative years. Understanding the origins of behaviour is vital in the present instance, because Dahlgren's obsessive pursuit of fame was often as counterproductive as it was enabling in his career. Good clues to Dahlgren's adult actions lie in Schneller's observation that, "physically and financially, the Dahlgren family lived on the fringe of Philadelphia's socio-economic elite" (4) and in the genteel poverty to which Dahlgren's father's free-spending generosity condemned the family when he died prematurely in 1824. Were it explored more fully, the relationship between demanding Bernhard Ullrik Dahlgren the father and striving John Dahlgren the son might yield rich insights.

There, one suspects, may be a key to later inner conflicts between John Dahlgren the romantic husband and would-be good parent of his first marriage and John Dahlgren the relentless pursuer of fame. Even if a harder-pressed search failed to turn up additional archival materials on Bernhard Dahlgren and his family, his son left so large a body of revealing diaries and other personal papers that richer and more subtle insights into the formation of his personality might have been teased from the texts than Schneller has done. Perhaps it is too much to hope for a naval equivalent of Diane Middlebrook's *Anne Sexton* (1991). Be that as it may, *A Quest for Glory* takes a well deserved place near the front of the class among recent biographies of nineteenth-century US naval officers.

Christopher McKee  
Grinnell, Iowa

Hervé Coutau-Bégarie (éd.). *La lutte pour l'empire de la mer: Histoire et géostratégie maritimes*. Paris: Institut de stratégie comparée, 1995 [École pratique des Hautes Études, Sciences historiques et philologiques, Sorbonne - Escalier E, 45-47, rue des Écoles, 75005 Paris]. 388 pp., tables, maps, figures. 195 FFr, paper; ISBN 2-7178-2985-7.

This is both a trenchant and compelling collection of essays by the editor as well as Alain Bru, James Cable, François Caron, Eric Denece, Didier Jean, Jean-Claude Josselin, Colin Gray, Jean-Baptiste Margeride, Jean Pages and André Vigarie. Separately and in composite, the articles address the interconnection of naval doctrine, strategies, techniques and geopolitical circumstance to the naval history, commerce and warfare of maritime powers from the rise of Athens to the onset of the "Cold War" confrontation between the West and the Soviet bloc in the 1970s to the Falklands crisis in the mid 1980s.

The book is conveniently and effectively compartmentalized into three logical segments—theory, history and geopolitical strategy, the last using the Pacific Ocean as the clinical focus. The reader will not only find the individual essays both informative and intriguing, but will discover that throughout these contributions, each author turns his analysis to a common

thread that is paramount to any effective study of maritime history, rivalries and the capacity of a nation to secure its own power resources while concurrently influencing and securing their respective commercial and insular security and commercial links. This absolute is the relationship of geography, especially the pivotal roadsteads and natural choke-points throughout the world which have either released or confined the capacity of certain powers to achieve the foremost objective of power projection and which can withstand and prevail against individual or collective challenges by maritime adversaries.

The section on theory presents a valuable blend of comparisons between the concepts of maritime power, empire building and preemptive acquisition of zones of sovereignty or suzerainty, which all served to ignite the initial collisions contributing to World War I and then fuelled the subsequent ambitions and engagements of the next generation of naval rivals in World War II. Each paper contains splendid historical examples and incorporates the scholarship and published research of other observers of the ongoing drama, allowing for a broader examination in some respects of particular models in the section on history. Though most of this section is allocated to a broad and deep assessment of the Athenian example, additional focus is paid to France, Great Britain, the United States and Japan, the latter in a fresh and smooth-flowing overview of contrasting strategies during the great Pacific War of 1941-1945. Punctuated with valid examples of the hazards of both overreach and static positioning, this essay encapsulates the arguments offered earlier in the collection and serves as a potent reminder of the durability of geography as a significant and occasionally the ultimate determinant of naval dominance, whether in the North Sea, the Mediterranean, or the Indian, Atlantic, and Pacific Oceans.

The final section carries considerations of geography and maritime strategy into the recent past, and in a precise and selective manner the reader gains a quick understanding of the motivations underlying Soviet naval policy in Asia in the era of the Vietnam War and the threats that even now in the aftermath of the collapse of the USSR confront Southeast Asia, Japan and the adjacent zones. One highly detailed study of the passages and straits of the region clarifies, at

least in this example, the perils to be anticipated for the economies of the entire Pacific Rim if such were constricted and denied. In the absence of any immediate threat one can only presume that a belligerent and expansive Communist China as a future menace is implied.

Documentation throughout the book is solid, reflecting not only traditional but revisionist scholarship. Each essay provides an abundance of sources and while there is no index the essays are structured neatly. Helpful maps supplement some of the offerings. A splendid concluding essay by James Cable deftly ties together the broad horizon and the specific foregrounds of each writer, all of whom have avoided the deluge of minutia which so frequently hampers presentations of this type. Moreover, the editor has maintained the clarity of focus as intended. One could wish for additional emphasis on the Atlantic and Caribbean domains which reflect in microcosm the theories and strategies articulated by the authors of several of the pieces in this work. However, perhaps such studies await another gathering of these participants in this most rewarding and timely arena.

Calvin W. Hines  
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Keith Neilson and Elizabeth Jane Errington (eds.). *Navies and Global Defense: Theories and Strategies*. Westport, CT: Praeger Press, 1995. ix + 238 pp., tables, selected bibliography, index. US \$55, cloth; ISBN 0-275-94898-6.

This book is the collected papers of the Twentieth Military History Symposium held at Kingston in 1994. The conference organisers gathered a small selection of naval historians and strategists to give their views on the theoretical and empirical development of naval power from 1856 in the United Kingdom's case and 1889 in that of the United States. This rather imprecise starting point is a function of a general intellectual confusion about the book taken as a whole. The authors have very different views on the basic themes the book is trying to explore and there is no attempt to take an analytical rather than descriptive view of the papers as a whole in the editors' introduction.

Don Schurman might have helped a little

more to provide analytical guidelines in his opening paper. His basic contention, which seems to be that British naval history must be placed in a broader imperial and maritime framework, is unexceptionable enough and hardly worth the rather combative tone of the piece. Schurman takes swipes at Michael Howard and Paul Kennedy, especially the latter, who probably would not recognise either the description of himself as a "naval historian" or that of his thesis in what presumably is *The Rise and Fall of British Naval Mastery* but which is quoted mysteriously as *The Struggle For British Naval Mastery*. There are also some dismissive comments on "nuts and bolts" naval history and a supposed undue emphasis on operations by naval writers which take no account of the excellent work of more recent naval historians who take an even broader view than that supported by the distinguished professor. Sadly this rather odd chapter is summed up by its footnotes which contain not a single reference to a work of recent naval scholarship and which can do no better than cite a book published in 1936 for a description of the technological developments of the nineteenth century.

Professors Till and Hattendorf next examine Sir Julian Corbett and Alfred Thayer Mahan and their national strategic legacies. Both are the highly competent papers one would expect. Till is fully up to speed with recent secondary work but his paper would have been better had he followed up some of the leads in the Corbett papers over the road in the National Maritime Museum that I opened up in my introduction to the latest edition of *Some Principles of Maritime Strategy*. John Hattendorf is the editor of the recent synthesis of Mahan in the same series and for the time being his summary of Mahan's ideas and impact could not be bettered, though things will not be quite the same again after publication of Professor Sumida's forthcoming revisionist work on the great man.

The strengths of contemporary British naval history are demonstrated by papers by Andrew Lambert and Andrew Gordon which between them look at the Royal Navy from 1856 to 1914 and 1918-45. Lambert's stimulating paper clearly took the Canadians by surprise; the editors call it "contentious and aggressive" which is not really true. It merely reflects the

best available modern research and analysis. The same is true of Gordon's piece, although the latter is predictably stronger on the period before 1939 than after it. In between David French provides a strategically integrated account of the war of 1914-18 that is elegant and interesting but not as up to speed with the latest research as the papers by the two maritime specialists.

The two American papers covering the same period are a little less satisfying still. Ken Hagan elegantly summarises the relevant sections of his full length revisionist history of *This People's Navy*, a source Nathan Miller uses heavily in his summary of the period 1922-45. The limited source base displayed in the latter paper's footnotes diminish its authority somewhat.

Oddly there was no paper on the Royal Navy since 1945, which is a pity as the huge adjustments made the RN in the half century since 1945 would have cast significant light on the conference's themes. What we have is a consideration of the role of sea power in the Cold War from the perspective of the US Navy. My colleague Professor Gray in a typically sceptical and balanced account makes some useful points about the impossibility of determining precisely the contribution sea power can make to the favourable conclusion of a conflict.

The conference concluded with a forward look at the "Future of Sea Power", a task strangely not given to a another strategist like Professor Gray but to historian Holger Herwig. Hardly surprisingly, the chapter is more a retrospective on what had gone before rather than an attempt to come to grips with the major issues of the current and future maritime strategic scene, but then it was probably not meant to be such a serious enterprise.

