

BOOK REVIEWS

E.E. Rice (ed.). *The Sea and History*. Stroud, Gloucs.: Sutton Publishing, 1996. xiii + 165 pp., photographs, maps, illustrations, figures, tables, index. £35, US \$63, cloth; ISBN 0-7509-1096-8. Distributed in North America by Books International, Herndon, Virginia.

This collection of nine essays originated in lectures given at Wolfson College in 1995 by Geoffrey Rickman, Elisha Linder, N.C. Fleming, Anthony Laughton, Sean McGraill, A.J. Parker, Sarah Arenson, Sir James Eberle and John Keegan. Their aim was to investigate various aspects of the relationship between man and the sea, past and present in three geographic zones: the Atlantic Ocean, the Mediterranean and the Indian Ocean. This goal was achieved quite successfully through an approach that employed several disciplines, including archaeology, history, literature, economics, coastal geology and physical oceanography, ship-building technology, harbour construction, seafaring and navigational techniques. And without question, Rickman's comprehensive Braudelian overview of the Roman Mediterranean, itself a multi-disciplinary exercise, is an excellent choice as the opening essay.

Though written independently of one another, the articles share a consensus about the ambivalence with which human-kind regards the sea. On the one hand there is fear and mistrust of the unknown and of the sea's destructive powers. The feeling was clearly expressed in the literature of the ancient Near East and still manifested itself in later ages. Yet there is equally obvious evidence of a more positive attitude towards the sea, as revealed by the lengths we have gone to harvest its food and mineral resources, by commercial maritime enterprises, by technological innovations inspired by the sea, and by navigational skills developed through the ages. Indeed, the human spirit has generally responded positively to the challenge posed by the sea, judging both by the ability to sail great distances and reach new horizons even before the invention of the navigation instruments, the marine charts and pilot books despite all of the *pericula maris*, and by the

continuing habitation of coastal regions since prehistoric times despite threat of inundation.

There is also consensus on the role of the sea in the transport of ideas mainly through ship-building traditions and navigation techniques. Similar nautical techniques and technologies were invented more than once, at various times and places. They were dispersed by seafarers mainly between Atlantic Europe and the Mediterranean. Here the West was the influential source, because of the conservative mentality of the Eastern Mediterranean. Yet near-identical nautical innovations in South China and Southeastern Asia were invented independently, thereby confirming the human tendency to arrive at similar solutions to universal problems. Nevertheless, the Great Discoveries of the late fifteenth and early sixteenth centuries were initiated by the West seemingly because of differences in the mentality of European and Far Eastern cultures.

Linkage between past and present are also discussed within the context of the issue of control of the sea. In historic periods, control of the sea was achieved only at the level of state or empire, under the command of a centralized authority. The two examples examined independently of one another in *The Sea and History* are the Roman and British Empires. Although established by military might, the stability of both was symbolized by flourishing international maritime trade and the industries connected to it, which could not have existed had it not been for the *Pax Romana* and the *Pax Britannica*. Underwater relics of the Roman period, together with the example of British shipyards, provide remarkably parallel evidence for the flourish and decline of maritime mercantile activity of both empires. Yet, of the two, the British Empire was mentally and culturally a naval nation, with much wider geographic scope than the Roman Empire. The extension of the British Empire demanded a strong ocean-going navy. In the latter decades of the nineteenth century, the character of this naval force, its command and the ideas of control of sea power, went through changes in response to profound technical innovations in the ships,

weaponry and communication employed by the Royal Navy. Since the post-war period, these changes have continued and, together with the dissolution of the political frame of maritime empires, have manifested a sharp disruption with the past. In the new present, political and military control of the sea are treated by international bodies and organizations like NATO and the United Nations. How effective these new authorities are in the exercise of military power and control of the sea remains open to question.

Overall, this collection is highly recommended, both for the methodologies used in the papers and for the provocative perspectives, questions, and answers they provide.

Ruthi Gertwagen
Qiriat Motzkin, Israel

Juliette Roding and Lex Heerma van Voss (eds.). *The North Sea and Culture (1550-1800): Proceedings of the International Conference held at Leiden 21-22 April 1995*. Hilversum: Uitgeverij Verloren, 1996. 524 pp., maps, illustrations, photographs, figures, tables, indices. /65, US \$35, paper (stitched); ISBN 90-6550-527-X.

During their Golden Century the Dutch created what amounted to an informal empire through much of northern Europe. They used their superior economy, financial skills and technology as the basis for political influence in the region. The Dutch left a strong impression and in many forms. It is that impression the organizers of a conference set out to inventory in this volume of thirty essays. The starting point is not, however, the Dutch empire but rather the idea that there is a common culture around a sea. The paradigmatic study is Fernand Braudel's of the Mediterranean in the time of Philip II and one goal is to show that Braudel's findings for the Mediterranean are valid for the North Sea and for a longer period, from 1500 to 1800. There is little doubt that the region to be considered is not just the lands bordering the North Sea but also includes the western and southern shores of the Baltic at least to Riga. The authors from Denmark, England, Germany, Iceland, the Netherlands, and Scotland attack a broad and unexpected range of aspects of culture from architecture to painting to music to drama to engineering to religion and piety to

migration to philosophy to trade and commerce. While among the authors there is general agreement of the primacy of economic relations in creating the common cultural features which they find, significantly more of the work is devoted to the results of the economic contacts than to the contacts themselves. Language gets scant treatment, an omission the editors think an important one, but the scope is already broad, the catalogue extensive.

As expected the chapters vary in range, complexity, value and in their contribution to the central theme. Authors at times fall into the trap of listing common attributes, of adding detail to detail, but doing nothing with the lists. Contributions almost invariably include extensive notes with citations to scholarship both old and very new. That volume of valuable bibliographic information makes the absence of a list of works cited all the more unfortunate. Religion and especially the Protestantism shared by the lands around the North Sea is noted by a number of writers. It is C. Brown, though, writing on artistic relations between England and the Low Countries in the hundred years after 1532, who is the one to point to the force of the Reformation in breaking the much preferred and historically well-established cultural ties of northwestern Europe with the Mediterranean and especially Italy. Thrown back on itself, the region had to develop somewhat apart from the Catholic south.

Predictably perhaps, the most rewarding chapters are those, like that of J. Lucassen on migration or J.L. Price on regional identity, which challenge the concept of a North Sea culture. These offer a productive counterpoise to the well-articulated argument in favour of the idea and the use by L. Heerma van Voss of the Braudelian framework. In the nineteenth and much of the twentieth century history was about the national state as the unifying force of European society. It was in the seventeenth and eighteenth centuries when that became true and more than one writer points to developments in Great Britain that caused a political and cultural reorientation of regions like East Anglia and Scotland away from the North Sea and toward London. In general, this may be a work of cultural geography but it is not one of geographical determinism. Writers see other constraints at work.

The editors, in their short conclusion, despite

misgivings and problems, assert that there was in the period a common culture around the North Sea. It is certainly at the very least a highly productive way of approaching the history of northern Europe in the late Renaissance. Above all, the work shows that the sea and rivers and lakes and even streams were the avenues of economic and cultural contact. V. Enthoven makes a cogent argument in his essay on the neglected history of the Scottish staple in the Netherlands that it was in short distance trades that any unity is to be found. By implication the typical concentration on large scale, long distance commerce misses the point. Even if the case for a unity of lands around the North Sea and western Baltic may be overstated, each author, sometimes with difficulty or almost unconsciously, illustrates that powerful force which was contact by water. This book will be a hard one to read but it will prove valuable to anyone willing to do some digging. The inclusion of extensive illustrations for the chapters on art and architecture and of tables and graphs for the chapters on the economy make the mining significantly easier. Many chapters are tantalizing, offering a sense of what more needs to be said on the topic. The editors have certainly brought together a mass of useful information while laying down a general challenge to all maritime historians to expand their work, placing it in the wider context of cultural history.

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Lars Scholl and John Edwards (eds.). *The North Sea: Resources and Sea Way. Proceedings of the North Sea History Conference, Aberdeen 1993*. Aberdeen: Arts and Recreation Department, Aberdeen City Council for the North Sea Society [Art Gallery, Schoolhill, Aberdeen AB10 1FQ Scotland], viii + 449 pp., tables, figures, photographs. £25, cloth. £20, paper; ISBN 0-90001-746-5.

This volume testifies to both the wealth generated in the Granite City by North Sea oil (even a list of the conference participants is included) and a slightly disconcerting self-indulgence by the organisers of the conference from which its contents originated. Glossy paper, a generous lay-out and the inclusion of a multitude of contri-

butions of different kinds must have required a generous subsidy for its price to have remained within reasonable limits.

I am the last to criticise a volume of conference proceedings for having solid introductions and summaries in order to give a modicum of conceptual and thematic coherence to the papers, but what is offered here is an unsatisfactory mixture of too much and too little. Successively, in addition to the conference papers themselves there are: a general introduction; introductions to each of the four sections: Seaway, Shipbuilding, Oil, and Fishing; three commentator's papers; and, finally, a full conference summary from the inimitable Gordon Jackson. On closer inspection - not a simple task as, curiously, an overall table of contents is lacking — there is a great difference between the various "ancillary" contributions. The general editors' introduction counts hardly four pages and is of a purely technical nature and provides no rationale for the conference program which was more a "tour de horizon" than a tightly structured packet of papers. The sectional introductions vary from three to six pages in length and, although useful during the conference itself, needed not to be included here. There are also considerable variations in the length of the commentators' papers, with that of James Coull (eleven pages) to the Fisheries section clearly the most comprehensive and incisive; through no fault of the general editors, it appears (they maintain a diplomatic silence on the point), there is no commentary on the three papers in the shipbuilding section.

After these comments, the intending reader will be happy to hear that the conference papers themselves are almost uniformly of a high standard. Ranging wide and far, they offer much to both the general and specialized maritime historian — and, one should always add, many other historians as well. By far the best served are those interested in shipbuilding. Peter Hilditch provides a compact but quite brilliant comparative overview of Northern European shipbuilding 1945-1975. Using a broad brush, but distinctive colours, the image he paints is both informative, satisfactorily interpretive, and stimulating - in short, it successfully applies the internationalist approach that maritime history so dearly needs. Frank Allan Rasmussen's study of technology transfer from Britain to Denmark, 1800-1912, is

a model of its kind with its specialist knowledge and insights, analysis of the process of transfer, ironic treatment of the ultimate phase when Britain began borrowing from Denmark, and a succinct yet robust historical context. My favourite article of the whole volume, however, is Kent Olsson's study of the development (and decline) of the Gothenburg shipbuilding industry and its impact on the economic development and employment structure of the city, 1900-1980. In combining industrial history with some of the central elements of urban history a direction is indicated that should be a stimulus to similar and more broadly based studies elsewhere in the global maritime economy.

Comparable to Olsson's paper, but on a more modest scale, is Lindy Tanvig's chapter on Danish offshore labour recruitment and the impact of the new offshore oil industry on its land base, Esbjerg. Although many of the aspects considered could have been fleshed a bit more, the general picture emerges clearly with the conclusion that the overall impact of North Sea oil has been more modest and less disturbing than had been anticipated. An interesting aspect of Tanvig's paper is the relative speed with which Danish workers could replace the foreign workforce that was indispensable to get the project going; Although it is not fashionable to do so when the situation concerns two western societies, I should have liked to see that discussion placed within the context of the process of localization which is one of the major themes of the socio-industrial analysis of the oil industry in non-western societies, such as Saudi Arabia or Algeria. Localization in a different context, viz. that of industrial relations, is the subject of Gunnar Sunde's chapter, in which he analyses how the international oil companies with their initial cowboy approach to industrial relations were tamed by their Norwegian environment and brought into line with the national institutional system. Regrettably, the essay can give little more than the barest minimum in its ten pages of text, but it is riveting stuff and, as the author hopes, should be a hot challenge for future research. Hans Christian Johansen's commentary to these two papers offers some interesting comparative information on the impact of North Sea oil on Aberdeen, Esbjerg and Stavanger.

A strong comparative message also arises

from three papers in the volume's section of fishing. Frits Loomeijer, Robb Robinson and Jenny Sarazin all discuss the process of modernization of the fishing fleets of the Netherlands, Britain, East Frisia (Germany) during the late nineteenth and early twentieth centuries. The fisheries offer a particularly interesting example of the diffusion of motorized propulsion — especially in the form of steam trawling and diesel power for small craft — within a traditional industry based on small-scale enterprise. With James R. Coull's commentary these essays provide additional building blocks for the challenge that one day will have to be taken up: an international history of all North Sea fisheries. A contrasting essay is that by anthropologist Reginald Byron's "Providence and Patrimony in a Swedish Village," which concerns Fiskeb fishing hamlet, now submerged by Gothenburg's urban sprawl. Constructed around the reminiscences of a father and son pair of fishermen the inner force of a fishing community is explored in an engaging way which could have gained further strength through the inclusion of some comparative material.

Finally (but in sequence actually the first part of the volume), "Seaway" is a collection of four quite different essays. Lewis R. Fischer and Helge Nordvik present a craftsmanlike account of the evolution of Norway's ports in the nineteenth century, with a wealth of informative tables. Martin Fritz deals with the growth of the Gothenburg shipping industry from the middle of the nineteenth century to the aftermath of World War I in a broader context than is suggested by the reference in the title to a North Sea context. Alan Pearsall discusses the impact of technological change on the development of British shipping across the North Sea from early steam to 1939. Major emphasis is given to the General Steam Navigation Company, Manchester Sheffield & Lincolnshire Railway (later Great Central and later again London & North Eastern Railway) and Wilson Line; the coastal trade is not included. Tony Lane's interest in seafarers is turned to "Flags of Convenience and the Globalisation of the Seafaring Labour Market" — a very welcome paper as it dealt with the post-1945 period and an international subject. It clearly sketches the outlines of the subject and, I would hope, is the article of the book to follow.