The reader is left with the feeling that although the conference allowed much good work to be aired it did not do as much as it could have done to live up to its title. A short book of ten chapters on this subject could have been an important contribution both to recent history and maritime strategy. Alas all we have here is yet another conference symposium curate's egg.

Eric Grove  
Hull, England

V. E. Tarrant. *Jutland: The German Perspective. A New View of the Great Battle, 31 May 1916.*

Annapolis: Naval Institute Press, 1995. 318 pp., tables, figures, appendices, notes, bibliography, index. US \$32.95, Cdn \$40.95, cloth; ISBN 1-55750-408-3. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

On 31 May, 1916, the long-awaited confrontation between the Royal and Imperial German Navies took place. The Battle of Jutland was the culmination of the Edwardian naval race, and the zenith of the Dreadnought battleship. However, Jutland was no second Trafalgar. The less than stellar British performance, combined with the plain fact that they suffered greater losses than the out-numbered Germans, has caused the spilling of more ink than perhaps any other naval action. V. E. Tarrant has tossed yet another book onto the pile, nicely timed with the eightieth anniversary of the battle.

The book opens with a succinct summary of the pre-1914 naval build-up. Technical particulars such as the deficient British armour-piercing projectiles and the difference between the German and RN range-finding techniques are described, but some additional background information could have been included. Not mentioned is the British superiority in fire control "prediction" machinery or the fact that stereoscopic range-finders, under action conditions, did *not* hold a clear-cut advantage over the RN's co-incidence method. That being said, Tarrant does explain the differing requirements behind each navy's final design compromises, and why the German vessels were, on a ship-by-ship basis, superior to their British equivalents.

The first few chapters provide the usual coverage of the early naval endeavours, and the impact of what were then novel conditions of maritime warfare. Not only the British Room 40, but the Germans at Neumiinster, had the (occasional) ability to read each other's radio traffic. The tactical and strategic impact of this signals intelligence is adequately handled.

The meat of the book deals with the battle itself — the Battle of the Skagerrak as it is known in Germany. It is very much the standard account, the narration emphasising the German viewpoint. There are no surprises, but experts may quibble with some of the points Tarrant

raises. For example, he blames *Barham* instead of Beatty's signals staff for missing the signal at the start of the "Run to the North." All the highlights are certainly covered: Jellicoe's deployment into line-of-battle is discussed (the results of a hypothetical "starboard wing" deployment even rates a map), though there is little discussion of the "centre-column" option, bruited about by some writers. The 32-point turn of Beatty's battlecruisers is described, but without mention of the ensuing post-war altercation.

Good data are provided in the appendices: the fleet lists include destroyers on both sides (something not always found); shells fired/hits obtained are tabulated, though it would seem that only German sources were used, even to record the hits on *British* ships. There is a summary of the more significant German signals.

The many maps are clear and easy to follow, albeit sometimes badly placed. There is what appears to be smoke on certain maps — whether for artistic effect or based on actual observation, cannot be determined. The line drawings of the major ship classes are a nice touch (no scale given, unfortunately), but they do bear a resemblance to those in Siegfried Breyer's *Battleships and Battle Cruisers 1905-1970*. Several illustrate features that only appeared post-Jutland, such as the flying-off platforms on HMS *Lion*. Without a doubt, the book could also have benefitted by some photographs.

The significance of this book, according to the publisher, is the coverage from the *German* point-of-view. In that regard, the book does live up to the claims on the dust jacket. And yet, this reviewer can give it only a passing grade. While all the details are there for the Jutland "novice," the specialist will be disappointed. The sources are for the most part commonly found. One would expect much discussion and interpretation of Scheer's turn towards the British Grand Fleet — and Tarrant relies entirely on Scheer's letter to the Kaiser and the German Official History. There is no interpretation by the author at all of this key event. In short, this is a good, readable account of the Battle of Jutland, but not much more than that.

William Schleihau  
Pierrefonds, Québec

William J. Ruhe. *Slow Dance to Pearl Harbor: A Tin Can Ensign in Prewar America*. London & Washington: Brassey's, 1995. xiii + 210 pp. US \$23.95, Cdn \$34.95, cloth; ISBN 1-57488-020-9. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Many books describe the professional coming of age of a naval officer. Few, however, do so as well or in as entertaining a fashion as William Ruhe's *Slow Dance to Pearl Harbor*. Still fewer examine this metamorphosis in a peacetime navy. These qualities make this book well worth reading.

*Slow Dance to Pearl Harbor* covers the ten-month period from August 1940 to June 1941 when Ruhe served as an ensign in the destroyer USS *Roe*. This was an interesting and busy time for a "typical" American destroyer. Although not at war, *Roe* was certainly on the periphery of war and, among other activities, was a participant in the transfer of US Navy four-stackers to the British at Halifax, the Neutrality Patrol in the Caribbean and fleet exercises in the Pacific.

Ruhe, who kept a detailed journal, describes a ship, navy and society on a slow dance to war. He is an excellent and discerning observer, and the fact that he was an enthusiastic amateur artist helps him create intriguing word pictures of the ports, people and practices he encounters. Like Canadian naval officers of the interwar period, US Navy officers commonly received invitations to the best mansions and country clubs, even though they had little money themselves. Ruhe — an enthusiastic bachelor — describes well the interaction between naval professionals and the high society debutantes of locales like Newport, Norfolk and Honolulu. On the other hand, wartime Halifax was a disappointment, "gray and dreary. Soldiers and sailors everywhere, and pairs of plain, unattractive girls walked up and down the streets looking for a pick-up."

The most valuable and intriguing parts of the book deal with the tempestuous relationship between the young, brash Ensign Ruhe — just one year out of Annapolis — and Lieutenant Commander Richard H. Scruggs, *Roe's* captain. A "sundowner," Scruggs was a strict disciplinarian with a mean streak who rode his wardrobe hard. Advised by his previous superior that

destroyers were the best training ground for young officers, Ruhe was disappointed to find himself serving under a tyrannical nit-picking martinet who demanded perfection from his officers, though he was far from perfect himself. Exacerbating the situation was the routine of a peacetime navy that was more concerned with paper work and spit-and-polish than preparing for war. After numerous run-ins with the CO, Ruhe applied for transfer to the submarine service and was accepted, despite poor fitness reports from Scruggs.

It was only upon reflection after the war that Ruhe saw that Scruggs had prepared him well for his war service in submarines, which he described in *War in the Boats* (Brassey's, 1994). He realized that as *Roe* and the United States danced slowly towards the abyss of war, Scruggs, while maintaining his cruel demeanour, had subtly shifted concentration from spit-and-polish and administration to evolutions and drills that readied the ship and crew for war. Ruhe also discovered that all the officers who served with him under Scruggs had gone on to successful naval careers. All who survived the war made Captain or better; Scruggs himself was promoted Rear Admiral and had a distinguished war career. In the end Ruhe concludes that although he would never follow Scruggs' style of leadership to the letter, his captain had made him a more professional naval officer.

In short, this is a good entertaining read that is recommended for anyone interested in leadership and the human side of naval affairs.

Michael Whitby  
Almonte, Ontario

M. J. Whitley. *Cruisers of World War Two: An International Encyclopedia*. Annapolis: Naval Institute Press, 1996. 288 pp., photographs, figures, bibliography, index. US \$49.95, Cdn \$69.95, cloth; ISBN 1-55750-141-6. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

The author of several reference works on the German navy and of *Destroyers of World War Two*, M. J. Whitley has now produced a handsome reference to the world's cruiser fleets of World War II. On par for its ilk, this reference

begins with a brief introduction to the development and eclipse of cruiser fleets before proceeding to list ships by nationality and class.

The work claims to describe all the cruisers extant, completed or laid down during the period 1939-1945 by all the nations of the world. There are certainly no obvious exclusions. Each class receives attention as to origins of design, specifications, numbers built, and ultimate fate. These descriptions are generally accompanied by line diagrams and pictures.

Canada's modest war-time cruiser force gets its due. The origins and design of HMCS *Uganda* and HMCS *Ontario* are described well. However, there is appreciable confusion in the description of the manning crisis which forced *Uganda* to retreat from the Pacific War and return to Canada. The ship took part in actions both before and after the majority of the ship's company voted to leave the war. The confusion is sufficient to call into question all the obscure detail contained within this work.

The book is attractive as a general reference work but its lack of scholarly devices renders its ultimate worth questionable. One must ask what the prospective audience of the book may be. Historians, modellers, veterans and buffs spring to mind, but as a global reference this work gives too little attention to the major navies in which the majority of the latter three groups tend to be most interested, e.g. German, British, Japanese and American navies. While this work should find a large institutional audience there is little else to say of its merits. If the arcane issue of World War II cruisers stirs your interest, this is a fine place to start, but it cannot be called a definitive account. The fine bibliography included in this work points direction to those.

Michael A. Hennessy  
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John Caldecott Littler. *Sea Fever*. Victoria, BC: Kiwi Publications, 1995. 334 pp., illustrations, photographs, index. \$28, paper; ISBN 0-9680370-0-3. Available from: "SeaFever," 1720 Rockland Avenue, Victoria, British Columbia V8S 1W8 for \$34.50, GST & postage included.

Sailors who write their memoirs are often a boon to historians, and since a sailor's life is

seldom dull, a well-written memoir is likely to be a good read. Thanks largely to the careful editing of Jan Drent, *Sea Fever* meets both expectations.

It is a coincidence that, in 1947, this reviewer was one of many cadets sent for training in Halifax with the University Naval Training Division when HMCS *Micmac*, under John Littler's command, collided with the merchant ship *Yarmouth County* in the Halifax harbour approaches. It was a horrifying accident, resulting in several deaths, and we wondered at the time why a destroyer should be steaming at such high speed in fog. The *Micmac* disaster was one of the classic examples of a "radar assisted" collision, something that naval officers, those of us in the navigation trade especially, endeavoured to avoid at all costs. "There but for the grace of God..." Littler's explanation of the event, undoubtedly a painful recollection, is convincing. One hopes it has finally exorcised any demons that remained.

If they have done nothing else, the reminiscences of this supremely competent naval officer will put that unhappy episode in proper perspective. "Bred to the sea," he joined a training ship of the Brocklebank Line in 1927, and by the age 23, in 1934, was serving as a Second Officer with the Jardine Matheson Line on the China Coast. He received his Master's Ticket at the age of 26, and was Chief Officer in five ships plying between China and India and on the Yangtze River between 1937 and 1940. He then allowed himself to be recruited into the RCNR by the Canadian Trade Commissioner at Hong Kong, commanded the corvette *Brandon* on North Atlantic convoys with marked efficiency, conducted sea training on the east coast (about which he has important insights), and after serving in an RN cruiser, commissioned HMCS *Uganda* as her first Navigating Officer. In 1945 the ship's company, already embroiled in the thick of the fighting in the Pacific, rejected the option of volunteering for service in that theatre. He has useful comments on this event as well. His postwar naval career, after he had transferred to the RCN, was perhaps less exotic than his China Coast experiences, but he served Canada with distinction for another seventeen years.

To those of us who knew Littler at a dis-

tance he was dashing and debonair. At the closer view afforded by his writing, strong English characteristics reveal themselves, in the affection with which he remembers Shropshire and quotes A. E. Housman, dismay at damage to the English countryside, and dare I say the effortless superiority that he manages to display in every kind of circumstance. Make no mistake, Littler looks upon Canada and Canadians with enormous affection, but his world view is European rather than North American, and it smacks more of the 1930s than the 1990s. The formative influences of the Brocklebank Line are to be seen in his concern for good manners, hard work, faultless attire, professional *amour propre*. His fury in response to an escort commander's criticism of his seamanship, his delight in naval ceremony, the ability to see the humour of a situation even amid the disasters and atrocities of the Japanese invasion of China, mark him as a sailor of the old school, if there is such a thing.

While serving as assistant navigator in HMS *Belfast* during the Normandy landings in 1944, he recollects with admiration, (222) "the Commander set a very high standard....our boiled shirts and stiff collars were sent to a Manchester firm which did an amazing job of postal laundry; suffice it to say, I never had to wear a shirt or collar twice...." Later in the same paragraph we read of the devastation brought down upon the city of Caen. This is seen in terms of reprisal for the bombing of England: clearly the ships' officers had no idea of the suffering that their bombardment caused the citizens of Caen, who were their allies. Standards were everything. Later in his career he considered the RCN's disposal of the training cruiser *Ontario*, his last seagoing command, as a fatal error. It may be some comfort to him to know that his passionate opposition to that decision is preserved in the historical archives of the Department of National Defence. Like this book it is readable, persuasive, and a trifle out of step with the times. For those reasons alone, and especially for the wonderful picture of life in the Brocklebank and Jardine Matheson Lines before World War II, *Sea Fever* deserves a wide readership. Highly recommended.

W. A. B. Douglas  
Ottawa, Ontario

Robert G. Halford. *The Unknown Navy: Canada's World War II Merchant Navy*. St. Catharines, ON: Vanwell Publishers, 1995. x + 272, photographs, appendices, notes, bibliography, index. \$29.95, cloth; ISBN 1-55125-016-0.

Like the rusty tramps that crowded the world's sea lanes a half-century ago, *The Unknown Navy* carries a mixed cargo and calls at many ports. Much of Robert Halford's book presents a competent historical overview of Canada's merchant marine, supplemented by two shorter sections of personal recollections, one autobiographical and the other detailing the experiences of other former matelots "in their own words." Of particular interest is Halford's account of his time at the St. Margaret's Bay Sea Training school near Hubbards, Nova Scotia. Irreverent to a fault, his perspective is one that only a trainee could give, and the approach is reminiscent of William H. Pugsley's trenchant exposés of the Royal Canadian Navy, *Sailor Remember and Saints, Devils and Ordinary Seamen*. It is doubtful that the "boys' school atmosphere" described by Halford was quite the effect that government authorities at the time had intended, so this chapter adds insight as well as hilarity to the narrative.

The author's singular perspective, unfortunately, highlights a major weakness of the book. Historians and students of Canada's maritime history will find the research thin, and the footnotes inadequate. This becomes apparent early on in Chapter One, where, over the course of three pages, the unsinkable Sam Cunard and family receive due recognition, whereas the source of all this engrossing reportage remains submerged. Perusing the notes is frustrating — eventually one deduces that the likely source for the Cunard saga is a single piece published in the house organ of the National Archives. Further investigation into the book's end-pages suggests confusion as to what purpose a footnote should serve — citation or explication? The author clearly favours the latter, and the curious-minded suffer for it.

Autobiographers regularly fall into the trap of assuming that personal experience is an adequate substitute for documentary research. Halford concludes, for example, that his thirteen weeks at St. Margaret's Bay in the fall of 1943

was "padded" with instruction in useless skills. Perhaps this is true, but might it also have been possible that training periods were adjusted as demand for seamen fluctuated? In a recent collection of essays on the Battle of the Atlantic (*To Die Gallantly*), Joseph F. Meany, Jr. claims that this was the case at the United States Maritime Commission's training school at Sheepshead Bay, New York, where courses varied in length anywhere from six to eighteen weeks. Such a question may seem irrelevant to the average reader, but it nevertheless illustrates the lack of a contextual framework informing much of the writing on this subject.

The episodic structure of Halford's later chapters reinforces this lack of direction and in any event covers essentially the same ground, in a less satisfying way, as Mike Parker's *Running the Gauntlet*. The Parker book remains far and away the best single volume on Canadian merchant seamen during World War II. However neither it nor *The Unknown Navy* definitively captures the interplay between seamen, the government, the navy and - most neglected and most significant of all — shipowners, within the multi-faceted convoy system. That alone is worthy of closer attention, steering clear of lamentations about a lost seafaring tradition or condemnations of Cold War paranoia. From the British side of the pond, Tony Lane's book *The Merchant Seaman's War* sets a standard that we colonials would do well to emulate.

The responsible critic must, of course, emphasize what a book is rather than complain about what it is not. In style and tone, *The Unknown Navy* falls somewhere between the "Salty Dips" genre popularized by James Lamb, Hal Lawrence and others, and the missionary tract bemoaning Canada's collective indifference to the shipping industry in general and merchant seamen in particular. S.C. Heal's 1992 book *Conceived in War, Born in Peace* and Jim Green's *Against the Tide* belong to the latter category. For his chapter on the Canadian Seaman's Union, Halford relies rather too heavily on Green, while Heal's work is not mentioned at all, although the two authors share similar views and agree in their summary conclusion, to wit: "Within a few years peacetime [shipping]...economics and the Canadian Government's union-busting reaction to an industry-

wide strike...combined effectively to sink what was left of the war-created Canadian Merchant Navy, something that U-boats and storms at sea had been unable to do." (Halford, pp. ix-x) This is an old debate and Halford contributes little to it, except for adding the pragmatic Vancouver lawyer J.V. Clyne to the list of red-baiters and shortsighted bureaucrats who allegedly dismantled Canada's deep-sea merchant fleet.

Whatever the seaborne equivalent to tilting at windmills is, Robert Halford and others who broach this subject may be doing it. From the majoritarian point of view, Canada is and always has been a freshwater country. This was made painfully clear during the war, when naval headquarters was located in the "canoe-minded capital," as one Halifax-based naval officer once described Ottawa. Things have not changed much in the interim; devotees of nautical lore defend a lonely outpost against the onslaught of a landlubber culture. Through the preservation of Liberty ships as floating museums on both coasts, American merchant fleet veterans have, to their credit, been more successful in promoting public awareness of their wartime contribution, yet they too complain about lack of recognition — and America built 2,700 Liberties to Canada's 176 Parks. The campaign to preserve a Park steamship as a fitting monument to Canada's Merchant Navy should go full ahead — quixotic though it may be, it is long overdue.