From the foregoing the reader may well

conclude that it is not easy to produce a volume of conference proceedings that is successful in all its aspects; anyone who has ever edited a similar volume will, I think, agree. There is no index, but they have become a rarity in such edited works. Less forgivable is that, despite the lavish production, no place has been found for maps; many chapters would have benefitted from such scaffolding. The subject of the painting on the cover has not been identified. The strong point of the volume is clearly the quality of its chapters. They offer a mixture of solid case studies and innovative and stimulating essays. Taken together, they again demonstrate (as if that were needed) the richness of maritime history and many of its linkages with the mainstream of economic, social, technological and "general" history.

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Morten Hahn-Pedersen (ed.). *Sjceklen 1996: Årbog for Fiskeri- og Sefartsmuseet Saltvandsakvariet i Esbjerg*. Esbjerg, DK: Fiskeri- og Sefartsmuseet Saltvandsakvariet i Esbjerg, 1997. 155 pp., photographs, illustrations, maps, tables. DKK 198, cloth; ISBN 87-87453-75-4.

In this, their ninth yearbook, the Fishery and Seafaring museum in Esbjerg, Denmark has published eight articles. The reader is also provided with the museum's yearly report. All articles have a summary in English, which make it easier for non-Scandinavians to make use of the book.

Two of the articles (by Mette Guldberg and Susanne Benthien respectively) are focused on two different families. One, the Risbal family did extensive trade with Holland in the seventeenth and eighteenth centuries. The other, on the Moller family, focuses on shipmaster J.F. Mailer. Both articles offer valuable perspectives on entrepreneurship and shipping in a period of rapid transition. Teodor Hansen presents memories from Mando, the only Danish island without a port or bridge to the mainland. Hansen gives us his personal reflections on Mande in general and on "Knud the Skipper" and his *ewer Karen* in particular. (A *ewer* is a small boat resembling a fishing craft with sails, and is specially designed for sailing in the Wadden Sea. *Karen* also had a small engine in addition to sail, and was used to

transport goods as well as for charter trips, salvage and so on.) Susanne Lisewski Svendsen contributed an article, based on her MA thesis, which compares female living conditions in two different places in Denmark, and describes their similarities and differences. Henrik L. Hansen looks at the working environment at sea. Working at sea has always carried a certain measure of risk, but Hansen thinks that there is a positive trend regarding safety and working environment in the Danish merchant fleet. Despite this reduced risk, higher demands on the crew has replaced physical problems with psychological problems. In a "call for people" Palle Uhd Jepsen wants to get in contact with Danes who hunted whales on Christian Salvesen's whaling factory ships in the arctics. The purpose is to get eye-witnesses to modern whaling, and is to be used as source for a projected book, *The Last Whalers*. An article by Thyge Jensen and Svend Tougaard confirms the Esbjerg museum's leading position in Danish research on whales and whaling. They describe how sixteen sperm whales were found stranded on the Danish coast in March 1996, and how the museum took a leading role in this project. They also present theories on what caused this spectacular event. Extensive use of pictures makes this article both fascinating and extraordinary. Poul Holm's contribution this year is a speech he gave on future policies for fisheries. He calls for a policy which promotes industrial development in smaller fishing ports, and maintains that Denmark should look to Norway on how to develop a cultural policy for the coastal areas.

It is admirable and pleasing to see how the museum in Esbjerg is able on a yearly basis to raise funds from the local business community for this kind of publication. Obviously, the museum has a good reputation among the general public (192,000 visitors last year speaks for itself) and has also developed into an important meeting point. This in turn enables the museum to finance projects such as the yearbook. Maritime museums the world over have something to learn from Hahn-Pedersen and his staff in this respect.

In conclusion, *Sjceklen 1996* should appeal to those interested in local maritime history. However, from an academic point of view, the reputation of the yearbook would probably be strengthened if each issue were to become more focused. As it is now, the variety of themes makes the

yearbook's overall strategy unclear. Some of articles could also be improved if the contributors made it more specific what it was they wanted to analyse and explain.

Anders Martin Fon
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John Munday. *E.W. Cooke, R.A., F.R.S., F.S.A., F.L.S., F.Z.S., F.G.S., 1811-1880: A Man of his Time*. Woodbridge, Suffolk & Wappingers' Falls, NY: Antique Collectors' Club, 1996. 391 pp., illustrations (over 500 illustrations, 175 in colour), appendices, bibliography, index. US \$89.95, cloth; ISBN 1-85149-222-4.

Edward Cooke is best known in maritime circles for his collection of engravings published under the title *Shipping and Craft*. Issued as a part work when he was only seventeen years old, it has long been a scarce collector's item. What is not generally appreciated is that, whilst the majority of his artistic work depicts nautical scenes and subjects, he was accomplished in other fields as well.

The raw material from which this biography has been drawn is a collection of fifty or so notebooks, pocket books and diaries that the subject kept between the age of eighteen until a few weeks before his death at the age of sixty-eight. It soon becomes clear that the popular concept of a bohemian artist does not apply to the Cooke family. Their approach to the business of Art was thoroughly professional. Edward's father and his uncle William were both leading landscape engravers of their day. At a time when the only feasible form of illustration for mass produced books was the engraving their services were much in demand. Edward served his apprenticeship in the genre sketching and engraving plants and in so doing developed an interest that was to spill over into his domestic life as he planned and planted gardens in the series of houses he was to occupy.

From 1833 when he first ventured abroad until the year before his death Cooke travelled extensively in Europe, later visiting Morocco and Egypt as well. Initially he was attracted to Holland where one or two of his best known studies of pincks and gailots beaching in rough seas were created. His paintings of fishing boats on the Scheldt bear a striking resemblance to the works

of the Dutch masters. With equal facility he would switch to completing a canvas of the Campinale Zecca in Venice, picking out the fine detail of the building in a style reminiscent of Canaletto. Hardly a page of this book is without a picture of some sort demonstrating the artist's range throughout his career, richly coloured plates, ethereal watercolours, and delicately executed pencil sketches of all manner of subjects. The work concludes with extracts from Cooke's diaries, annotated lists of oil and water colour paintings, and an index to his foreign travels.

In 1867, "passing rich" on £1350 a year, Cooke purchased forty acres of Sussex countryside, had a house built and set about landscaping the garden. By now he had been awarded Fellowship of four Learned Societies in addition to Membership of the Royal Academy, by which he placed much store. Despite his success he found time to continue his travels, to provide support and encouragement to the National Lifeboat Institution and when at home enjoying the hospitality of, and entertaining in return, leading members of society.

It is perhaps no coincidence that John Munday, who himself when younger studied marine painting, having been presented with an extensive palette and a large canvas, should have produced such an attractive and detailed portrait. This is a volume of exceptional quality, as would be expected from the publishers of Archibald's *Dictionary of Sea Painters*. It sets a standard to which future art historians should aspire.

Norman Hurst
Coulsdon, Surrey

Hart Massey. *The Leaky Iron Boat: Nursing an Old Barge Through Holland, Belgium and France*. Toronto and Buffalo: Stoddart, 1997. xii + 228 pp., pen-and-ink illustrations, map. Cdn \$22.95, US \$18.95, paper; ISBN 0-7737-5870-4.

This is an account of a series of voyages in the European canal and river network on a sixty-foot, forty-ton Dutch barge constructed in 1922. Details of how the vessel had been purchased and converted by its present owners in 1982 have already been published in *Travels with "Lionel"* so the current work provides a form of sequel which covers the period 1986-1990.

The owners (and crew) of *Lionel* were Hart and Mélodie Massey, a retired couple in their sixties. Although their home was, and remains, in Canada, it was their intention to cruise European waterways in this ancient craft during the summer months. In practice the need to maintain and keep *Lionel* in good repair meant that many unseasonal journeys had to be undertaken and some of these proved to be real trials of endurance.

The account follows a broadly chronological format and covers a substantial area from the northwest to as far south as Digoin and as far east as Strasbourg. The author's dislike of the Belgian canals is made clear and confirms the view taken by Robert Lewis Stevenson while he attempted a similar journey by canoe in 1876 (*An Inland Voyage* [Cockbird Press, 1991]). Most of the Dutch and French sections of the route were more highly regarded and the work contains useful, though inevitably dated, information on the marinas at Amsterdam and Paris. Like canal barge operators everywhere, the Masseys experienced many difficulties in the course of their trips. These included the finding of suitable moorings, avoiding objects deliberately dropped from bridges, the antagonism of local fisherman and the need to make complicated arrangements to recover their car from previous sites as they moved forward. In addition, as many European canals (unlike those in Britain) continue to be utilized by commercial traffic, the presence of vessels up to 3,000 tonnes created many extra hazards. How these problems were overcome, together with some of the (apparently) rare delights of their voyage, form a major part of this entertaining work. There are also many descriptions of the areas which were visited with particular references to their food, wine and histories.

Incidents with other barges, local people, lock-keepers and boatyard staffs are well documented and the Masseys' dogs, successively Joss and Polly, play a central role at times. However, it is the relationship between the Captain (the author) and his crew (his long suffering wife) which underlays the entire study. Her importance to the venture can be easily judged from the fact that, when, at the age of 68, she decided to call it a day the whole episode came to an end.

The struggle against various types of leaks, both internal and external, which afflicted *Lionel* will be of only marginal interest to most maritime

historians. Nevertheless it is a well written and illustrated piece of work which can confidently be recommended to all who enjoy a good read.

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Maynard Bray; Benjamin Mendlowitz (photographs). *The Guide to Wooden Boats: Schooners, Ketches, Cutters, Sloops, Yawls, Cats*. New York: W.W. Norton, 1997. 167 pp., illustrations, colour photographs, glossary, index. US \$19.95, Cdn \$25.99, hardback; ISBN 0-393-04045-3. Distributed in Canada for Penguin Books Canada by Canbook Distribution Services.

Anyone who has delved into the world of wooden boats in the past twenty years will be acquainted with the photography of Benjamin Mendlowitz and the writing and editing of Maynard Bray, whether they are aware of it or not. There could be no better choice of photographer and writer to put together this small but handsome book, which also features a foreword by well-known American naval architect Joel White.

The concept of a field guide is not unique, but in this case the execution might be. In the interests of clarity and continuity, the compilers of field guides often turn to lines drawings or coloured artwork, as in guides to plants or animals. Stripped of extraneous background, and with equal lighting and colour values, this makes it easy to tell one warbler from another. Mendlowitz and Bray have worked instead from photographs of actual boats. With a lesser photographer, the project might have failed, but for the most part it works quite well.

Six fundamental rigs are each given a chapter devoted to examples of that type. Each chapter is prefaced with a concise definition and a labelled colour diagram by Bray's daughter Kathy, also a frequent contributor to wooden-boat-related publications. Roughly twenty individual entries then follow, one to a page, with the colour photograph occupying the bulk of the space. Each boat is identified as to measurements, designer, builder and construction date. Each entry also has a short paragraph by Bray on a variety of topics. In some, he comments on the particularities of the rig as illustrated in the photograph. In others, he gives the boat's history. In every case, the infor-

mation is succinct and germane. The volume concludes with a useful glossary and an index.

The book's impact belies its small size. These are impressive boats, beautifully photographed. They might be said to be the best examples of their breeds. You will see no peeling paintwork or sagging sheerlines here, no yellow polypropylene line used for a mainsheet. This book is an education in proper wooden boats, and its examples, from some of the best designers ever to set pen to paper, are well-constructed, well-maintained and well-presented. In some cases, the boats are almost beyond description, from Herreshoff's *Ticonderoga* to the 115-foot J-class sloop *Astra*. Only very occasionally is there too much of a good thing. Some photographs are better art than documents, with sunset shots in particular often concealing more details than they reveal. But never mind; one or two pages further on is another schooner, or another ketch, or another sloop, and there is ample opportunity to get the details straight. The book is focussed primarily on the authors' home waters, the east coast of the United States, and one can only wish that others will follow their example and produce such guides for their own areas.

John Summers
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Lawrence V. Mott. *The Development of the Rudder: A Technological Tale*. College Station: Texas A & M University Press, 1997. xv+218 pp., illustrations, figures, tables, appendices, notes, glossary, bibliography, index. US \$19.95, paper; ISBN 0-89096-723-7. Published in England by Chatham Publishing; ISBN 1-86176-031-0.

Not long ago, the developmental history of ships was relegated to romantics. Fortunately, there is a growing realization that, in almost all cultures, ships have been the most technically advanced artifacts created. An understanding of the means by which technology progresses thus requires serious study of the paths taken by nautical evolution. A more rigorous approach to the topic is slowly emerging and, appropriately, the Institute of Nautical Archaeology is now setting the pace with a series of "Studies," of which the book under review is the third volume.

Lawrence Mott has chosen the rudder as his

specific subject on the grounds that it is "the one device on a ship without which control would be impossible." [3] His choice also allows a focus on a key step in the development of the post-medieval ship: the adoption of the centreline rudder hung on pintles and gudgeons — a device which came to represent the sole Western idea of what a rudder should be. Mott takes a technically oriented look at his subject, basing his argument primarily on iconographic evidence, while using ethnographic parallels and skillfully weaving in trigonometric modelling, an experiment with a physical model and quotations from both Medieval documents and modern textbooks of naval architecture. This is the way that nautical evolution should be studied.

Mott does not, however, offer a comprehensive history of rudders but rather four vignettes addressing, respectively: the quarter rudders used in Roman and Medieval Mediterranean ships, those of the Medieval northern European peoples and the early sternpost-mounted rudders of Europe. Mott chooses to call these last "pintle-and-gudgeon," or just "PG," rudders to distinguish them from other centreline types developed by Chinese and Arabic cultures. He refers several times to the modern quarter rudders of Indonesian *prahu prahu* as a guide to ancient practices but does not accord them a description of their own.

While he makes many sensible deductions, Mott relies primarily on iconography in concluding that the Romans used five different types of quarter rudder mountings, two of which survived into the Medieval *period alongside two newly evolved types*. This complex classification is unconvincing and seems (to this reviewer) to rest on over-interpretation of unreliable illustrations. The author is on firmer ground in suggesting that the northern form of quarter rudder, pivoted on a withy passed through its centre, was incapable of being enlarged for use in bigger ships (unlike its Mediterranean contemporary). Mott concludes that this limitation, coupled to the technological isolation of northern Europe, necessitated innovation, which, *circa* 1150, produced the "PG" rudder as a new invention. He notes that the Arabic world knew cruder sternpost-mounted rudders from the tenth century but dismisses the possibility of technology transfer to northern Europe. In doing so, however, he fails to consider possible movement along the riverine trade routes

between the Baltic and Constantinople, which were active from 860 onwards.

Finally, Mott examines the delayed adoption of the "PG" rudder in the Mediterranean, where the new type was little used until early in the fourteenth century but then came to dominate, supplanting the quarter rudders which had proven satisfactory for millennia. He suggests that the practical application of a pintle-and-gudgeon mounting had to await the adoption of straight sternposts, which necessitated a new hull shape incorporating a fine run and concave sections. That shape in turn gave ships sufficient directional stability to permit the use of the (hydrodynamically inefficient) "PG" rudder, while the new arrangement both benefitted from and facilitated the use of multi-masted rigs after 1350.

Unfortunately, this book is somewhat marred by technical misunderstandings. Despite citing modern naval architectural texts and being aware of the concept of centres of pressure [57], Mott appears to think that a fully balanced rudder is one with an equal area ahead and abaft of its pivot axis. Likewise, he rejects the probability of bow rudders in antiquity, based on modern comments concerning their relative inefficiency [69], apparently without considering that twentieth-century stern rudders benefit from the effects of propeller wash - a feature that was not applied until 1836.

Such deficiencies notwithstanding, this is an important contribution to our understanding of both the evolution of nautical technology and the processes by which technological development proceeds. It is also a fine example of how such questions should be addressed. While primarily of interest to a specialized readership, it is written clearly enough for a broader audience to appreciate the subtleties of rudder technology.

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Musquodoboit Harbour, Nova Scotia

Olaf Olsen, Jan Skamby Madsen and Flemming Rieck (eds.). *Shipshape: Essays for Ole Crumlin-Pedersen*. Roskilde: The Viking Ship Museum, 1995. 334 pp., photographs, maps, figures, tables. DKK 290, library binding; ISBN 87-85180-27-0.

As a scientific discipline, underwater archaeology is relatively young. Its rise to prominence was facilitated by the invention of the aqua-lung,

which provided the ease of movement which is so necessary for careful examination of, and work on, complex underwater sites. However, working underwater meant that archaeologists also had to develop specialized techniques for excavation, documentation and preservation. To this end the established methods of land-based archaeology were useful primarily as a point of departure. The inherent difficulty of excavating, and subsequently preserving, fragile material from a submerged environment presented a whole new set of challenges, the solutions to which have furnished a wealth of new knowledge.

Ole Crumlin-Pedersen, in whose honour this volume was published, is best known for his ground-breaking work in the late 1950s and early '60s on the five Viking-age shipwrecks found near *Skuldelev in Roskilde Fjord*. *Crumlin-Pedersen*, who was educated as a naval architect, is among a handful of important early pioneers in this field, leading the way in the development of solutions to the special challenges of underwater archaeology. In the process, he has also been instrumental in bringing to light, literally and intellectually, a vast new realm of evidence and information concerning Northern Europe's maritime past. It is therefore no exaggeration to say that the work undertaken or directed by Crumlin-Pedersen has dramatically altered and improved our understanding of the construction, use and evolution of ships in medieval northern Europe.

The twenty-eight essays that make up this *festschrift* honour Crumlin-Pedersen directly, by recounting his career (as in Flemming Rieck's and Jan Skamby Madsen's contributions), by addressing him personally and fondly (as in the piece by Jorgen Josephesen), or, as in the majority of cases, by the presentation of studies which echo, complement or build upon Crumlin-Pedersen's salient interests and research; all the contributors hail from countries with coastline on either the North or Baltic Seas. (In some cases the parallels with his earlier work are quite striking. For example, this reviewer found the title of Gillian Hutchinson's essay, "Two English side rudders," immediately evocative of Crumlin-Pedersen's 1966 article from *The Mariner's Mirror*, "Two Danish Side Rudders.") We also find some personal memories of graduate studies and discoveries. Similar connections to Crumlin-Pedersen's career interests and writing can be

seen in William Filmer-Sankey's and Tim Pestell's piece on "The Snape Logboats," Jerzy Litwin's article on "The Puck Bay wrecks — an opportunity for a Polish Skuldelev," and, of course, in the contributions of Erik Andersen and Max Vinner whose work and research has been fostered at the Institute and Museum in Roskilde. Among the more intriguing contributions is Christer Westerdahl's article on "Traditional Zones of Transport Geography in Relation to Ship-Types," which looks at how geographic zones of operation, including routes and harbour conditions, "determine sailing capacity and construction." [213] It displays a type of analytical synthesis that is very much in keeping with Crumlin-Pedersen's Roskilde legacy. Overall, like many *festschrifts*, this volume is a mixed affair, the strength of which rests more in the range of subjects covered — and the many voices heard — than by the depth of new information and ideas.

While no Canadian contributions appear in *Shipshape*, it is not difficult to find the influence of Crumlin-Pedersen's career here. Indeed, as the inheritors of the only known Viking-age site in North America (L'Anse aux Meadows), it can be argued that Canadians have reason to concern themselves with research that explains the technology that made early trans-Atlantic voyages possible. The pioneering work on the Skudelev find also served as an important model in the documentation, interpretation and presentation of shipwrecks in Canada. In particular, the Danish contribution to wood analysis and preservation has been of great significance for Canadian marine archaeology. And as imitation is the sincerest form of flattery, visitors to the *Musée de la civilisation* in Québec City will find, in the display of *La barque*, an eighteenth-century vessel excavated from the museum site, a reminder of the striking display style established in Roskilde so many years ago. No less important, though possibly less apparent, is the influence on those who have studied Crumlin-Pedersen's work and, most especially, those fortunate enough to have met the man himself. For this, we may join with the contributing authors of *Shipshape* in saying *tillykke og tak Crumlin!*

Garth Wilson
Ottawa, Ontario

Andrew Shewan; David R. MacGregor (intro.). *The Great Days of Sail: Reminiscences of a Tea-Clipper Captain*. 1927; "Conway Classics," London: Conway Maritime Press, 1973, 1996. 240 pp., index. £7.99, cloth; ISBN 0-85177-699-X. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

The tea-clippers and their era have been among the most popular of subjects for ship enthusiasts since the opening of the China trade in the 1850s. Given their intrinsic beauty (their body lines resembled yachts more than ocean-carriers) and considering the exciting and competitive trade in which they were employed, it is understandable why this should be the case. This book is indeed one of the jewels of marine literature and considering its longevity it is difficult to imagine that there is not a maritime library in existence that does not boast a copy.

The author was born in 1849, went to sea at age eleven and at age twenty-three, after a mere fifteen months at sea as a chief mate, was given his own command as skipper of the tea-clipper *Norman Court*. Over his long career Shewan witnessed the rise of tea-clippers to technical perfection, saw some of their greatest races and fastest ocean passages, and regretted their eclipse by steam with the opening of the Suez Canal in 1870 and their ultimate demise some twenty years later. He recorded his thoughts after retirement.

Shewan's prose is delightful to read; it has naturally, a late Victorian flavour but it is tempered by the down-to-earth practicality of a seaman. He was an astute observer of life and skilled at concisely presenting the gist of his stories. He is also consistently entertaining; in one paragraph he will philosophise over a tragedy and in the next he will relate a humorous anecdote that is rife with archaic and poignant metaphors.

The main subjects of this book are tea-clipper ships and the world in which they worked and while it reads as pleasantly as fiction, there is a lot to be learned from it. The author touches on all aspects of tea-clipper operations, from the people involved with them, owners, masters and crew, to ship handling and navigation routes. He also explains the design idiosyncrasies of these vessels, construction techniques employed in building them and explains how these design features affected handling and speed and exam-

ines the performances of representative vessels. According to Shewan, these ships were so finely managed that a detail such as coppering a vessel's bottom every two years or giving her a new suit of sails would make the difference between success or failure. The section dealing with the tea trade itself is of particular interest as he explains the difficulties in conducting business in China and the influence that piracy had on affairs.

In other sections of the book Shewan writes on subjects that are not necessarily related to clipper ships but are fascinating just the same. For example, he devotes a chapter to sea shanties, their history and how they were employed while working the ships. It seems that the Chinese mariners also had their own chants to co-ordinate work and he speculates that singing while labouring is universal and as old as shipping itself. There are many incidental stories in the book. One that is representative involves the launch of *Warrior* on Bow Creek on the Thames, which Shewan witnessed late in 1860. He was on the far side of the river and when the vessel was launched she set up such a large wave that he and his fellow spectators had to run for their lives.

This is a small volume that travels well and is reasonably priced. The first two editions contained plates that were deleted from this printing in order, I believe, to keep costs down. However, the publishers did not delete the "List of Illustrations" and while the plates are not critical to understanding or enjoying the text, this oversight was a little disconcerting. This book is a pleasure to recommend to anyone interested in sail.

John McKay
Langley, British Columbia

Nancy Redmayne Ross (ed.). *The Diary of a Maritimer 1816-1901: The Life and Times of Joseph Salter*. "Research in Maritime History," No. 10; St. John's, NF: International Maritime Economic History Association, 1997. xii + 231 pp., illustrations, appendices. US \$15, paper; ISBN 0-9695885-9-3.

The title essentially sums up the subject of this book — the life of Joseph Salter. The book uses the non-family portions of Salter's diary which was kept intermittently from 1837 to 1899 and is rounded out with letters and scrapbook items

from various sources.

Sensibly, when he began his journal, Salter wrote about his parents and his early life, thereby allowing us, with the help of his editor and granddaughter, Nancy Redmayne Ross, to examine most of his life. This life was basically divided into three "careers," possibly four if clerking in his teenage years can be counted separately. By the age of twenty Joseph Salter was held in such esteem by his employer that he was sent as supercargo on a voyage from Halifax to the West Indies. This is where the journal properly begins. He served in this capacity for ten years, gradually changing from an employee to a shipowner. The optimism of youth along with the worries of business are evident in these early journal entries.

On "coming ashore" around 1846, Salter married and started a family. A business partnership was set up with his brother George (although this may have been earlier as the diaries are intermittent and at times vague). A shipyard in Moncton was acquired and this began his second career as a shipbuilder. Descriptions of trips to England as well as letters to and from Liverpool agents form the basis of this section. In 1859 the shipyard business went bankrupt and Joseph Salter, almost penniless, began a difficult period of life trying to provide for his growing family with his third "career" as a mining manager, first trying to extract oil from shale in Albert County, New Brunswick, later working gold mines in various locations in Nova Scotia, and finally settling near Sydney, Cape Breton working with coal mines. Throughout the above "careers" Joseph Salter was also involved in various business dealings and partnerships and became the Mayor of Moncton. The latter does not form part of the diary.

Salter's involvement as a shipowner is also not discussed, although this share of the business may have belonged to his partner and brother, George. Appendix 1, which gives a list of vessels owned by G. & J. Salter, would seem to indicate that they were owners, in many cases, only between the launching of a vessel and its re-registration in Great Britain.

None of this is explained by the editor so the reader must read between the lines of the diary and the additional letters. This is, at times, quite frustrating since this reader would like more explanation, the better to understand Salter's life.

Similarly, the editor does not give sufficient explanation of technical terms and points of business. Explanations are "hit and miss." Thus, when Salter was figuratively writing about his business in nautical terms, he used the expressions "having got in irons and been boxed off." [91] "In irons" receives an explanatory footnote but "boxed off" does not! This lack of explanations might have been done with more extensive footnotes or with a glossary. One or the other is necessary. By the same token, it would have been easy to point out, when Salter discussed his bankruptcy, [151] that Appendix 4 contains information about the shipyard along with a list of assets and liabilities. I suggest that most readers cannot remember *the Table of Contents* after reading 150 or so pages over several evenings. There are several small but aggravating points involved in the editorship and production of this book: The letters do not always appear in the correct sequence (see pp. 120 and 122-127, and pp. 167, 168). One cannot always tell where one document ends and the next begins. [100] And I believe that words have been transcribed into "American" rather than "British" spelling, such as "neighbor," "Honorable," "labor" and sometimes "favor" (although the latter was spelled as both "favor" and "favour").

The editor occasionally falls into that awful and affected habit which historians have started to use of late: using the present tense when discussing people in the past. However, the editor is not consistent in this, since past and present tenses are used side by side. [91] When events occur in the past, why not use the correct tense?

Two paragraphs after Salter's diary ends, the book comes to an abrupt conclusion with "Joseph Salter died on January 1st, 1901." After more than two hundred pages about this man's life, most readers will surely wonder "Where?" and "Where is he buried?" *At the very least, an obituary* should have been included. On a positive note, however, the letters to and from business associates in Liverpool are particularly interesting for their content as well as their no-nonsense business style. A two-page letter from James R. DeWolf, a major Liverpool shipowner who employed many Nova Scotian captains, is of interest for its comments on the last days of sail.

While the book would have been better with additional explanatory notes it does, nevertheless,

give an excellent insight into Joseph Salter's life and it is valuable for the various aspects of Maritime shipping history that are not often discussed elsewhere. *The Diary of a Maritimer 1816-1901: The Life and Times of Joseph Salter* is a useful and interesting book and deserves a place on the bookshelves of those interested in the history of shipping of the Maritime Provinces.

Eric J. Ruff
Yarmouth, Nova Scotia

Hilary Marquand; Eric B. Marquand (ed.). *Memoirs of a Victorian Master Mariner*. Cardiff: Merton Priory Press, 1996. xxxiv + 274 pp., b+w plates, appendix, index. £19.95, cloth; ISBN 1-898937-22-2.

This memoir covers the early life of a British master mariner. Hilary Marquand was born at Guernsey in the Channel Islands in 1825, and went to sea as a fourteen-year-old cabin boy. He rose quickly in the ranks, commanding his first vessel by the time he was only twenty-three years of age. Marquand attributes his early success to constant exercise of mind and body, and the avoidance of strong drink. His fluency in foreign languages probably also helped as most of his voyages were to foreign ports. Even so, it was not all plain sailing for the young mariner.