Despite its flaws, *The Unknown Navy* will surely find its way into the hands of Canadian nautical history buffs, although it is unlikely that there are sufficient numbers of them to warrant a second printing. This sad fact brings me to another observation. The author expects that readers will know what a "Lloyd's bell ringer" or a "windlass" means. In just a few paragraphs of an otherwise riveting first-hand brush with German weaponry ("Torpedoes, Mines and Other Hazards of War"), the speaker refers to the "wheelhouse," a "gyro repeat," a "stringer plate," the "foremast," "brake bands," and a "monkey island." It is all well and good to fuel the appetite for nostalgia among those who experienced the war, but is not the education of the young a sensible strategy for books of this kind? How else will these fateful events and the people who lived them earn a place in the annals of posterity? Whoever acted as editor on

this project should be thrown in the brig for not insisting on a glossary.

Had it been aimed at a wider audience, *The Unknown Navy* could have won new adherents as well as preach to the converted. Among those who already know something of this story, however, it deserves to be well-received. And I do hope I am wrong about the second printing.

Jay White  
Bellingham, Washington

Brendan A. Maher. *A Passage to Sword Beach: Minesweeping in the Royal Navy*. Annapolis: Naval Institute Press, 1996. xv + 246 pp., maps, photographs, appendices, index. US \$28.95, Cdn \$40.50, cloth; ISBN 1-55750-572-1. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Naval histories after World War II fall into several categories, distinguished by time. First came the factual, semi-official histories, accurate but often incomplete. Then came a series of "I was there" or individual ship's histories, followed by examinations of increasingly smaller and sometimes obscure organizations, such as frogmen, beach commandos, and so on. Lately there have appeared the exposés whereby all leaders had feet of clay, most military decisions were incredibly stupid, and the authors cannot fathom why perfectly obvious (to them) clues of enemy reaction were not countered. Today we are beginning to get two very diverse branches of the historical tree: the carefully researched analytical study of why decisions were made and why events occurred as they did; and the personal narratives, written at leisure by those now retired, often at the behest of wife, family or cohorts. *A Passage to Sword Beach* is one of these latter.

Using his midshipman's journal and a diary he kept almost throughout, Brendan Maher tells with some skill his story from joining the RNVR as a seaman in February 1937 as a lieutenant. Apart from a brief training period while an Ordinary Seaman in a cruiser, his whole war experience was in minesweepers — first in an *Algerine* fleet 'sweeper, than as navigator and 1st Lieutenant in a small Fairmile motor launch inshore sweeper off the coasts of Normandy and

Holland. His was one of the leading inshore sweeping craft off the northeast British and Canadian beaches on the morning of D-Day, surviving that experience with no more than nearby enemy shells fired in their direction. Shortly thereafter he was badly wounded in the face when a hand grenade, dropped via a Rube Goldberg pipe contraption to try to detonate "oyster" pressure mines, exploded prematurely on deck. He recovered after many skin grafts and painful jaw operations, and served out his time in various barracks jobs.

Maher is a well educated man, and his story unfolds in a smoothly constructed narrative. Through the use of extensive extracts from his journal, which he kept until he was promoted to Sub Lieutenant, and rather too often duplicated by similar quotations from a diary, one gets a clear impression of life as a trainee seaman and very junior officer. But this portion is really more for family than general interest. It is when he gets into the detail of minesweeping arrangements and life in a large sweeper, then in a very small one (about sixty per cent of the book), that there is more for the naval reader. The tale also flows more satisfactorily when he simply tells the story and his impressions of his fellow officers and events than when he copies out the notes of a 19-year-old made at the time. It is, however, a bit difficult to determine where this book is aimed. It has rather much technical detail for the non-naval civilian, yet it is rather too simple for the old hand, even with detailed sketches of minesweeping arrangement and a normal naval glossary. There are one or two errors — the Naval hymn is not "O God, our help in ages past," but rather "Eternal Father..." (75) However, these have little bearing on the tale and do not detract. Maher lightens the way with many anecdotes of service life and follies that will be familiar and bring a knowing smile to naval hands. His experience as a Mid, a Sub and a junior Lieutenant were common to many, yet, with his war experience, it deserves to be recorded, and his tale is a useful and unusual addition to the well rounded naval library, not covered by others.

Fraser M. [McKee](#)  
Markdale, Ontario

J. Valerio Borghese (James Cleugh, trans.; Paolo E. Coletta, intro.). *Sea Devils: Italian Navy Commandos in World War II*. London, 1952; "Classics of Naval Literature," Annapolis: Naval Institute Press, 1995. xix + 264 pp., photographs, illustrations, maps, appendix. US \$32.95, Cdn \$45.95, cloth; ISBN 1-55750-072-X. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Although Italy entered the war with a fleet which was comparable to British forces in the Mediterranean, the *Regia Marina Italiana* never appeared to measure up to the Royal Navy. In spite of their own courage, Italian seamen were seriously hampered in their efforts by political, strategic, operational and material factors. Under such circumstances, it was not surprising that the *Regia Marina* looked to special weapons and tactics to augment inexpensively their offensive capability.

The men of the special forces displayed extraordinary courage. They fought alone or in pairs, under physically gruelling conditions, knowing that even success would likely be rewarded with capture or death — death which might come from the enemy, the weather, equipment failure or simple exhaustion. Borghese noted that, "in a word, the proceedings were exactly the opposite of what the phrase 'assault craft' might be supposed to mean; there was nothing in the nature of making a dash, nothing was to be left to chance, all impulsiveness was to be held in check; on the contrary, everything was to be coolly calculated and every technical and ingenious resource was to be exploited to the fullest extent possible." Italian special forces sank or damaged 202,762 tons of Allied shipping, including the battleships HMS *Valiant* and *Queen Elizabeth*, in operations which ranged from Gibraltar to the Crimea. Morale remained high throughout the war and the flotilla's achievements were out of proportion to the resources expended.

*Sea Devils* chronicles the history of the Tenth Light Flotilla and its antecedents. In 1918, a team had successfully mined an Austrian dreadnought in Pola (now Pula, Croatia) harbour. As Italy embroiled itself in East Africa, individual naval officers began to develop new special weapons and tactics. These initiatives

were coolly received until the *Regia Marina* began to realize that war with Great Britain was inevitable. Surface weapons included explosive motorboats and torpedo carrying assault motorboats, while manned torpedoes, miniature submarines and assault swimmers comprised the underwater arsenal. With the formation of the Tenth Light Flotilla in 1941, training, R&D, support and operations for the special forces were brought under a single command.

Prince Valerio Borghese was a fiercely patriotic nationalist who was uncritical of Mussolini but critical of the military high command. He believed that the Italian armed forces were poorly organized, badly coordinated and lacking in strategic direction. In his view, the Tenth was one of the few units to undertake effective offensive action. In one sense, and perhaps not surprisingly, *Sea Devils* is a somewhat bombastic eulogy of his undeniably intrepid comrades. If this was where it ended, the book would be of only passing interest.

Fortunately, Borghese was also a competent submarine commander who served with the special forces throughout most of the war, eventually rising to command the Tenth Light Flotilla. He wrote objectively and authoritatively about all aspects of recruiting, selection, training and deployment of the Tenth. Not only did he give an exact appreciation of the factors that contributed to the success of the Flotilla but he also was entirely pragmatic about the strengths and weaknesses of special forces and how much of a contribution they could have made to the Axis war effort. Fifty years after it was written, *Sea Devils* still contains important truths for those who might see such forces as an inexpensive way to victory or prestige.

This is an attractive looking book with its handsome blue binding, original hand drawn maps and a ribbon for keeping your place. However, it is unlikely to be a big seller if only because of the price. This is unfortunate because *Sea Devils* is highly recommended both as an account of a band of incredibly brave men and as a casebook on the development and use of special forces.

R.J. Summers  
Orléans, Ontario

John A. Lorelli. *To Foreign Shores: U.S. Amphibious Operations in World War II*. Annapolis: Naval Institute Press, 1995. xix + 362 pp., photographs, illustrations, maps, notes, bibliography, index. US \$38.95, Cdn \$54.50, cloth; ISBN 1-55750-520-9. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

"The difference between a river crossing...and a landing from the ocean is that the failure of a river crossing is a reverse, while the failure of a landing...is a catastrophe." So did US Army Chief of Staff General George Marshall explain the subtleties of amphibious warfare to Joseph Stalin late in 1943. Stalin had chided the Western Allies for their procrastination in opening a meaningful second front against Hitler. Yet having been driven from the Continent in 1940, they had first to breach the Germans' vaunted Atlantic Wall to establish a toehold for large-scale manoeuvre warfare. An entire army — half a million men and all their weapons and equipment — had somehow to be transported across the treacherous English Channel under the nose of a waiting enemy. Contemporaneous with Operation Overlord (codename for the eventual assault on Normandy), on the other side of the globe Operation Forager (the latest step in the Americans' island-hopping campaign in the Pacific) would establish US long range bombers on the Marianas Islands, within reach of the Japanese homeland for the first time. Marshall concluded with the admission, "Before the...war I had never heard of any landing craft except a rubber boat. Now I think about little else."

As Lorelli vividly demonstrates, amphibious operations are one of the most complicated of military undertakings, requiring detailed planning, specialized equipment, a high degree of training, and flawless coordination among naval, ground and air forces — and they were central to the Western Allies' prosecution of the war. To generations bred on Saturday matinees of John Wayne and friends "hitting the beach" from innumerable ramp-bowed landing craft, it seems incredible that until 1934 neither the US Army, Navy nor even Marine Corps had a doctrine to ensure the successful landing and sustaining of troops on a well-defended shore far from support bases. But only in that year did there appear *The Tentative Manual for Landing*

**Operations.** And none of the specialized amphibious craft yet existed, even in conceptual form. Ironically, it was a US Marine observer witnessing a 1937 Japanese assault in China who got the idea for mission-built ramp-bow-type boats capable of transporting troops and vehicles and depositing them onto beaches. The subsequent "Special Boat Plan" of 1938 would put some extremely useful hardware into the hands of the Navy and Marines within three years. Even then, with all the demands for other war matériel, it would be some time before the new vessels could be produced in any useful quantities.

As a result, the ways and means of waging modern amphibious operations was still an untried art when the United States entered the war. The British-Canadian disaster at Dieppe did not dispel the prediction of strategist Liddell Hart that modern air power made amphibious operations almost impossible. The first Marine assault of the war, at Guadalcanal, also in August 1942, met greater success on the beach, but then hung in the balance for six months as determined Japanese sea and air attacks hampered sustainment operations. Thereafter, however, followed an unbroken series of triumphs: Torch (North Africa), Husky (Sicily), Cartwheel (MacArthur's alternating series of operations through the Solomon Islands and up the New Guinea coast), Catchpole (the Marshall Islands), Overlord, Forager, Detachment (Iwo Jima), and ultimately Iceberg (Okinawa). None were a foregone conclusion, but only Galvanic, at Tarawa in November 1943, faced the distinct possibility of defeat.

Lorelli's narrative embraces all of these, but other than the tentative beginnings, he covers little new ground. Each operation has been the subject of (at least) several studies of its own. By bringing them all together under one cover, however, he confirms the otherwise all-too-hastily stated assumption of the fundamental importance of the sea and maritime operations to the Western way of life. This volume is useful, too, for demonstrating the variety of special craft and their many uses. One quibble would be that more line drawings and a glossary are needed for a work attempting to be definitive. Nor are the maps (all borrowed from previous works) always useful. The best, depicting the US amphibious advance across the Pacific, is too small to identify all the locales covered, and

should be accompanied by a similar map of the European theatre.

None of these points seriously detract, however, from what should become a standard reference of the greatest exercise ever of global maritime power.

Richard H. Gimblett  
Blackburn Hamlet, Ontario

Gerald E. Wheeler. *Kinkaid of the Seventh Fleet: A Biography of Admiral Thomas C. Kinkaid, U.S. Navy*. Washington, DC: Naval Historical Center, 1995 and Annapolis: Naval Institute Press, 1996. xvii + 531 pp., photographs, illustrations, maps, bibliography, index. US \$37.95, cloth; ISBN 1-55750-936-0.

Gerald E. Wheeler's *Kinkaid of the Seventh Fleet* is, as the title suggests, a biography of Admiral Thomas Cassin Kinkaid, commander of what was often termed "MacArthur's navy" during World War II. Kinkaid has long deserved a biography. Other Pacific War fleet and major task force commanders have been the subjects of numerous studies. While Kinkaid's Seventh Fleet was not as "glamorous" as the Third/Fifth Fleet with its powerful big-carrier task forces, "MacArthur's navy" played a crucial role in the war against Japan and Kinkaid was a participant in one of the most significant, and controversial of its battles — Leyte Gulf.

Tom Kinkaid was a solid, or perhaps stolid, naval officer. In a show less of humility than of honesty, he told an oral historian: "I'm a great believer in the average man — not having brains myself. I'm a great believer in the average man who will get down and work and who has judgment, good judgment, other than a very keen, very high I.Q." (489)

Kinkaid was apparently near-colourless, as well as average. Wheeler's study of the man includes few of the humorous, touching, or illustrative anecdotes that often flesh out a biography. Those the author did include do little to make Kinkaid anything more than a two-dimensional character. When news of the Japanese surrender reached the admiral, for example, he hosted a dinner in Manila for the navy's flag officers and their aides. One staff member wrote in his diary: "I thought it would be a Victory

Dinner or at least a jolly affair but it was rather stiff and soon over. A two course dinner" (431).

Tom Kinkaid was little moved by the course of events that unfolded during a career that began in 1904 and ended in 1950. After the Great War, then-Lieutenant Kinkaid served on the staff of Admiral Mark Bristol in Constantinople, where the US Navy found itself in the middle of the bloody Greek-Turkish and Russian civil wars. These vast human tragedies pass virtually unnoticed in Wheeler's narrative, and unremarked by Kinkaid, except for an admission a half-century later that his time in Constantinople had been "interesting." As naval attaché in Rome on the eve of World War II, we again see Kinkaid at work, but he is no "Pug" Henry! As the world headed toward global cataclysm, Kinkaid has his evening cocktail and plays golf (shooting in the "upper 80s"). Wheeler, in an incredible statement, concludes that while Kinkaid was well aware of what was going on around him, "it just didn't seem too important"! When the war began, Kinkaid, a rear admiral, found himself in command of cruisers and destroyers screening carrier task forces in the Pacific. His record was mixed. In three major operations he lost two carriers: one torpedoed and badly damaged by a Japanese submarine, another sunk by air attack. Nevertheless, a shortage of flag officers led Admiral Chester W. Nimitz to give Kinkaid, a surface warrior, command of a carrier task force. Kinkaid embarrassingly almost missed his rendezvous before the Guadalcanal campaign because he forgot about the international date line! Then, in the battles of the Eastern Solomons and Santa Cruz Island, Kinkaid's carrier was twice damaged and knocked out of operations.

Not surprisingly, Nimitz decided in late 1942 that Kinkaid was "tired" and in need of a trip back to the States "for a rest." But before he left Hawaii, a command crisis in the North Pacific induced Nimitz to send Kinkaid instead to Alaska. For ten months he performed reputably, working well with his army and air force (as well as Canadian) counterparts. It was this ability to get along, not the amphibious assault against Kiska two weeks after it had been evacuated by the Japanese, which led Nimitz to pick Kinkaid to take charge of the Seventh Fleet.

While Kinkaid's stint as fleet commander

was the centre-piece of his professional career, it is not the high point of this book. After spending two hundred pages covering Kinkaid's important, but relatively less significant service during the first two years of the war, Wheeler devotes but a hundred of the book's five hundred pages to the admiral's two years as Commander, Seventh Fleet. The author's narrative, while balanced and based principally on primary sources, is nonetheless spare. The non-naval-focused secondary works that might have given greater depth to the account are absent. For example, neither the war-time volume of D. Clayton James's masterful biography of Douglas MacArthur nor Ed Drea's excellent study of the use of intelligence in the Southwest Pacific command appear in the bibliography or notes. Both these works are highly complementary of Kinkaid's personal and professional skills. James' Kinkaid was a man trusted and respected by MacArthur, while Drea's work highlights several instances where Kinkaid proved himself flexible enough to alter plans at the last minute to take complete advantage of the intelligence gained by the code-breakers. Oddly, given the central role of intelligence in the Pacific war, the term is not even indexed in Wheeler's book!

Thomas Kinkaid clearly failed to catch the imagination of his biographer. This study took more than twenty years to complete and publish, in part because of the author's declining health, but also, I suspect, because Wheeler never developed an affinity for his subject. The book is as dry, colourless, and humourless as Admiral Kinkaid. It reads not like a labour of love, but a mere labour. In short, this is a below-average biography of an "average" man.

Michael A. Palmer  
Greenville, North Carolina

Norman Friedman. *U.S. Submarines Through J945: An Illustrated Design History*. Annapolis: Naval Institute Press, 1995. xii + 379 pp., photographs, figures, tables, appendices, notes, index. Cdn \$83.95, US \$59.95, cloth; ISBN 1-55750-263-3. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Norman Friedman is well known for the number and quality of his books on the development of

ships and weapon systems. His many reference works on subjects ranging from battleships and destroyers to a regularly revised weapons encyclopedia pay painstaking attention to technical detail and provide essential service to both historians and interested amateurs. In this book he presents a narrative of submarine design and technical development from the invention of the craft through the "Silent Victory" of 1945.

The present volume and its companion, the latter following American submarine development from 1945 to the present, supersede the author's earlier work, *Submarine Design and Development*. Readers familiar with that work will recall its awkward organization and unfriendly format. While richly illustrated with photos and line drawings, at best it proved a cumbersome research tool. It appealed to those interested in submarine history because of its unequalled technical detail. Thankfully, Friedman has solved all these problems in this volume. The organization of *U.S. Submarine Through 1945* is clear and easy to follow, as is the prose presenting that unequalled Friedman technical information. While a few of the line drawings seem clumsy, those by James Christley stand out for their excellence, their welcome clarity, and the important support they give to the text. The abundance of rare and revealing black and white photographs also enhance the work nicely. Furthermore, these photos appear with a freshness and clarity that enable readers to derive maximum benefit from their detail.