On his first voyage, the crew were charged with mutiny and cabin boy Marquand was accused of trying to poison the Captain. The Captain's increasingly erratic behaviour, however, soon made it clear to those investigating the case that the problem lay with him rather than the crew, and the case was dismissed. On several occasions Marquand had to assert himself with his fists. The first time was in a brawl with the brutal master of his ship, and the second incident occurred when his authority was questioned by an older seaman under his command. He also experienced some of the other dangers common to life at sea at the time. On a voyage to Cuba, most of the crew came down with yellow fever and Marquand came close to losing a leg through gangrene. He was nearly drowned on at least two occasions, and once spent three weeks in a London hospital after falling into the hold of his ship.

Marquand sometimes gives detailed descriptions of the ports and countries he visited. He also

gives an interesting account of the difficulties newly appointed masters faced in dealing with commission agents and ship brokers ashore. The memoir only covers the author's life up to the age of twenty-five. However the comprehensive introduction by Philip Riden includes additional personal information about Marquand's later life, including the period after he left the sea and settled at Cardiff in Wales where he worked as a ship broker. The footnotes are detailed and there is an index and illustrations. There is also an appendix containing a long letter from Marquand to his wife in which he describes a narrow escape from drowning on the Malabar coast in 1866. The book is well produced, although one of the gatherings in the review copy was unbound.

It may be unfair to criticize the prose in a memoir that was written, the author says, for his own amusement. However the modern reader should be warned that Marquand is long winded and some of his prose elliptical, eg., "It was on this occasion that an incident took place which calls my attention for a few moments to a retrospect of the particulars." [177] He also has a tendency to dramatise events to such an extent that at times the book reads more like a contemporary novel than the memoir of a successful master mariner. The book may nevertheless be of use to those with an interest in merchant shipping in Guernsey and Britain in the 1840s.

Mark Howard
Melbourne, Australia

W. Jeffrey Bolster. *Blackjacks: African American Seamen in the Age of Sail*. Cambridge, MA : Harvard University Press, 1997. xiii + 310 pp., maps, illustrations, b+w plates, tables, notes, index. US \$27, cloth; ISBN 0-674-07624-9.

Jeffrey Bolster's *Black Jacks* is one of the most significant historical works published thus far in this decade. That it is about an important group of maritime workers — black seamen — is an added bonus. The fact that it is also a joy to read provides a third excellent reason to recommend this monograph.

Black Jacks is important on a variety of levels. For starters, Bolster is able to show that about one-fifth of all seamen aboard American vessels in the age of sail were black. Given the

"colour blind" nature of most of his sources, it was no mean feat to be able to prove this. But by employing an ingenious methodology — using data on complexion and hair type in an imaginative, yet sensible, way — he shows that regardless of port, blacks were a major component of the antebellum maritime labour force.

On a more sophisticated level, Bolster is able to demonstrate how the sea and its lore featured in black thought. If African-Americans had reason to reject the sea because of its association with the slave trade and the horrendous mortality rates of the "middle passage," it also represented something far more positive by virtue of the fact that it provided opportunities for both slave and free blacks.

The most important contribution of *Black Jacks*, however, is its author's ability to show that "before 1865 seafaring had been crucial to blacks' economic survival, liberation strategies, and collective identity-formation." This is the core of Bolster's argument, and if it is not always as convincing as he might like, it is at worst tantalizingly close. Certainly he shows effectively the role seafaring played in the economic lives of blacks, particularly in the first half of the nineteenth century. Because seafaring offered both a physical and a psychological route to freedom, it was central not only to the dreams but also to the realities of escape from an oppressive system. Indeed, Bolster's discussion of desertion in Haiti as a route to freedom is one of the most powerful and useful sections of the book.

Where the monograph is less convincing is on the topic of African-American identity-formation. The problem here is not that Bolster has difficulty in showing the striking ways in which blacks employed concepts derived from the sea in the evolution of their self-image; on the contrary, he is quite successful on this score. But the dilemma is in defining the "black character." The number of books that have attempted to do this would fill several shelves, yet the debate continues to rage with no serious resolution in sight. Given the lack of a consensus on this issue, whether a reader is likely to accept Bolster's argument depends very much on the individual view of what it really meant to be black in eighteenth- and nineteenth-century America.

Perhaps the most poignant chapter for me was the final one, which chronicles the decline of

the importance of the sea to American blacks and the corresponding decrease in the importance of African Americans to the crews of US vessels. Ironically, where they were able to work in segregated crews, blacks continued to find the maritime workplace congenial. But as their numbers dwindled, more typically the black experience was shaped by isolation rather than community.

Black Jacks is an exhaustively researched, beautifully written volume that cries out to be read by a broad cross-section of historians. Those of us who have followed Jeffrey Bolster's career will hardly be surprised at any of this. But what might be more astonishing is that Harvard University Press, which has not always lavished the same care on production that its authors have on their research and writing, this time gives a book the attention it deserves. All in all, this is a book worth owning and returning to repeatedly. Most important, it is that rare book that deserves to be savoured, literally and figuratively. In short, *Black Jacks* is a magnificent scholarly achievement that can be commended to readers with no serious reservations.

Lewis R. Fischer
St. John's, Newfoundland

David A. Chappell. *Double Ghosts: Oceanian Voyagers on Euroamerican Ships*. London & Armonk, NY: M. E. Sharpe, 1997. xix + 231 pp., map, illustrations, photographs, table, notes, bibliography, index. US \$60.95, cloth; ISBN 1-56324-998-7.

This book takes the well-established Pacific Studies metaphor of the beach, with its implications of encounter, exchange, collision and collaboration, and extends it into uncharted waters: the decks of Euroamerican naval and merchant vessels where Pacific islanders lived and worked. Since the 1960s Pacific Studies has been profoundly island-oriented; more recently, Pacific historians have broadened their focus to study the migration of islanders around Oceania and to Australia or New Zealand. David Chappell explains that this diaspora is actually the third one for the region: the first was the colonisation of the Pacific islands in prehistoric times; the second was the eighteenth- and nineteenth-century migration (voluntary or otherwise) of islanders to crew ships, and later, to

work on plantations. This "second" diaspora is still in evidence: Chappell estimates that half a million Pacific islanders are still crewing the trans-Pacific and global shipping industry.

Although Chappell deals with earlier periods, such as the enslavement of islanders by sixteenth- to eighteenth-century European seafarers, the real story begins with the large-scale exploratory voyages of the late eighteenth century. This book deals, in turn, with Pacific islanders as exotic tourists, translators, servants, and labourers aboard Euroamerican vessels. Obviously a labour of love, Chappell has been collecting information about these islanders - often only fleeting glimpses, almost always second-hand - for years and presents them here in a dazzling *tour de force*. The book delves into the nature of islanders' experience aboard ship: their adaptation of Euroamerican dress and habits; the struggle between their distinctive background and their desire for shipboard camaraderie; and the range of treatments meted out to them by their captains. Chappell's analysis shows that islanders aboard ship were in many ways like white beachcombers in the islands. Both groups found themselves alternately paraded as exotic playthings, valued for their skills, scorned for their ignorance of the dominant culture, and sometimes mistreated or killed. Through painstaking archival work and assembly of scattered and fragmented material, Chappell has given us a unique work of scholarship and a fresh, new perspective on the Pacific world. Especially useful is a table showing the origins and careers of the 250 best-documented island voyagers. This shows that more Polynesians took ship than either Micronesians or Melanesians, that the rate of voluntarism for Polynesian voyagers was 90 percent, that the death rates of all island sailors was similar to that of white sailors whose voyages took them to west Africa, and that despite the low (45 percent) return rate, a large number of islanders chose to ship out twice or more.

A little more care with historical context and the identification of different characters would have improved this book. Although each Pacific islander is carefully identified (where possible), ships' captains or other Euroamerican observers often drift in and out of the story bearing only a surname. Perhaps this is intentional; an inversion of the usual situation where white characters are

given more attention than islanders in the background. More serious are instances of inaccurate or misleading context. The American Mary Wallis appears as "a ship captain's wife" [100] and as "Lady Wallis" [165], though in fact she was never ennobled. Chappell declares that most attacks on foreign ships by Pacific islanders were acts of revenge: this nineteenth-century "retaliation theory" has long been overturned by a generation of island-centred scholarship. Chappell also endorses the theory that missionary John Williams was killed in retaliation for sandalwood trade atrocities; this was a particularly well-known example of the "retaliation theory" which Dorothy Shineberg convincingly trounced in her book *They Came for Sandalwood* (1967).

But these are peripheral points. This book is a tribute to its author's tireless scholarship and to the story of the islanders' own experiences. Better still, its fluid, jargon-free style make it a joy to read.

Jane Samson
Ashford, Kent

Kenneth Edwards, Roderick Anderson, Richard Cookson. *The Four-Masted Barque Lawhill*. "Anatomy of the Ship"; London: Conway Maritime Press, 1996. 128 pp., photographs, figures, illustrations, select bibliography. £25, cloth; ISBN 0-85177-676-0. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

This is the fifteenth title of a series which claims to meet the demands of ship buffs, historians and model-makers alike. Each volume provides all the technical details necessary to build an exact scale model of its subject. This particular volume is devoted to the *Lawhill*, a four-masted barque built in Great Britain in 1892 for the jute trade. In 1899 she was sold to the Anglo-American Oil Company and the famous Captain J.C.B. Jarvis was appointed as master. Under his command the brace winches invented by him were installed. After another change of ownership she came under Russian flag in 1914, and eventually was bought by Gustaf Erikson in 1917. Mariehamn in the Aland Islands remained her home port until she was seized by the South African government in 1941. In 1948 she was sold to Portuguese interests, but never went to sea again. Her career

ended in 1957 when she was broken up in Mozambique.

Though she had a raised midship section, a so-called Liverpool-house, where the crew lived, the officers still had their quarters under the poop. The wheel, protected by a whaleback, was positioned on top of it. *Lawhill* carried a Jubilee rig, which meant that she had no royals above her double topgallants. The lower and topmasts of the three square-rigged masts were made out of one piece and the top(gallant)masts were fitted at the aft side of the lower ones.

Thanks to photos and rough drawings made by Richard Cookson in the 1930s, and with the able assistance of several other experts (particularly Tor Lindquist who once served on *Lawhill* as an AB and sailmaker) it was possible for the authors to compile this study. In the foreword Alex A. Hurst reflects very personally on various encounters with *Lawhill* and other square-riggers in Great Britain in the 1930s. Though he is enthusiastic about these vessels he regards *Lawhill* as ugly. It is an opinion which this reviewer cannot share when looking at the photos. The first article is illustrated by the sketches of Dennis Adams, who also sailed on *Lawhill*. Following a brief discourse on merchant sailing vessels from 1850 onward, we are given a brief sketch of *Lawhill's* life. This is then followed by the heart of the book, in which appears a detailed description of hull, deck layout, rigging, and so on. The explanations are illustrated by photos and lines drawings, though no reference is made to them in the text. It is also unfortunate that the excellent reproductions of the photographs are not numbered, nor are sources given for the drawings. This leaves it unclear which ones are based on photos, builder's drawings, rough drawings or memories of former crew members. There are also a few discrepancies. Thus, the lead of the aft topmast backstay (No. 10) on drawing D1/2 differs from the one on D3/1, while the run of the outer seams of the fore course on drawing F2/1 does not suit with those of a photo on p. 61 below. As this series deals mainly with the outer appearance of a vessel, there are no drawings of the crew's and officer's quarters, the steam engine or the capstan's apparatus below the forecabin. In appendices the builder's specifications are reconstructed. There are also details about all of the barque's voyages as well as three crew lists from

different ownerships.

While this volume will primarily meet the demands of model-makers, historians will also find much to stimulate further research.

Timm Weski
Munich, Germany

Denis Griffiths. *Steam At Sea: Two Centuries of Steam-powered Ships*. London: Conway Maritime Press, 1997. x + 242 pp., figures, photographs, glossary, index. £30, cloth; ISBN 0-85177-666-3.

It is noted on the dust-jacket that this book represents the first survey in a generation of the history of the steam engine at sea, the first, in fact since Guthrie's *History of Marine Engineering* in 1971, and more than two removed from E. C. Smith's *Short History of Marine Engineering* (1937). The contrast with the preceding volumes could not be more different. *Steam at Sea* is handsomely illustrated in the tradition of the series "Conway's History of the Ship," to which the author previously contributed. The illustrations form an essential part of the narrative, to the extent that few developments are discussed at any length without a plan or engraving to supplement the text. Given that well over 90 percent of the illustrations are unattributed, the reader is frequently left wondering as to the original source of a given illustration. Yet the frequent references in the notes to *The Engineer*, *Engineering*, and *Marine Engineer & Motorship Builder* would lead the enquiring reader to these sources as a start. Others appear to have been redrawn from older sources with appropriately legible labels. If not the author, then someone else deserves praise for their careful draftsmanship.

In his introduction, Griffiths notes how easy it would have been "simply to produce a marine engine catalogue." [2-3] The work aims at being significantly more, and largely succeeds. Each chapter begins with a broad ranging introduction and then plunges into the succession of well-illustrated examples that form the bulk of the work. The focus remains on boilers and the principal engine-room machinery. Paddle-wheels and propellers are discussed only to the extent that they required particular arrangements of machinery. The auxiliary uses of steam in driving steering gear, deck machinery, generating elec-

tricity, refrigeration, ventilation and pumps are disposed of in a brief chapter. Fuel is discussed largely in the context of World War I. The different threads of merchant and naval requirements are examined in a set of alternating chapters. The role of steam in nuclear powered vessels and in contemporary Liquid Natural Gas carriers (taking advantage of the natural boil-off during passage) brings the narrative into the 1990s.