While the title of this book employs the word "history," this superb reference work is actually a chronicle. The author's goals never led him to attempt a systematic historical analysis of submarine design and technical development within the broader context of the relationship between the Navy, industry, and the scientific community that made the submarine force of World War II possible. Unfortunately, some of the apparatus usually found in histories might have proved useful. Though there are copious explanatory reference notes, Friedman's unsystematic citation style too often fails to provide sufficient information to follow his footsteps through the archives and secondary sources.

Friedman's source notes pose yet another dilemma for informed readers. He tries to deepen the historical nature of his work by fre-

quently attempting extensive analytical comments in the endnotes. When the notes provide additional detail to his technical discussion, they work. When he tries to do historical analysis, they do not. Friedman completely misses the extent of the interwar debate in submarine strategy, its impact on the development of design, and the role of Commander Thomas Withers, the Naval War College faculty, and the Submarine Officers Conference in the late 1920s. He also underestimates the effect of German U-boat technology on both general design issues and the development of diesel propulsion in the United States. Admirals Yarnell and Robinson at the Bureau of Engineering did not. Neither does the nature of the absolutely critical relationship between Electric Boat Company and the Navy, especially concerning the NELSECO diesels for the S-Class and later mobilization for World War II, appear in an effective analytical context.

If Friedman intends to attempt effective historical analysis, he should remove this kind of material from the endnotes, place it into the narrative, and cast his primary research net more widely to acquire more context as well as political, social, and economic detail. He should also use more of the important secondary literature either ignored or poorly exploited in his current notes.

History must satisfy a reader's search for explanation. It must explore the significance of human relationships and events in an effort to acquire insight into individuals, institutions, and society. All scholars of submarines and undersea warfare must consult Dr. Friedman's excellent technical reference work. As such, it has no peer. As history, it has a long way to go.

Gary E. Weir  
Washington, DC

Carl LaVO. *Back from the Deep: The Strange Story of the Sister Subs Squalus and Sculpin*. Annapolis: Naval Institute Press, 1994. ix + 226 pp., photographs, bibliographic essay, index. US \$27.95, Cdn \$38.95, cloth; ISBN 1-55750-507-1. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

*Back from the Deep* is an intriguing tale about a group of US Navy submariners who survived a

peacetime disaster and a sinking by enemy action. Carl LaVO has written a submarine history with a difference. Accounts of wartime actions of fleet submarines of the US Navy against the Imperial Japanese Navy in the Pacific abound. However, personal experiences of men of the "Silent Service" are largely unknown. LaVO, a journalist, has used the histories of the submarines USS *Squalus* and *Sculpin* as vehicles for telling the stories of their crews and the risks they faced and trials endured. These stories are based on interviews with and personal accounts of survivors from those ill-fated "boats," painstakingly collected by the author.

*Squalus* and *Sculpin* were *Sargo-class* submarines, sister ships built at the Portsmouth Naval Shipyard and launched in 1938. *Squalus* sunk in 240 feet of water during post-building trials and thirty-three survivors were rescued by means of the US Navy's experimental submarine rescue bell. She was later raised, recommissioned as USS *Sailfish*, and served with considerable distinction through twelve arduous war patrols in the Pacific campaign. Her tally included the small Japanese carrier *Chuyo*. *Sculpin* located the sunken *Squalus* and stood by her during the rescue. She too fought in the Pacific and was sunk on her ninth war patrol. Forty-two survived that action and were taken prisoner. Twenty of these were being transported to Japan in the carrier *Chuyo* when she was intercepted and sunk by *Sailfish*. One *Sculpin* sailor was rescued and later reunited with the others at Ofuna prison camp, named the "Torture Farm" by the submariners. Most were eventually sent to a forced labour camp at Ashio, north of Tokyo. *Sailfish* finished her war as a training boat for the submarine school at New London.

LaVO's intention is to tell the story of the men who sailed in *Squalus/Sailfish* and *Sculpin*. His method is to allow the human drama to unfold through melding information gleaned from personal interviews with familiar primary and secondary source material on the pre-war submarine force and wartime operations. His detailed knowledge of the characters and their experiences is impressive. The reader follows the submariners from their time as recruits from depression-wracked American society, through their arduous submarine school training and the

*Squalus* disaster and on to the war in the Pacific. The enormous demands placed upon the submariners and the challenges faced in a service that was still highly developmental were met with optimism and youthful exuberance. The early days of the war exposed shortcomings in commanding officers, weapons and equipment. After Pearl Harbor, only the submarine force was capable of offensive action against Japan and the boats averaged about 300 days on patrol during the first two years of the war. Crew exhaustion was prevalent. Nevertheless, the submariners held on and as the force grew it became increasingly efficient and audacious, carrying the war into Japanese home waters. The work of the submarines was decisive and brought Japan to the verge of economic collapse through blockade. The cost was great and captured submariners were treated with extraordinary severity by the Japanese.

LaVO's effort represents a considerable achievement in the realm of oral history and a success in bringing the story of the men of the "Silent Service" into the public domain. The book is highly readable although it is overly dramatic in places. Fleet boat sailors might be critical of his handling of some of the technical details of submarine equipment and procedures but this is minor. Of particular value to those interested in the subject is LaVO's excellent bibliographic essay on his sources.

W.G.D. Lund  
Victoria, British Columbia

Carl Boyd and Akihiko Yoshida. *The Japanese Submarine Force and World War II*. Annapolis: Naval Institute Press, 1995. xiv + 272 pp., maps, photographs, tables, appendices, notes, bibliography, index. US \$32.95, Cdn \$45.95, cloth; ISBN 1-55750-080-0. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

The role of submarines in the Pacific during World War II proved vitally important for Allied forces and enormously disappointing for the Japanese. This book attempts to assess the reasons for this latter failure, paying particular attention to Japanese sources and the impact of signals intelligence on the course of the war. The authors briefly review the major influences

affecting the development of the Japanese submarine force at the turn of the century and trace the history of that service through to the end of the Pacific war. A major factor in their story are the technical details, which occupy a distractingly large proportion of the main text.

The majority of the book is devoted to an overview of actual submarine operations during the war. This brief history attempts to cover all facets but is so concise that it cannot be considered comprehensive. The obvious strengths of the authors are their knowledge of Japanese operational concepts and strategy and of Allied intelligence techniques. These aspects of the campaign are well covered and provide useful insights into the reasons for Japanese failures. In particular, the Japanese obsession with manoeuvring submarines as part of the battle fleet to engage Allied warships repeatedly resulted in Japanese submarines being thrown against the most difficult targets, high speed warships escorted by numerous anti-submarine escorts. Usually the result proved deadly to the submarines, but there were occasional outstanding successes. One of the most remarkable torpedo salvos of the entire war came from I-19 on 13 September, 1942. Three of the six torpedoes launched struck the US carrier USS *Wasp* at a range of 1,000 yards, while the remaining three carried on another twelve miles before encountering a second US carrier group where one torpedo hit and damaged the battleship USS *North Carolina* and a second hit (and eventually sank) the destroyer USS *O'Brien*. This incident also graphically demonstrates the outstanding quality of Japanese torpedoes, which were orders of magnitude better than either Allied or German equivalents.

The superiority of American signals intelligence also contributed to the difficulties of Japanese submariners by often allowing US anti-submarine forces to be well positioned to deal with Japanese efforts. The USS *England* sank six submarines in less than two weeks with the aid of decrypted messages in the most remarkable display of anti-submarine effectiveness in a single patrol by one ship in any theatre during the war. The fact that US ships were able to systematically work their way along a submarine patrol line — as *England* did — destroying submarines as they went along, says much for the

effectiveness of Allied anti-submarine techniques and the rigidity of Japanese tactics.

The weakest part of the book is, perhaps, the lack of understanding the authors appear to have of Allied anti-submarine warfare. While it is frequently repeated that Allied anti-submarine techniques were deadly, the reasons for this are never dealt with. An analysis of Allied anti-submarine efforts may not have been the focus of the book, but Allied success and Japanese failings cannot be understood without this comparison. The sources and bibliography are also weak in this area, suggesting less research in this critical aspect than in other areas.

There are few errors in the book, but Canadian readers will be surprised to learn that I-25 sank a freighter on 20 June, 1942. Though unnamed, the freighter in question was the *Fort Ca/waswM*, which returned to port with a cargo of lumber although struck by one torpedo and shelled ineffectually by the Japanese submarine. The description of the sea battles off Guadalcanal in mid-November 1942 is also curious, although technically correct. The book lists only the major warships sunk, two Japanese battleships and two US light cruisers. These bloody battles also resulted in the sinking of seven American and three Japanese destroyers, as well as severe damage to a host of ships, especially a number of American cruisers in the first encounter. Brief surveys of complex events cannot highlight all aspects, but the losses in these two battles were far heavier, and more evenly matched, than the description in this book suggests.