Steam at Sea is a history of equipment. Chapter 10, "Engineers at Sea," presents most of what the author has to say on the subject of life in the engine and boiler rooms. His argument, restated in a variety of forms is that "engine-room staff were looked upon as outsiders for many years and the view that oil and water did not mix, which was established when the first engines were put aboard ship, remained entrenched in the British Navy and the merchant service." [132] Working conditions in the late nineteenth century are described as "hostile" and the equipment dangerous, but as ships began to be designed without auxiliary sails, their successful operation became completely dependent on the engine-room staff.

There is, throughout the volume, a deliberate bias towards developments in British marine engineering, which is excused in the context of Britain's acknowledged leadership in the volume and pace of sea-going ship construction in the age of steam. To the extent that this volume is likely to be superceded in the next generation of scholarship it may well be in the testing of the extent to which this was true. Griffiths early asserts that "it was on the rivers and coastal waters of the United States of America that much early progress was made." [1] But beyond a brief bow to Fulton and his predecessors, and to the *Savannah*, and five paragraphs on Allaire, the Novelty Iron Works, Stevens and the walking beam [16-17] there is little on early North American developments. Were one to broaden the focus to "Marine Engineering" as Griffiths' predecessors claimed, this failing would be even more acute. Nevertheless, the argument can be advanced that for two generations following the introduction of commercial steam navigation, "Steam at Sea" was a modest, and largely experimental, side-bar to the work of marine engineering. Here one is still as well-informed by Louis C. Hunter's *Steamboats on the Western Rivers* as Smith, Guthrie, Griffiths or indeed, *Conway's History of the Ship*.

At £30 the work is not inexpensive. Nevertheless, within the boundaries of his subject, Griffiths stands ready to serve as the best survey of marine engineering at sea for the next generation, and as such is worth the price.

Walter Lewis
Acton, Ontario

Eike Lehmann, Herbert Franz, Ulrich Gabier (intro. Lars Scholl). *Technikgeschichte des industriellen Schiffbaus in Deutschland. Band I: Handelsschiffe - Marine-Überwasserschiffe - U-Boote*. Hamburg: Ernst Kabel for the Deutsches Schiffahrtsmuseum, 1994. 192 pp., photographs, figures, illustrations, suggested readings. DM 124, cloth; ISBN 3-8225-0270-7.

Gunter Mau, Carsten Ôstergaard, Kai Siemerling (intro. Lars Scholl). *Technikgeschichte des industriellen Schiffbaus in Deutschland. Band II: Hauptantriebe - Schiffspropulsion - Elektrotechnik*. Hamburg: Ernst Kabel for the Deutsches Schiffahrtsmuseum, 1996. 192 pp., photographs, figures, illustrations, suggested readings. DM 124, cloth; ISBN 3-8225-0271-5.

These are the first two of a three-volume technical history of modern shipbuilding in Germany. The essays were assembled and introduced by Dr. Lars Scholl, an authority on the history of engineering as a profession; he is on the staff of the German Maritime Museum in Bremerhaven. The papers are written by experts on the history of propulsion systems, marine electronics, propeller development, warship and submarine design and construction, and techniques for building wooden, iron and steel ships. Volume III, to appear in 1997, will cover merchant ship types, marine safety and ship design theory. It is hoped that a further volume on the social history of shipbuilding in Germany will follow.

All of the authors have considerable managerial or design experience in their respective disciplines. Five of the six are professional engineers and the sixth is a naval officer who was a project officer for several warship programs. The calibre of the contributors is suggested by the fact that the late Dr. Ulrich Gabier produced the section on submarine design and construction. His accomplishments had included establishing

and running a highly successful submarine design and construction company and almost twenty years as a professor at Hamburg University. Each paper is between forty and eighty pages in length and is copiously illustrated with excellent drawings, diagrams and photographs. Bibliographies appear at the end of each paper and an overall index will be included in Volume III. The entire collection is being published under the auspices of the museum and is advertised as the first such comprehensive history since the start of industrial shipbuilding in Germany 150 years ago.

The individual papers outline developments since the mid nineteenth century when Germany was in the early stages of the prodigious industrial growth that would make it the dominant European industrial power by 1890. By 1913 Germany had become a powerhouse, producing twice as much steel as Britain and almost as much as the United States. Shipbuilding initially followed British technology and designs closely but the German industry soon began innovating. While their output did not match those of British shipyards until recent times, the Germans had already begun leading in some technological areas by the turn of the century. Lars Scholl points out that one reason for Germany's successes was a willingness to keep learning from developments abroad. For instance, as one of the steps in achieving a major deepwater naval fleet, Alfred Tirpitz commissioned a comprehensive study, published in 1902, of the state of domestic shipbuilding and supporting industries. This major review, which tellingly included a study of contemporary trends abroad, acted as a stimulus for both naval and merchant ship construction.

While this is a historical survey it is noteworthy that the papers focus on recent trends once they sketch in a broader background. To varying degrees, the authors demonstrate how German design and construction were linked to international developments, thereby illustrating the universal nature of shipbuilding technology. The individual papers are based on extensive personal experience, which gives them an unusual authority. One of their particular strengths is that they analyse trends right up to the middle of the 1990s. A brief discussion in Volume II of the powerful Krupp-MaK 16M 453C diesel engine built for CGS *St Laurent* in 1989 provides a Canadian dimension. On the other hand, the authors' hands-

on background in some cases blocks out topics outside their individual career experience. For instance, because Dr. Gabier focused his discussion on design considerations and how German submarines have developed, he does not cover submarine building methods and the remarkable wartime mass production programmes.

Nevertheless, on the whole, the coverage is remarkably comprehensive, and, to judge by these first two volumes, *Technikgeschichte des Industriellen Schiffbaus in Deutschland* will be an excellent collection of authoritative papers by seasoned shipbuilding technology practitioners and naval architects. Once completed, the series will have traced the history of all aspects of shipbuilding in Germany over the past 150 years with an emphasis on recent developments.

Jan Drent
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John Bowen. *Miniature Merchant Ships: A Guide to Waterline Ship Modelling in 1/1200 Scale*. London: Conway Maritime Press, 1997. vi + 218 pp., figures, photographs, lines drawings, appendix, index. £20, cloth; ISBN 0-85177-659-0.

Bowen, an award-winning ship model miniaturist, successfully combines his wealth of practical work experience in the design, construction and repair industries of nineteenth- and twentieth-century merchant shipping, his publishing background as editor of the journal, *Model Shipwright*, and his love of creating waterline merchant ship models to create a clear, logical, and interesting approach to the building of miniature waterline ship models. Research and planning stages are covered, as well as the building process through to the installation of the model, set in a miniature sea in its display case.

The book is divided into two sections, the first containing five chapters. Chapter One covers the preliminaries, plans, scales, materials, adhesives, and tools; the second presents different approaches to the construction of the hull and superstructure; the third discusses fittings, including the use of items such as mustard seeds for cowl ventilators and other illusionary approaches used to represent detail at this small scale; the fourth discusses assembly and painting; and the fifth deals with the creation of the sea into which

the model will be set, along with the necessary display case.

The second section of the book contains thirty studies of specific ships, including specifications, plans, photographs, history, and details such as changes made to the vessel during her life. Colours are indexed to the English Humbrol line of model paints, thus providing a means of accurately reproducing the colour schemes. Reference sources are provided in each study. Where applicable, Bowen recommends a construction approach suitable for the specific model. For those wishing to conduct their own or further research, there is an appendix providing addresses for research and archival institutions, sources for ship model plans, maritime photographs, materials, technical journals and related magazines.

Vessels included in the studies range from *Campania* (1893), built for the Cunard Steam Ship Company, to *Selkirk Settler* (1983), built for the Misener Shipping Company Ltd. Others include: *Marionga D. Thermiotis* (1904), a Trunk Type Steamer; *Lusitania* (1907), Cunard Steam Ship Company; *Balmoral Castle* (1910), Union-Castle Mail Steamship Company; *Titanic* (1912), White Star Line; *Empress of Asia/Russia* (1913), Canadian Pacific Railway Company; *Aquitania* (1914), Cunard Steam Ship Company; *Arundel Castle* (1921), Union-Castle Mail Steamship Company; *City of Benares* (1936), Ellerman City Line; *Queen Mary* (1936), Cunard White Star; *Orcades* (1937), Orient Line; *Nieuw Amsterdam* (1938), Holland America Line; *Empress of Britain* (1956), Canadian Pacific Railway Company; and *Sea-Land Finance* (1972), Sea-Land Service Inc. The thirty vessels featured represent ships from twenty-two shipping companies, produced in fourteen different yards. Most of the ships were built on the Clyde, where Bowen served his time and continued to work, though a few ships are European and one is American. The selection therefore provides an interesting look at the development of merchant ships designed and built over a ninety-year period.

While discussing model building at 1/1200 scale, the book would serve as a guide when building at other miniature scales such as: 1/600 (1 inch represents 50 feet) or 1/768 (1 inch represents 64 feet). Model building at any of these scales may suit someone with limited space, possibly downsizing in accommodation require-

merits, or simply those with limited facilities. With a little planning, a basic yet comprehensive workshop could be accommodated in a briefcase.

The book is highly recommended to anyone contemplating ship model building at a small scale, and to those who work at larger scales but have an interest in exploring another challenging aspect of ship model building.

N.R. Cole
Scarborough, Ontario

Thomas R. Heinrich. *Ships for the Seven Seas: Philadelphia Shipbuilding in the Age of Industrial Capitalism*. Baltimore, MD: Johns Hopkins University Press, 1997. x + 290 pp., maps, photographs, illustrations, tables, notes, essay on sources, index. US \$39.95, cloth; ISBN 0-8018-5387-7.

Thomas R. Heinrich's *Ships for the Seven Seas* is a distinguished work of research and scholarship, in which the author provides a historical survey of the development of the shipbuilding industry along the Delaware River between the 1640s and the 1920s. That river is the natural border between the states of Pennsylvania, New Jersey and Delaware, and it broadens substantially above Philadelphia to provide a superb natural channel for commerce, industry and recreation in its progress toward Delaware Bay and the Atlantic Ocean. The overall character of the waterway and the availability nearby of resources such as wood, and then coal and steel, provided the foundation for the development of the "American Clyde" during the American Industrial Revolution.

Industrial life in the eighteenth century and the first half of the nineteenth century was dominated by a wooden shipbuilding industry. The highly skilled artisans and carpenters largely brought their own tools to work which contributed to the inexpensiveness of shipbuilding when combined with the extensive forests of the area. The development of the American Industrial Revolution after 1850 required a much more substantial investment in shipbuilding because of the need to assemble complex vessels with iron hulls and more powerful engineering machinery. The evolution of steel construction would ultimately result in the 1890s in the building for the American Line of two first class trans-Atlantic

passenger liners, *St. Paul* and *St. Louis* which, at 11,600 tons, equalled in size and power anything produced anywhere else in the world.

Yet Heinrich's study is much more than a narrative history since he tackles the problem of the economic factors and strategies which accompanied, or fostered, the evolution of the changes in shipbuilding along the Delaware. The history of wooden shipbuilding involved the relatively simple economic model of proprietorships. The enormously enhanced investment in shipbuilding required by advances in the industrial process brought larger groups of investors together and, in those yards which survived, meant the creation of public stock companies and modern corporations. Heinrich discusses not only the physical evolution of shipbuilding but also the application of leading economic theories to the development process. He provides an integrated, detailed description and analysis of the major economic debates which is informative and refreshing.

Heinrich also pays careful attention to the development of the role of labour in the evolving shipbuilding industry. The various conflicts between owners and artisans are described. Once one had trained individuals to use the more complicated machinery involved in the manufacturing of iron and steel hulls, the value of the workers' services increased proportionately. The labour-management conflict which resulted is very well presented.

Remarkably Heinrich has been able to paint both a broad canvas and to provide abundant detail through a multitude of valuable economic, political and social vignettes. The struggles of the creators of the shipyards to survive the endless roller-coaster of economic prosperity, the strain of the American Civil War (1861-1865), of the post-war building boom and of prolonged depressions leaves one wondering why anyone ever chose to stay in the business. The statutory neglect of the American merchant marine by the American government in the nineteenth century insured that, whereas naval construction might provide a trickle of employment after 1865, there never would be enough commercial contracts to sustain a truly healthy industry.

Heinrich's attempt to deal with the period after 1900 represents a good effort to encompass a massive subject. The Delaware yards received some commercial work after 1900, particularly

from the various American units of the International Mercantile Marine, but the failure to obtain a national maritime subsidy ended this boom almost before it started. The enormous challenges of World War I and the subsequent overproduction of merchant shipping brought the eclipse of the independent Delaware yards. After the war there was little future. The American shipbuilding depression began early in the 1920s and for many yards never ended.

Thomas Heinrich is to be congratulated for having produced a classic work. The subject matter, which because of its complexity could easily have overwhelmed the researcher and resulted in an unmanageable product, provides instead the basis for a thoroughly readable and enjoyable contribution to maritime and naval literature. Congratulations also must go to the Johns Hopkins University Press for the attractiveness of the organization and presentation of the volume. The documentation offered is extraordinarily detailed and even the footnotes represent interesting reading. The generous essay on sources which concludes the work will be of great value to generations of scholars. No one in the future will study American shipbuilding without consulting *Ships for the Seven Seas: Philadelphia Shipbuilding in the Age of Industrial Capitalism*. It is a "must purchase" for every library and many personal collections.

William Henry Flayhart III
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A. W. Skempton. *C/v;7 Engineers and Engineering in Britain, 1600-1830*. Collected Studies Series; Aldershot, Hamps. & Brookfield, VT: Variorum, 1996. xxiv + 338 pp., tables, maps, figures, photographs. US \$109.95, cloth; ISBN 0-86078-578-5.

Since about 1860, the history of British civil engineering has been dominated by the towering figure of Samuel Smiles, who seems to have determined for us who were the engineers worth studying. Those he omitted mostly failed to make it into the *Dictionary of National Biography*, and few of those lost souls have since been redeemed.