This book is an interesting addition to the literature on the Pacific war. It provides useful insights into the Japanese perspective on the submarine campaign in the war, and demonstrates again the important contribution of signals intelligence to Allied success. However, significant areas of the campaign are discussed only in passing. It is competently written, and well illustrated. The final result is a book that is useful to those interested in this specific campaign, but which is less comprehensive than might have been hoped.

D.M. McLean  
Orleans, Ontario

Hugh Power. *Carrier Lexington*. College Station: Texas A & M University Press, 1996. xx + 154 pp., photographs, figures, glossary, appendices, suggested reading, index. US \$34.95, cloth; \$14.95 (plus \$4 s+h to USA, \$5 to Canada), paper; ISBN 0-89096-681-8.

This book could well be sub-titled *Anatomy Of An Aircraft Carrier*, for it describes one such vessel in almost loving detail. Author-photographer Hugh Power takes his readers aboard the carrier USS *Lexington*, for years one of the most formidable of the US Navy warships, which now lies permanently berthed at Corpus Christi, Texas. On 8 November 1991, the ship became the last of the World War II-era aircraft carriers to retire from active duty. Since then, civilian volunteers have converted her decks and cabins into a museum that interprets her illustrious war service and peacetime duties and explains the history of US naval aviation.

Power ably tells how *Lexington* (CV-16) entered World War II as the second of the *Essex-class*, carriers to be commissioned. One of the most decorated of all US Navy carriers, *Lexington* destroyed more than 1,000 Japanese aircraft, sank approximately 1,000,000 tons of enemy shipping in the Pacific, sent its planes to bomb Japan, and generally helped establish the aircraft carrier as the most powerful class of warship, displacing the big-gun battleships that had dominated naval warfare during the first half of the twentieth century.

The ship went on to serve for almost fifty years, undergoing repeated modifications with such developments as an angled flight-deck, streamlined superstructure "island," radar systems, special treatment steel (STS) armour, and steam catapult. These updates caused the ship's original displacement of 27,000 tons in 1942 to increase gradually until it reached 33,000 tons at the time of her de-commissioning in 1991.

She had a good inning at sea, but her long-delayed retirement became necessary when ageing machinery and systems began to cost more than shrinking naval budgets could justify. On March 8, 1991, Lt. Kathleen Owen, USN, made the last of a record 493,248 arrested landings on *Lexington* during the ship's forty-eight-year service career. Corpus Christi won the bid to receive the vessel, by then re-designated

CVT-16, because of that city's valuable role in air-operations training.

Citizens raised \$3 million locally from a bond sale to finance the transformation of this fighting ship to a permanent naval museum. The author's account of the physical preparations to accommodate the vessel at dockside makes almost as fascinating reading as its previous career at sea. Engineering requirements included the construction of an 870-foot approach causeway, dredging a channel twelve feet deep and 1,400 feet long from the existing ship channel, settling the hull into a prepared ditch, and ballasting it by pumping in over five million gallons of fresh water, specially treated to prevent deterioration and heavy enough to keep the ship in place even during a hurricane. Extensive re-engineering was made, from painting every inch inside to designing tour routes through the carrier, resulting in an impressive educational exhibit that draws an average of half a million visitors each year.

The author is also an accomplished photographer, and he has catalogued virtually every aspect of the vessel with fifty-two contemporary black and white photos. These plates greatly enhance the text and are very effective in conveying the specifics of ship layout, equipment, operational areas, and crew accommodation. A mix of aerial views and interiors, they add much to the book's interest, offering a unique visual tour, almost a visitor's stroll through the decks, engine room, hangars, galley, bunks, and topside. As well, there are seventeen photos showing *Lexington* from its commissioning day, through wartime and subsequent service. Suitably enough, there are also fourteen plates illustrating the variety of aircraft types which operated from its flight-deck over the years. Buffs of ship architecture can gain even more from the six inboard and outboard profile floor plans. These show every cabin and cubbyhole on each deck from bow to stern, and are effective in conveying the huge capacity of its cavernous 40,000 square-foot hangar.

However, with all the details told about this individual ship, the author puts it well when he says, "It's a book about a sea change in the way we fight on the oceans, the biggest change since sails replaced oars. And *Lexington* has become a laboratory and classroom in which that change

can be studied and understood. No ship can offer more in retirement."

Sidney Allinson  
Victoria, British Columbia

Paul Stillwell. *Battleship Missouri: An Illustrated History*. Annapolis: Naval Institute Press, 1996. xiv + 450 pp., photographs, illustrations, appendices, notes, bibliography, index. US \$55, Cdn \$77, cloth; ISBN 1-55750-780-5. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Paul Stillwell, director of the history division of the US Naval Institute, has established a distinguished record of publications based on oral histories. To his previous works, *Air Raid: Pearl Harbor*, *The Golden Thirteen: Recollections of the First Black Naval Officers*, and *Assault on Normandy*, he now adds this history of the "Big Mo" (BB-63), the last battleship to serve on active duty in any navy. It joins his previous works on *Arizona* (BB-39) and *New Jersey* (BB-62). In each, Stillwell joins anecdote-laden narratives to superb collections of photographs to produce classic accounts of three of the world's great fighting machines.

Though best known for hosting the surrender of Japan at the end of World War II, the *Missouri* participated in several other significant events during the half century from the laying of her keel in 1941 to her second decommissioning in 1992. Stillwell devotes nearly two-thirds of the book to *Missourfs* decade of active duty during the final phases of World War II, the early years of the Cold War, and operations off Korea. He briefly describes her three decades in mothballs, 1955-1984 before closing his narrative with a hundred pages on the decade beginning with her second commissioning in 1984. Appendices include a chronology of *Missouri's* active service, 1944-55 and 1984-92, lists of her commanding officers and signers of the Japanese surrender documents, and data on her displacement, dimensions, machinery, armour, armament, and electronic systems plus lines drawings of the ship and cut-away showing her compartments as outfitted in 1991. The result is as comprehensive a history, both visual and narrative, as is likely ever to be published.

Stillwell's emphasis on the personnel connected to the ship begins with his description of an ensign examining the welds during the summer of 1941 and Margaret Truman's christening of the ship at its launching on 29 January 1944. *Missouri's* first combat duty was to provide anti-aircraft defence for carriers attacking Honshu and Iwo Jima in February and March 1945. A month later, in her first shore bombardment, *Missouri's* sixteen-inch guns pounded Okinawa after which she stood off the island to provide anti-aircraft defence for four carriers whose planes flew close air support for the invading Marines. Stillwell describes the September 1945 Japanese surrender ceremony in detail, including a diagram of the setting and reproductions of the surrender instruments. *Missouri's* triumphant return to New York City and the celebrations there receive treatment that is almost as exhaustive.

The chapter on *Missourfs* 1946 return of the remains of Turkish ambassador Mehmet Munir Ertegun to Istanbul reflects recent scholarship as does the account of the vessel's 1950 grounding off Old Point Comfort, Virginia, which contains several photographs not previously published. Stillwell's focus on the men who served in the ship and their stories give life to the narrative, especially to the chapters on the Korean War and *Missourfs* three decades in mothballs.

A few paragraphs on the various roles and weapons configurations proposed for the *Iowa*-class battleships during the 1980s would have enhanced the thorough discussion of technological aspects of the recommissioning of *Missouri*. The chapter on *Missourfs* participation in the Gulf War is balanced, not over-playing her role or that of the navy in the conflict. The final chapter, on *Missouri's* second decommissioning, though sad, is not maudlin.

Stillwell based the book on oral interviews (many conducted by the author between 1991 and 1994), newspaper and magazine articles, cruise books, and official records. The result is a fine tribute to one of the great ships of the modern era.

James C. Bradford  
Bryan, Texas

John A. Butler. *Strike Able-Peter: The Stranding and Salvage of the USS Missouri*. Annapolis: Naval Institute Press, 1995. xv + 220 pp., photographs, illustrations, maps, appendices, notes, bibliography, index. US \$31.95, Cdn \$44.95, cloth; ISBN 1-55750-094-0. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Forty-five years after the fact an incredible story of the most embarrassing event in the modern history of the US Navy has finally been written. The stranding of the USS *Missouri* in Chesapeake Bay in 1950 was a huge blow to the prestige of the world's most powerful navy. The same ship used five years before as the surrender platform to bring World War II to a close was driven hard aground in broad daylight on the very well travelled route in and out of the Navy's largest base.

John Butler does an excellent job dissecting the nature of the people and the fleet itself leading up to the event. Five years of peace with no focus and no enemy had let the Navy decay from the powerful force that delivered victory in the Pacific. Dead-ended careers and reduced budgets demotivated the complete operational structure of the ship and indeed the fleet. This most prestigious vessel was relegated to nothing more than a training platform; naval aviation ruled the fleet of the future.

A reader who is not a navigator will find the description of events leading up to the grounding difficult to follow. However, no one who has ever been in a command and/or communication role will miss the glaring breakdown of both in the last critical minutes.