Post Smiles civil engineering history has largely been studied by two groups of people. Economic historians recognised the importance of

the subject but sometimes lacked technical understanding: even Mathias could betray ignorance of the finer points of how a steam locomotive worked. There were engineers who turned to history without understanding that historians had professional disciplines different from, but no less rigorous than, their own. Skempton is a significant authority on soil mechanics, and one suspects that most readers of this journal would not know what to say to a soil mechanic if we met one in the street. We must acknowledge this book as the record of more than forty years' painstaking research into the history of British civil engineering. It could accidentally serve as a fair basis for a gazetteer of record offices containing engineering material. And this is the author's sideline...

The papers offer us, at least implicitly, an explanation of the complex processes by which expert but unlettered craftsmen and learned but impractical scientists somehow came together *in vitro*, or so one trusts, to generate the professional engineer. (Although as the author points out, the Smeatonian Society survives to this day with a membership composed of "forty eight engineers and twelve gentlemen," which raises interesting issues of class and gender.) As one might expect in the pre-railway period, there is a heavy emphasis on the engineering of inland navigations, harbours and docks, represented by seven papers, with one on James Grundy, best known for Fenland reclamation works, two on topics related to the development of the profession *per se* and two on building structures. They form a well-balanced collection nearly all of which will be of use to those maritime historians whose interests extend beyond the ship's rail. The introduction, instead of confining itself to the laboured attempt at an overall storyline sometimes found in such collections, includes an historiography of the subjects covered by the papers. After the publisher's usual practice, there is an index covering all the papers. It is divided in two sections and the "Name Index" gives the papers a completely new second *persona*, as a really worthwhile biographical dictionary of early civil engineers in Britain. Unusually for such volumes, the whole is genuinely and significantly greater than the sum of its parts.

This is the penultimate paragraph, the one in which every favourable review is qualified with various niggles. Are there any? The cost of the book leads one to expect it to be well produced

on durable paper and so bound as to stand heavy long-term use. It is. One expects it to provide the basis for further research, and its thorough and well-referenced introduction, together with the references in the papers, do that. On the other hand, a general bibliography extracted from the references to the introduction and all the papers, would have made a very useful appendix. Many potential readers will either be members of the Newcomen Society or employees of institutional members: seven of the twelve papers are reprinted from *Transactions of the Newcomen Society*, but this criticism is softened by the argument at the end of the paragraph above.

M. C. Duffy recently — and rightly — felt it still necessary in a paper to the Institution of Electrical Engineers (not yet published) to decry the idea that engineering history is a harmless pastime for outworn engineers put out to grass in their tweed hats and wellies. We all know one, perhaps more, like that. But the papers in this book set new standards when they were written, and even the oldest of them have worn well, though in a few cases the author has added a brief postscript in the light of more recent work by himself or others. It *is* expensive, but as a dual-purpose work to which anyone interested in its subject matter will refer many times it is a recommended purchase, while the parsimonious and those whose interests are more tangential would still do well to address themselves to their long-suffering librarian.

Adrian Jarvis
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Pierre Camu. *Le Saint-Laurent et les Grands Lacs au temps de la voile 1608-1850*. Montréal: Éditions Hurtubise, 1996. 364 pp., figures, maps, tables, photographs, bibliography, indices, paper; ISBN 2-89428-169-2.

This is a long-awaited book, for many reasons. Pierre Camu is one of Canada's most graceful citizens - and an eminently appropriate author for such a work. He has what is probably an unparalleled career behind him, linking the academic with the practical (dare I say real?) world, in business and government as well as in academia. As a geographer with a deep and abiding sense of (and for) history, his background gives an added

dimension to the subject. The combination is remarkable and reflected in this marvellous book. It is my sorrow that my faltering ability to read French denies me the full realization of the nuances of language that I expect to be in the book.

However, in its text and images there is more than enough for every reader to enjoy, whether or not he or she is a proficient reader of French. The period 1608 to 1850 was a crucial one in Canadian history, as the new settlers had to contend with a world that was changing in many fundamental ways, but in transportation, from wood and wind to sail and steam. On land railways had begun their incursion — by 1850 they had been operating in the area of Camu's coverage for fourteen years. In fact, he cannot quite resist a peak at the new technology. His title states his study is "au temps de la voile" but he carried it into the age of steam by looking at steamboats — which is only natural, seeing that the first transatlantic steamboat was built in 1827 in Montreal. After all, there was no sudden discontinuity between the two modes of propulsion, and they operated in tandem for decades.

Camu covers it all thoroughly, in all its manifestations of seaward and landward enterprise. The book's thirteen chapters are divided into four sections and, where appropriate, three time frames; 1608-1760, 1760-1825, and 1825-1850. The sections deal in turn with: the unique nature of the St. Lawrence Basin and its maritime infrastructure; ship construction and like matters; the trade of the area and the port over time, its adjustments and fluctuations; and finally the wider manifestations of the trade, both in North America and overseas. There is a relatively brief conclusion, looking at the realities of change within the period, technological, political and geopolitical. While Canadians should require no explanation for the 1760 date, it is perhaps necessary to indicate that 1825 was chosen because that was the year the first real canal at Lachine was inaugurated to accommodate viable commodity shipments from the west — and, as Camu points out (citing Lord Durham) coinciding with the opening of the Erie Canal, by which the United States stole a march on Canada, which did not complete its first through route linking the Great Lakes with the sea until 1848. Camu suggests it was a near-run thing as to whether or not Upper Canadians might have been lured to join their

apparently-more-progressive cousins to the south rather than retain their loyalty to Canada — a corollary, perhaps, to the 'ties-that-bird' approach to Canadian railway history.

Naturally, for an author with such credentials one would like to have seen conclusions regarding the future of the St. Lawrence Seaway as it heads into dire times. Certainly Camu is qualified to do so — perhaps too much so, as he is still intimately involved in the process. The uniqueness that is Canada is also being questioned, again an area in which he has been involved. A look, therefore, into the future, leaving 1850-1997 for someone else, would have been highly informative.

As though to prove the claim for distinct society, publishers in French do things differently from those in English. Thus readers should not be put off by the fact that the first edition is in paperback. Do not be concerned that some of the "front pieces" are at the back. Suffice it to say they are present, including a bibliography. Extensive footnotes are exactly that, at the bottom of the relevant pages. The images are spread throughout the book and run the full range, from charts to pictures to graphs, although it is to be regretted that the excellent colour reproduction that graces the cover is not repeated within. In this connection it is a measure of Camu's and his publisher's maturity that the cover illustration depicts a painting by an Englishman of a shipyard owned by a Scotsman located at the Anse au Foulon, Québec.

With this book Canadian maritime historians now have available three very different books on maritime St. Lawrence Canada which greatly enhance our understanding of one of Canada's great areas of maritime enterprise — enterprise that has been shifting inexorably from east to west. Camu's book, along with Eileen Reid Marciel's magisterial *The Charleyman* (1995) and E.A. Collard's *Passage to the Sea*, an overview of Canada's longest success story in shipping, Canada Steamship Lines, allow three very different interpretations of its history. Now it is time for maritime Pacific Canada to be treated in similar fashion.

Kenneth S. Mackenzie
Salt Spring Island, British Columbia

Terry Glavin. *Dead Reckoning: Confronting the Crisis in Pacific Fisheries*. Vancouver & Toronto: GreyStone Books, 1996. xii + 181 pp., map, sources, index. \$18.95, paper; ISBN I-55054-487-X.

This book is concerned with Canadian fisheries management problems in the Pacific coast fishery and is motivated by the general failure of fisheries management policies and the collapse of the east coast cod fishery. In seven chapters, the author sets out to answer a number of questions: Will the Pacific fishery go the way of the Atlantic fishery? How can it be better managed? And what can be done to ensure its long-term sustainability?

I was eager to read the book and to learn of new methods of fisheries management. A book that promises answers to some of the leading questions that have eluded biologists, economists and fisheries policy managers deserves attention. Consider the fisheries problem. On the biological side fish interact with other species and predators in an environment which makes direct observation and measurement difficult. The impact of changes in the ecosystem and in many other factors affecting growth and numbers of fish is uncertain. On the harvesting side a number of interest groups (i.e., the offshore and inshore fisheries, sport fishery, Indian fishery) claim historical, legal or economic rights to the fish, ownership of which is common to all Canadians. As well, many fish, particularly cod and salmon, migrate into international waters or waters of other coastal states which brings fisheries management policy into the murky world of international politics and law. The fisheries problem is indeed daunting and this book does not attempt to address all of these important issues. Rather the focus is on the relative differences between the offshore and inshore fisheries, with special attention to the Indian fishery.

Terry Glavin begins by describing some of the problems in fisheries management in Canada and points out the general decline in fish stocks in most major fisheries. Much attention is focused on the decline of small scale fishing by Indians and coastal communities and the rise of large scale industrial fishing. The author describes in detail how in earlier times commercial processors and harvesters were able to convince authorities *to restrict and even eliminate traditional Indian*

methods of using weirs to capture fish. In Chapter four, a good historical account is presented describing the damage to fish habitat caused by thoughtless economic development and the general failure of salmonoid enhancement programs in British Columbia. Glavin makes clear, at least in terms of west coast salmon fishing, that he blames the industrial commercial fishery, which accounts for some 90 per cent of the salmon harvest, and the political powers that support such a fishery as the principal culprits causing the fisheries problem. Glavin then presents what he thinks will alleviate the problems in the salmon fishery and ensure long-term sustainability of the resource. His argument is to transfer property rights to the fish resource to local, community and Indian management. The idea is that somehow local group control will provide the wherewithal to manage the resource effectively and in a sustainable manner.

It is the combination of common property and the fact that the resource is scarce and valuable relative to demand that causes problems for regulating and managing the commons. Economists have understood that well-defined property rights can avoid the tragedy of the commons and allow for long term sustainability of the resource. Without well defined property rights fisheries managers are forced to regulate the commons by restricting inputs, such as vessel size, power and mesh type, and when all else has failed by buying up licences, restricting entry to the fishery, and sometimes complete area closures. Economists have argued and evidence shows (e.g., the cod fishery on the east coast, the salmon fishery on the west coast) that such policies are not likely to lead to efficient and optimal management. The book offers nothing new in this regard.

Society may well decide to transfer property rights to coastal and Indian groups, but the important question is how such groups will manage the resource? Glavin argues that because of long term interests of coastal and Indian groups, optimal management practices will naturally follow. This is a weak argument. There are many examples where local communities and Indian groups have depleted resource stocks to the detriment of their communities (See Eric L. Jones, "The History of Natural Resource Exploitation in the Western World," *Research in Economic History*, Suppl. 6 [1991], 235-252). Glavin does not bring forth

these failures. In fact, as a resource becomes scarce and valuable, one can expect the probability of individual transgression from the rule of the group to increase and management to become more difficult. All peoples respond to economic incentives whether it is natives slaughtering a heard of walrus for tusks or fishers selling to foreign trawlers. It is folly to ignore this basic economic truth. In the end, group management must rely on cultural ties, persuasion and coercion to enforce fisheries regulations. It is important to know the policies and procedures used within the group to enforce regulations, to maintain stocks and to ensure cost efficient harvesting of Canada's fish resources. The book is silent on these issues.

Glavin does mention the use of the price system to regulate the fishery but dismisses it out of hand. This is unfortunate because the price system in combination with well-defined property rights is one method that promises efficient and optimal resource management. The current crisis in the fishery is caused because the price system can not work effectively without well-defined property rights. Contrary to the comments of the author, there are many examples where well-defined property rights have been used in combination with the price/market mechanism to successfully manage and enhance the resource stock. Private fishing rivers and hunting reserves in England, Europe, and even Quebec and New Brunswick, which are driven by the profit motive, have a long history of successful resource management (See Peter H. Pearse, "Property Rights and the Development of Natural Resource Policies in Canada," *Canadian Public Policy*, XIV, 3 [1988], 307-320).

The use of Individual Transferable Quotas (ITQs) to define property rights in ocean fisheries offers similar promise for successful and efficient management of fish stocks. What is more, the ITQ will reflect the expected value of the rent from the resource. By bidding for the right to the ITQ and therefore to the right to fish, rent can be captured by the owners of the resource — Canadians. The highest bidders for ITQs will be the most efficient producers in the industry — those that operate at minimum cost and can fetch the highest price for the harvest. Of course, the price/market mechanism must be grounded in well-defined property rights and guided by appropriate biological and stock assessment programs. In many

fisheries, once the Total Allowable Catch (TAC) has been set, ITQs are an efficient tool to regulate the fishery. The author does not comment on this literature except to say that ITQs are too expensive. Of course they are expensive; they reflect the value of an important resource. Should Canadians not expect to receive the highest price for their resources?

The book does provide a good description of the historical and current problems that plague the fishery. The rise of the industrial commercial fishery, the damages to fish stocks and to the environment, and the decline in the inshore/community fishery is well documented. The book makes clear that past and current fisheries policies are not consistent with sustainability of the resource. If current practices continue the Pacific fishery will no doubt go the way of the Atlantic fishery. Establishing well-defined property rights to the fishery is one way to avert this outcome.

Daniel V. Gordon
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Federico De Romanis and André Tchernia (eds.). *Crossings: Early Mediterranean Contacts with India*. New Delhi: Manohar, 1997. 284 pp., maps, figures, illustrations, photographs, bibliography. Rs 425, cloth; ISBN 81-7304-194-6.

Crossings is a collection of seven papers by Italian and French scholars published between 1982 and 1995 and translated here into English, together with an introduction by R. Thapar. A certain thematic unity may be envisaged for the volume since all the contributions are based on a discussion of literary sources and one of the texts that figures prominently is the *Periplus of the Erythraean Sea*. A first century AD date is suggested for the text by Ch. Robin on the basis of evidence from south Arabia. Fussman narrows this to around 50 AD primarily on an analysis of the contemporary political situation prevalent in north India. A second clustering of papers is provided by the contributions of Santo Mazzarino and A. Tchernia, the former on the identification of the term *Hippalus* mentioned by Pliny with the monsoon winds. The papers by De Romanis may be placed in a third category as these deal with relations between Rome, south India and Sri Lanka and include within their scope Tamil and

Prakrit sources as well.

As outlined by Thapar in the Introduction, the papers focus on "Roman" trade with India, so-called because the areas most closely involved formed part of the Roman Empire, because the trade was conducted largely by the merchants of Egypt and the eastern Mediterranean, and because the destination of much of the merchandise was Rome. [31] Thapar qualifies each of these justifications, however, with exceptions and with the admission that "trade was *not controlled by the Roman state* but the state was not averse to deriving an income from it by creaming off taxes on the profits." [31 ; italics mine]

Though the emphasis in most of the papers remains the period from the first century BC to the first century AD, De Romanis raises the issue of the "Roman approach" to trade which had earlier beginnings in the Ptolemaic or Achaemenid periods. [82] The "approach" is justified not only because the period was "marked by new discoveries in terms of how the monsoon could be exploited" but "simply because the new state which had come about as a result of the battle of Actium was able to seize and exploit in an unprecedented manner the commercial opportunities offered by the monsoonal routes to India." [*ibid*] While this adoption of a "Roman approach" opens to a re-examination of the categorization of maritime activity as "Roman trade" by Thapar, it leaves unresolved the extent of intervention of the 'new state' in the Indian Ocean commerce. This issue has been viewed differently by Classicists: Sidebotham argued for the adoption of an economic policy by the Roman Empire with regard to its trade with the East (*Roman Economic Policy in the Erythra Thalassa* [E.J. Brill, 1986]), while Casson asserted that there is no historical evidence for such an assumption (*The Periplus Maris Erythraei* [Princeton University Press, 1989]). In any case, there is no doubt that this trade had far-reaching consequences on the customs, social relations and economy of the Roman world as discussed by De Romanis. But was this impact of universal application?

The trading communities involved in Indian Ocean trade were a heterogeneous group, neither controlled by the Roman Empire nor categorized as Roman subjects. In the absence of quantitative evidence, it is difficult to accept that "much" of the merchandise was destined for Rome. On the

contrary, botanical evidence from the archaeological excavations at Berenike indicates that subsistence items and agricultural products such as pepper, coconut, Job's tear and possibly rice sustained the Indian Ocean network.

Thapar suggests that Roman ships built along the Red Sea coast with timber from Lebanon were involved in the trade with India and would have been used for specific trade, ports and cargoes. [33] No sources are indicated on which this "creative reconstruction" may have been based apart from the silence of the *Periplus* regarding the Roman ships used in the Red Sea trade with India; she ventures that this silence indicates that "it is assumed that the bulk of the shipping going out from the Red Sea is Roman." A survey of the Red Sea coast in the vicinity of Berenike has provided no evidence for harbour installations, much less for any structures similar to those known from Ptolemaic and Roman harbours elsewhere in the Mediterranean (S.E. Sidebotham & W.Z. Wendrich, eds., *Berenike 1995* [Leiden, 1996], 441).

Some information on the working of the Indian Ocean system may be obtained from the somewhat later Geniza documents as also the excavations of the sites of Siraf and Sohar. A Chinese stoneware fragment from Siraf bears two Arabic names incised before glazing the vessel, indicating that the jar probably belonged to a Muslim merchant resident in China. Finds of foreign ceramics are therefore no indication of the ethnicity of the user, nor is there any justification to assume, as Thapar does, that ceramic remains, such as finds of amphorae from Arikamedu, indicate the presence of foreign traders — termed *yavanas*. [26] As I have discussed elsewhere ("The Yavana Presence in Ancient India," *Journal of the Economic and Social History of the Orient*, 31 [1988], 311-25), the *yavanas* were not a homogenous group, but denoted several categories of foreigners, only some of whom were involved in trading activity. Instead the finds of imported ceramics indicate the presence of major consumption centres where the élite may have been based and need to be studied in the context of expanding local and regional systems of trade.

Literary references to the early Islamic merchants of the eighth to tenth centuries indicate sailing and trading ventures over long distances by individuals and small groups, as also complex

relationships with other participants in the network. The Geniza documents provide clear indications of the distinct functional identities of the merchants, such as the well-developed distinction between retailers and wholesalers, while the term 'q/V was used for merchants who traded in a wide variety of goods. It is quite evident that merchants in the Indian Ocean trade may be categorized on the basis of the scale of their operations, e.g. wholesaler versus retailer and ship-owner versus one who bought space on ships, but there is no corroborative data for a hierarchy to be drawn on the grounds of long-distance luxury trade versus down-the line coastal voyages in food items [24] and none has been provided in this volume.

It is curious that despite the objective to adopt an holistic approach, the volume contains generalizations without any reference to an analysis of the archaeological data. As Sidebotham and Wendrich observed, "Texts, such as the *Periplus Maris Erythraei*, provide useful data for certain periods, but it is already apparent that literary and archaeological evidence reveal different information." (*Berenike 1995*, 447) There has been no attempt at collating the literary with the archaeological evidence, nor of incorporating the steadily increasing corpus of ethnographic data on indigenous traditions of boat-building and navigation. It would have been more useful for future research if Tchernia could have based his conclusions on an analysis of the amphorae found in India; significantly, a second paper by Tchernia in the volume has an illustration of the transport of an amphora by camel, thereby questioning the association of an amphora solely with maritime activity. This is further substantiated by the finds of amphorae fragments at inland centres in the subcontinent, an appropriate example being the site of Mathura.

In the Preface, the editors assert that "a more thorough dialogue between scholars east and west of the Indian Ocean will greatly advance the progress of historical research in this field." Yet this collection seems unaware of complementary dialogues on early maritime trade. There is no mention either in the bibliography or in the discussion that earlier versions of at least two of the papers were presented at international conferences in India — one by Tchernia at the "Silk Routes Seminar" in Madras in December 1990,

the other in March 1994 at the seminar on "Technoarchaeological Perspectives of Seafaring in the Indian Ocean" at New Delhi, the proceedings of which were published in April 1996 under the title *Tradition and Archaeology — Early Maritime Networks in the Indian Ocean*. Prof. R. Thapar was the chairperson of sessions at both these conferences. Similarly, De Romanis presented his study at an international conference on the Red Sea held at Lyon in March 1995 where it was discussed by archaeologists working in the region. The results of these deliberations have since been published in the 1996 issue of the journal *Topoi*. It would have been useful if the volume had adhered to its objective of continuing a dialogue and addressed specific issues raised at these conferences which were not only of interest to specialists of Greek and Roman literature and archaeology, but also to researchers working in other regions of the western Indian Ocean, including Arabia and the Persian Gulf. A comprehensive bibliography and an index could have been included to aid researchers in using the book.

Himanshu Prabha Ray
Delhi, India

Gunnar Thompson. *The Friar's Map of Ancient America 1360 AD*. Seattle: Argonauts of the Misty Isles & Laura Lee Productions, 1996. Advance review copy, no price indicated; ISBN 0-9621990-8-7.

The Friar's Map is a sort of catalogue of textual and cartographic evidence for pre-Columbian contact between Europe and the Americas. It argues that a map drawn in Venice in 1414 by Albertin DeVirga reflects knowledge of western Atlantic geography, gleaned earlier by the Franciscan monk, Nicholas of Lynn and recorded in his lost manuscript of about 1360, *Inventio Fortunatae*. Thompson reads a great deal into the DeVirga map, interpreting a large peninsula that apparently extends northwestwards of Norway as, in fact, an inverted North America seen from the north, as it were. Along its coastline he finds Labrador, Newfoundland, Cape Cod, Florida and even Peru.

The author believes that there exists a conspiracy of professional historians and anthropologists, designed to suppress the truth about pre-

Columbian contact, a conspiracy which dismisses many or even most of the long out-of-print secondary sources on which Thompson relies to buttress his case. This review will undoubtedly verify this paranoid-like view of professional scholarship, since for this reviewer *The Friar's Map* is a farrago of long-disproved error concatenated with unsubstantiated speculation, served up with medieval eye-candy photocopied from every source to which the author had access. It is quite true that a conspiracy of scholars has existed since the Renaissance, scholars who look at sources critically, ask for evidence, favour logic over speculation and exclude the fraudulent from continued consideration, however well it might serve the argument at hand. Of course, scholars do not always meet these standards, but they are, surely, a worthy aim.

As with many works of this type, the lack of respect for evidence makes the argument unclear and renders the book dull, in every sense of the word. This reduces the organization of the book to a grab-bag of evidence. As such it may recommend itself, to some readers, as a source of curious maps, facts or inconsistencies in received scholarship about European expansion to the west. The reader has, on the other hand, no way of judging what reliance to put on these data, since Thompson reports as fact much that is demonstrably false. (As one example among many, consider his acceptance of the Kensington runestone as a genuine Norse artifact.)

Thompson contends that conventional historians and anthropologists have a Euro-centric racist agenda which leads them to deny the plausibility of all pre-Columbian contact. He congratulates himself for correcting this error by demonstrating, to his own satisfaction, continual if not continuous European input into the evolution of American societies. How this is less racist than the interpretation he rejects he does not explain. *The Friar's Map* appears to be the anguished cry of a failed anthropologist let loose with a scanner and a word processor. Thompson is now a PhD in rehabilitation counselling. He says he feels better after writing this book. It has little else to recommend it.

Peter Pope
St. John's, Newfoundland

P.E.H. Hair (gen. éd.); P.E.H. Hair, Adman Jones, Robin Law (eds.). *Barbot on Guinea: The Writings of Jean Barbot on West Africa 1678-1712*, 2 vols. Second series, Nos. 175 & 176; London: The Hakluyt Society, 1992. cxxv + 916 pp., maps, illustrations, appendices, bibliography, indices. £55, cloth; ISBN 0-904180-34-4.

The records of several companies active in the slave- and gold-trade on the West African coast included elaborate reports on the life and trade of Europeans there during the late seventeenth century. The details in Jean Barbot's account, however, transcend the usual socio-economic sources relating to Guinea. We may consider his writings more as an encyclopedia of the early history of the West African seaboard than simply as an interesting analysis of the Atlantic slave trade.

Jean Barbot (1655-1712) was born on the Ile de Ré, off La Rochelle, and grew up as a member of a large Protestant family. He served as a commercial agent on French slave-trading voyages to West Africa in 1678-9. In 1683 he began to write an account of the Guinea coast, based partly on his voyage journals (only one of which is extant) and partly on previous printed Dutch and French sources. His intention of publishing his writings was frustrated by his flight to England as a Huguenot refugee in 1685. He finished the manuscript in 1688 during his stay in London.; when he discovered that his lengthy French account could not be published, he rewrote it in English, enlarging it even further, and then continuing to revise it up to his death in 1712. Eventually his writings were published in 1732.

In this edition, published by the Hakluyt Society, the unpublished French account of 1688 serves as the base text. However, all supplementary and original information in the published 1732 text is either presented in full (if considerable) or at least noted (if slight). The 1688 writings are translated into modern English while the 1732 text is published in its original form and therefore in the English of the period. The 1688 material was limited to Senegal, Sierra Leone, River Sess, the Gold Coast, and the Calabars, though islands like Cape Verde and Gorée were also described. However, the editors have excluded some chapters of the 1732 text on Congo-Angola and on America, a decision much to be regretted for in so doing, they have missed a

unique opportunity to publish and to analyze the complete works of Jean Barbot.

By presenting only the original material in Barbot's accounts, this edition manages to reduce the 250,000 words of the 1688 text to about half the length. Where whole passages of either account are derived from standard sources, these passages are omitted. But such omissions are acknowledged, and the source stated in detail. On the other hand, when passages combine material that is derived with that which is original, the passages are retained and the derived material is noted and provided with an excellent analysis.

The recognition and attribution of derived material presented the editors with a major problem. Particularly in the 1732 text, Barbot regularly fails to distinguish material from his own personal observations or from standard printed sources. The editors therefore traced as far as possible the process of composition of his two accounts. The methodology developed to accomplish this difficult task is of a superb quality.

The first volume includes an opening introductory essay in which are discussed Barbot's life and career, together with an analysis of his sources. Barbot provided a large number of his own drawings of topographical and ethnographical features. Many of these are reproduced.

Apart from its narrative interest, this edition provides historians and ethnographers with a starting point for the critical assessment of a range of early sources on Guinea.

Jan Parmentier
Ghent, Belgium

Ashin Das Gupta. *Indian Merchants and the Decline of Sural c. 1700-1750*. Reprint of 1979 edition; New Delhi: Manohar, 1994. xii + 307 pp., tables, appendices, index, maps. Rs 450, cloth; ISBN 81-7304-083-4.

Ruby Maloni. *European Merchant Capital and the Indian Economy: Sural Factory Records 1630-1668*. New Delhi: Manohar, 1992. xiii + 463 pp., maps, appendices, bibliography. Rs 320, cloth; ISBN 81-7304-50-7.

Under the Mughals in the seventeenth century the port city of Surat was certainly the greatest port in the Indian Ocean, maybe even in the world. These

two books fit rather well together, for Dr. Maloni's provides much detail on Surat at its height, and Professor Das Gupta's describes its melancholy decline.

Maloni's book publishes a valuable series of documents generated by the British East India Company: the Surat Factory Records in the Maharashtra State Archives. They are divided into three distinct sections: first is outward letters for the year 1630, then inward letters for 1656-7 from such places as Madras, Gombroon, Shiraz, Agra, Bantam, Isfahan. Section 3 is the EIC Surat Factory diary for 1660-68, which is essentially minutes of Consultations at the factory, and instructions to ship captains and other EIC servants. These documents cover some 350 pages and are introduced in a long and well done introduction which provides an excellent sketch of the economy of the area.

Transcribing these documents must have been a most laborious task, for most are in very poor condition and there are severe orthographical problems too. A few have already been published in the well-known compilations of Fawcett and William Foster, but most are here newly made available. The annotations are copious, indeed at times a little too fussy, though this is certainly better than not enough guidance.