While the events leading up to the grounding were tragic and unnecessary the efforts to get the ship off the gently sloping beach were heroic, innovative and a tribute to the triumph of engineering and salvage technology. Driven aground with enough force to reduce the ship's draft by six feet, the ship continued up the beach for a full minute and a half after all seawater suction and therefore power was lost. Lacking any future tide that would allow her to be refloated, *Missouri* had to be stripped of fuel, stores and ammunition in order to reduce her displacement by almost 12,000 tons. A basin was then dredged around her as well as a channel to open water, allowing a massive fleet of

salvage tugs to pull her free two full weeks after the grounding.

Butler does an excellent job tracking the inevitable inquests. The Navy, true to its traditions, was very critical of itself and used this event to identify and correct major personnel issues across the fleet. The effect of the grounding on each career involved is carefully tracked and is well worth the attention.

All told, *Strike Able-Peter* is an excellent read, well worth the time and reasonable price. The author has done a very credible job exposing the real story, something that cannot always be done soon after the events. Time heals and makes us more wise and John Butler has done his part.

Roland H. Webb  
White Rock, British Columbia

I.J. Galantin. *Submarine Admiral: From Battle-wagons to Ballistic Missiles*. Champaign, IL: University of Illinois Press, 1995. ix + 345 pp., photographs, appendix, notes, index. US \$24.95, cloth; ISBN 0-252-02160-6.

In this fascinating memoir, retired Admiral I.J. "Pete" Galantin recounts his lengthy service as a submariner in the United States Navy. During his forty-one year career, Galantin had the experience of serving in or being connected with the development of a wide variety of submarines, from the obsolescent R- and S-boats, built in the first years after World War I, to the SSN 688 fast-attack subs of the *Los Angeles* class, begun in the late 1960s. Because he already had written about his formative experiences as wartime skipper of the USS *Halibut* in his book *Take Her Deep!* (Algonquin Books of Chapel Hill, 1987), the author found no need in this memoir to centre his recollections around any single period of his professional life. *Submarine* /W/w;>a/therefore progresses through Galantin's naval career in chronological fashion in a succession of short chapters, each devoted to a certain topic or service assignment.

The particular value of any autobiography that is written by a high-level military or naval officer lies in providing the reader with a perspective on national events that is unlikely to be furnished elsewhere. To be most useful, though,

such a book should be relatively candid with regard to the author's feelings about the people he has known and explicit about his outlook on events. *Submarine Admiral* meets these criteria well. Pete Galantin emerges from the pages of this well-written account as an optimistic, resourceful naval officer who appreciated the efforts of his fellow officers even as he acknowledged their human foibles, as well as his own.

Because he served in a series of increasingly senior positions related to submarine matters from mid-century until his retirement in 1970, Galantin provides us with an interesting look at some of the high-level by-play behind the development of the US Navy's submarine capabilities during this formative period. Two of the major figures of those years to emerge from the pages of this book are Admiral Arleigh Burke, the now legendary Chief of Naval Operations (CNO) who served as the US Navy's senior uniformed leader for six years, and Admiral Hyman Rickover, the driven head of the Navy's nuclear propulsion program.

The Arleigh Burke shown to us by Pete Galantin is faithful to the man remembered by those of us who had the privilege of knowing him — highly energetic, engaging, open to new ideas, and yet easily angered by second-rate thinking or undue partisanship for a particular Navy (surface, aviation, submarine) community. Galantin recounts a number of incidents in which, because he served as the senior submarine branch representative in OpNav, he suffered Burke's wrath over unwelcome publicity which the CNO had traced to the efforts of submarine proponents. And yet, as Galantin notes, he was not concerned that Burke's momentary angry outbursts would damage his career, since the CNO was too great a leader for this.

Galantin's viewpoint on Hyman Rickover is similarly enlightening. Rickover is one of those polarizing individuals in recent history who is either hated or revered by entire generations of naval officers. Galantin worked closely with Admiral Rickover for many years on the development of nuclear submarines. Yet because he was not a member of Rickover's team, he was able to view the irascible admiral's personality and working methods more dispassionately than many of his contemporaries. Accordingly, he provides useful insights in his book about how

Rickover was able to accomplish so much for the Navy despite his intemperate, abusive demeanour toward subordinates and his disdainful attitude toward his ostensible seniors in the chain of command.

With its thoughtful perspective on events, *Submarine Admiral* should appeal both to historians and to interested readers of naval and maritime history.

Jeffrey G. Barlow  
Manassas, Virginia

Bernard Prézélin (éd.); English-language edition prepared by A.D. Baker III. *The Naval Institute Guide to Combat Fleets of the World. Their Ships, Aircraft, and Armament*. Annapolis: Naval Institute Press, 1995. CD-ROM text, images (recommended system requirements: 386SX-processor or higher IBM PC, PS/2 or compatible computer, 256 colour V G A graphic capability [640-480 minimum], Windows 3.1 or later, 4 MB free space on hard disk). US \$495, ISBN 1-55750-110-6. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Richard Sharpe (éd.). *Jane's Fighting Ships 1996-97*. Coulsdon, Surrey: Jane's Information Group Ltd. 96 + 902 pp., tables, photographs, glossary, indexes. US \$275, cloth; ISBN 0-7106-1355-5. Also available on CD-ROM.

Both *Jane's Fighting Ships* and *Combat Fleets of the World* are now available as CD-ROMs as well as in book form. Both books are expensive; the electronic versions even more so, but the convenience of electronic access in multiple user situations such as military colleges and headquarters is undeniable. For the individual user who inserts the CD into the drive on his own computer, there is not much difference. The method of navigating through the contents is quickly learned, even by a novice. In the case of *Combat Fleets* one can access information by country, by ship type, by name or by hull number. Naval aircraft, weapons systems and sensors are also accessible. If one demands information on Canadian *Halifax-class* frigates, for instance, we arrive at a page giving full specifications and a list of all ships of the class with hull numbers. A very clear elevation can be

accessed which indicates and identifies weapons and sensors: clicking on any one provides the specifications for that system. There is also a list of ships for which photographs are available — more than would be possible in the printed book version. These photos are black and white and taken from different aspects. You cannot page ahead to the next class or back to a previous one, but three clicks of the mouse will get you anywhere you want to go. These comments refer only to *Combat Fleets*, as the reviewer did not have access to the CD-ROM version of *Jane's*. However, it is assumed that the *Jane's* CD-ROMs are fairly similar from the user's point of view.

Like *Jane's, Combat Fleets* has a foreword describing the world naval situation and comments on the characteristics and progress of each navy. *Combat Fleets* is only published every second year, making this the current edition, though it was published in 1995. In contrast, a new edition of *Jane's* is published every year, making it the more current publication. Both benefit by a combination of modern communication techniques and a comparatively relaxed and co-operative atmosphere among naval powers, resulting in more accurate and detailed information than ever before, although I did find some errors in *Combat Fleets* — the Canadian MSA 112 is given as "Baffin" instead of "Moresby," for instance. As CD-ROMs are soon likely to be superseded by continuously updated on-line services, accuracy and completeness in the future will be limited only by national security policies.

Richard Sharpe's survey of the naval situation in *Jane's* has resulted in more comment and controversy than usual, as he stoutly defends both deterrent nuclear weapons and nuclear propulsion. The five naval powers that deploy submarine-launched ballistic missiles — the USA, Russia, Britain, France and China — are evidently determined to maintain them and to continue technical development, to judge by the French nuclear tests conducted in the face of widespread public protest and condemnation. China, with just one aging SSBN, is embarking on the development of a new missile and launch platform. These five navies also operate nuclear-powered attack submarines. New versions are being built, though at a slower rate than during

more menacing times, and India is anxious to join the club.

Interesting vessels under construction or proposed include, possibly, a group of "arsenal ships" (by the US Navy). These large vessels with a crew of only 50 would be packed with hundreds of missiles of every type — navy, army and air force — which it would launch on command and which would then be taken over and controlled by other ships, aircraft or units on shore. The idea is to replace pre-positioned equipment in theatres where allied co-operation might be less than enthusiastic. Sharpe points out that such a ship would be every submariner's dream target! In the UK the Helicopter Carrier (LPH) *Oceanhas* been launched and two much delayed amphibious force vessels (LPDs) seem to be on order at last. Diesel propulsion and very modest speeds of 18 and 17 knots have been accepted for these ships. The Russian Navy is concentrating on reviving the submarine service, but the carrier *Kuznetsov* and a Task Group deployed to the Mediterranean last year and observers were exchanged with a US Navy carrier. This would have been an unthinkable event ten years ago.

To return to the editor's comments in the introduction: his region-by-region survey concludes with Canada, about which he is absolutely scathing. Sharpe maintains that the prevarication over replacing our helicopters and submarines and spending vast sums in compensation for cancelled contracts and in maintaining obsolete submarines and unsafe helicopters is the most flagrant case of mis-management in the naval world, worse even than the British delays over amphibious vessels. It is a situation caused by a class of politician with no understanding of military affairs and the result is that our dedicated personnel are not given the tools they need to do their job.

One final remark should, perhaps, be made on the question of CD-ROM technology vs. the printed page: a century from now the book will still be as readable as it is today, but will any instruments survive that can read 1990s CDs? Books may be bulky, but they still have their merits!

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