How useful are they? Maloni makes large claims for them, saying that they are vital for any study of the economy of seventeenth-century India. This may go a bit far, yet certainly they contain copious detail on the economy, trade and society of Gujarat and some other areas. We have data on routes, times, prices, market fluctuations, English relations with the Mughal authorities and the Dutch and Portuguese, and with their Indian merchant interlocutors. The first section has much on the great famine of 1630, which put a temporary halt to Surat's trade. The English even had trouble getting casks of arraq for their ships' crews, as the distillers had all moved away "into the parts of more hoped plenty." [227] The second section contains much of interest on political events in the various places, especially Persia, from where the letters came, while the last section is focused much more on the trade of the EIC. This publication is very welcome indeed. My only lament is that there is no index.

Ashin Das Gupta's book on the decline of Surat was first published in 1979 in Germany.

This made it largely inaccessible to Indian students, and in any case it has been out of print for some time. It is then a real pleasure to welcome this new edition of this classic essay. The book opens with a re-creation of the world of the Surat merchant in the first half of the eighteenth century. The rest of the book consists of detailed case studies that illustrate the decline of the merchants and their port.

It is the first chapter which I have always liked best. It is a stunning essay which tells us much about merchant society at the time, or rather societies, for Surat's merchants were much fragmented. He provides copious detail on the production of the two main export commodities, cotton cloth and indigo dye, on transport, or the crucial facilitating role of brokers, and on methods of raising credit and transferring money. This first chapter, and indeed the whole book, also stand as probably our best example of what use can be made of European records, for this book is based almost entirely on Dutch and English accounts, especially the former. The fact of the decline of Surat is well attested. In one of his very few attempts at quantification, we are told that at 1700 Surat has a total trade of Rs.16.3 million, the European share being about Rs.2 million. In 1746 the total was Rs.4.5 million, of which the English had about Rs.2.4 million. The rupee at this time was worth about 2 shillings and 6 pence. [18-19] An explanation for this collapse makes up the central theme of the book. Das Gupta finds a political reason. This is not the once popular idea that rapacious Mughal nobles fleeced merchants so unmercifully that the port declined, for he correctly sees the political authorities playing very little role in commerce. Rather he argues that it was the decline of all three of the great Islamic empires, the Mughals, the Safavids and the Ottomans, in the first half of the century which undid Surat. Political collapse and confusion rendered trade uncertain and open to extortion, and made it possible for Europeans to interfere more and to increase their share of the trade. It was not, as he argues, that Surat's merchants ever operated in a secure and certain world, for thanks to unstable markets they never did, but their situation declined catastrophically during this period; by 1750 Surat was a pale shadow of what it had been.

This has long been seen as a very important thesis. Two brief comments are in order. First,

Das Gupta did well to stress that Bombay in its early years under the British, indeed for some eighty years, was inferior to Surat; it was not a matter of an inevitable displacement of an Indian port by a European one. Second, it may be that his central thesis needs to be reconsidered. If the state at its height contributed little to the prosperity of Surat, why should the decline of the state cause its decline? Did political instability in the interior really impact so decisively on Surat? Further empirical studies might possibly cast doubt on Das Gupta's elegantly presented argument.

M.N. Pearson
Lennox Head, Australia

Dennis O. Flynn. *World Silver and Monetary History in the 16th and 17th Centuries*. Collected Studies Series; Aldershot, Hamps. & Brookfield, VT: Variorum, 1996. xiv + 320 pp., figures, index. US \$89.95, cloth; ISBN 0-86078-595-5.

This collection of fifteen essays, all by Dennis O. Flynn and previously published, describes and analyses dichotomous perspectives to the economic world history of "money" and "silver" throughout the sixteenth and seventeenth centuries. The essays were written as early as 1978 and as late as 1994. Thus, there is a noticeable evolution in the different historic theoretic approaches on monetary and metallic discussions. Moreover, the book is organized into two parts; the seven articles in Part A tend to be more theoretical in their economic analyses, while those in Part B mostly involve case-study applications of theoretical propositions outlined in Part A.

Regarding the dichotomous approach of the book, there is a very thorough and exciting study stressing the differences during the sixteenth and seventeenth centuries between the monetary and non-monetary price inflation processes, between nominal and relative price indexes, and between theoretical arguments and empirical evidence. Discussions also abound regarding the new schools of thought supporting the birth of world trade emerging within China rather than within Europe, the contention between Adam Smith's monetary microeconomic interpretations and Keynesian monetary macroeconomic theory, the different conceptions pertaining to the demand for and the supply of money, and many other dual

interpretative relations between the value of money and that of silver as the spinal sustenance in the emergence of a world economy.

The articles are well balanced between those with an economic historian's perspective and those nourishing more an economic theorist's approach. The former are based on well-researched primary and secondary historical literature to identify and analyze the core issues. The latter perspectives are mostly based in economic modeling to explain, through measurable mathematical variables, the strength of related economic positive (as opposed to normative) statements.

Readers of this journal may find the book's contents of particular value as a vital source for premises and hypotheses in the economic history of demand for and supply of money and silver in Atlantic maritime commerce and colonial development, particularly in reference to the relation between the colonization processes on the North American Atlantic seaboard and the emergence of a world capitalist system associated to inflation processes and population growth. Nearly all of the articles in the book support the premise that historic stability of price indexes was shattered during the sixteenth century, not because of the increase in silver bullion flowing from the Americas and Japan into Europe, India and China, but because of a population explosion and its corresponding impact in increased demand for money. Flynn contends that the mere explosion in the ready availability of silver (and gold) into world markets does not account for the rising price indexes during the centuries under analysis. Instead, the processes of urbanization in Europe, and the overflowing demographic effects into the colonies, explain the "birth" of inflation as we now understand it within the context of the market economy in which we all live.

For scholars and researchers in monetary, metallic, and demographic history, the book offers a wealth of opportunities for applying its statements and conclusions to the emerging and expanding British colonies in North America during the period in question. If population growth is the main premise supporting rising inflation and increasing price indexes, it might be interesting to research whether historic price indexes in, say, Newfoundland or other Atlantic colonies were directly correlated to migration patterns throughout the sixteenth and seventeenth

centuries. The book also illustrates how silver, first and foremost, and gold, in much lesser degree, were the two most important metals demanded by nations to stabilize fiduciary monies, and copper-cash and paper-money systems with silver-based supports — that is, national "hoarding" of silver to stabilize the value of currencies. On the other hand, aside from governments, the private sectors also demanded silver in order to "hold" intrinsic value, rather than legislated value. The trade in silver during the sixteenth and seventeenth centuries was unimaginably large, but since it was "hoarded" in ingots rather than coined, the increased supply of the metal seems not to have had an impact in the period's increasing price levels of the world's economies. Consequently, it appears that increasing population levels pushed demand upwards, forcing prices to rise accordingly.

An interesting point is that, although Japan in Asia and Spain in Europe seemed to have control of the world's silver supply, the British empire had no difficulty in accessing silver bullion during the centuries under review. While the Portuguese were sending Brazilian gold directly into Europe, most of the silver extracted from Spanish America (now Mexico, Peru, and Bolivia) went straight to Manila instead. From there, it flowed first to China and India and then, through the exchange for Oriental commodities, into the coffers of the expanding British Empire.

A promising area for research is to understand how the emerging capitalist system was brought into British North America during the sixteenth and seventeenth centuries, whether the exchange of commodities in Atlantic North America was money-metallic based, and how it affected, if any, the existing price system. Furthermore, the population-based theory for rising prices could well be correlated among population growth in Atlantic North America, the accumulation of silver and gold in the coffers of the British Empire, and the metallic base use as monetary standard for the cash economy for the daily common transaction of commodities.

As is characteristic of Variorum's "Collected Studies" series, each article appears in the same format as when originally published. No revisions have been made to any of the articles, so that their re-publication contains some of the original theoretical errors (though the author does attempt

to forewarn readers about this). Another consequence of this format is that the book has no progressive continuous pagination; each article appears with its own original pagination numbers. Nonetheless, the order of presentation in the book is coherent and academically logical.

Finally, the articles are generally well-documented, with many including supporting tables and graphic representations, thorough explanatory footnotes, and bibliographical citations. There is also a general index for the volume. In sum, Dennis O. Flynn should be commended not only for having produced such a fine study of world silver and monetary history, but also for indirectly inviting further related regional research for economic historians throughout the North Atlantic maritime commercial world.

Ricardo A. Carreras
Corner Brook, Newfoundland

Jacob M. Price. *Overseas Trade and Traders: Essays on Some Commercial, Financial and Political Challenges Facing British Atlantic Merchants, 1660-1775*. Collected Studies Series; Aldershot, Hamps. & Brookfield, VT: Variorum, 1996. xvi + 296 pp., tables, index. US \$79.95, cloth; ISBN 0-86078-591-2.

Known as an "historian's historian," Jacob Price has published more than fifty scholarly articles over the past forty-three years, on early modern economic history, in addition to monographs on the tobacco trade and traders. He has been extremely thorough and careful in exploring a wide range of clearly articulated, and often quite technical, issues in the economic history of the British Atlantic world. *Overseas Trade and Traders*, focusing on British foreign trade, is the third volume of reprinted articles to appear in as many years; earlier volumes from the same publisher highlighted, in turn, Price's work on the tobacco trade and on American colonial economic history.

The broadest question addressed here is the place of the colonial trades in early modern British economic development. Price's 1978 statistical study led to a tentative conclusion that the colonial trades seemed significant beyond the obvious, but more work was needed. Returning to similar issues eleven years later, he re-emphasized the importance of increasing British and

western European demand for taxable exotic products and the rising American colonial demand for British exports and re-exports. By scrupulously avoiding direct discussion of general theories of imperial exploitation, these essays survive as contributions that let readers draw their own conclusions.

Those interested in maritime history will be grateful for the reprinting of a 1996 essay from a collection published in Jamaica to honour Richard Sheridan. "English Quaker merchants and the war at sea, 1689-1783" examines the vexed issue of Quaker business survival and success in a time of belligerent trade war. Price finds that numerous Quaker merchants armed their vessels, despite exhortations from their brethren, and sold arms without being censured at all until 1790. Those who invested in privateering or dealt in prize goods had been censured much earlier, and persisters had been disowned from the 1740s onward. Although a fuller study would be welcome, including the related questions of marine insurance, this is a very sound base for further inquiry. Price's revealing 1986 study of fourteen inter-married English Quaker business families is a thoughtful companion piece.

The only essay here that has not been previously published concerns a technical issue of payments in trade to "the North" between 1660 and 1760. In a 1961 paper, also reprinted, Price proved that bills of exchange, drawn on Amsterdam, were used extensively to pay for English imports from the Baltic and Russia. In an eleven-page "further note" on that matter, Price comes to a judicious conclusion about the use of bullion and bills of exchange in those trades. In this sophisticated market, bills of exchange were discounted from their face value, either to cover risks or pay interest until they could be cashed. When discounts were deep enough a "bullion point" was reached, at which it was profitable to send bullion instead of issuing bills of exchange to make payments. Economic historians will welcome the reprinting of a 1992 *festschrift* contribution on the discount activity of the Bank of England, which could be a major source of short-term loans for merchants.

The volume ends with reprints of two important essays in political economy. The first concerns the politics of customs enforcement in Scotland in the two decades after the Union.

Smuggling and customs fraud were particularly evident in the Glasgow tobacco trade, but stricter enforcement ultimately failed because of political caution in London. The final essay is Price's famous 1983 study of the Molasses Act. Unlike myriad other routine laws to improve branches of the public revenue, this was leaked early, allowing remarkably well-organized provincial opposition which forced the defection of major allies of Robert Walpole. Price reveals a thorough grasp of British politics and fiscal administration in this dissection of a pivotal imperial event.

This volume will be welcomed by specialists in economic, business, and British Atlantic history. It provides ready access to a few of Price's excellent articles that have appeared in comparatively obscure places, and revisits his collected work on certain themes. The durability of many of these essays, through what have been numerous intellectual fashion seasons, is a tribute to Price's discernment in selecting projects, and in keeping judgements very close to the evidence.

Ian K. Steele
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Martin Gill (ed.). *Issues in Maritime Crime: Mayhem At Sea*. Leicester: Perpetuity Press, 1995 [P.O. Box 376, Leicester LE2 3ZZ, UK], iv + 66 pp., table, index. £12.95 and £1.50 (£2.50 overseas), paper; ISBN 1-899287-027.

Crime involving ships and their cargoes is as old as man's earliest involvement in maritime trade. Yet, as this useful study shows, mayhem afloat is still very much a fact of life today. The book is a compendium of articles presented by internationally recognized experts at a conference organized by the Centre For The Study Of Public Order, University of Leicester, England. Their papers discuss real cases, offer solutions along with warnings, and provide a fascinating insight into the scope of maritime offences.

Topics include piracy, dockside policing, container cargoes, boat watch, insurance, registration, marking schemes, and the security measures needed to combat such crimes. For instance, the relatively recent (1960s) innovation of containerization that was initially expected to reduce thefts has instead opened up a lucrative new target for criminals. Though exact losses are

difficult to assess, one American insurer concluded that world-wide container crime costs in the region of US\$250 million each year. This problem and solutions to it are addressed with a good deal of common sense by Ken Luck, from long experience as a Chief Superintendent with the Port of London Police and Assistant Director of the International Maritime Bureau. His review of the extent of container losses and criminal methods makes useful, if disturbing, reading for shipping executives. Luck supports his points with actual cases and manages to cover such elements as inspections, cargo counts, and documentation. He dismisses many accepted security procedures as virtually useless, explaining for instance how the quality of cargo seals are virtually irrelevant in combating today's thieves.

A particularly chilling aspect is the growing international links between trading fraud, piracy and murder. Several case histories involving murder, highjackings, and other maritime crimes read more like thriller novels than actual events, yet cost ship-owners and insurers incalculable millions of dollars each year. Another paper discusses the theft of entire vessels, and a growing trend towards massive fraud *via* arson. As one study shows, there is also a significant criminal problem for individual boat owners. This paper gives useful insights into the benefits of improved mooring practices, engine locks, and registration systems. Though the examples and statistics are British-based, the patterns of victimization can be easily extrapolated to North America. For anyone involved in shipping and sea-borne trade, *Issues In Maritime Crime* provides thought-provoking reading well beyond its modest length.

Sidney Allinson
Victoria, British Columbia

Dava Sobel. *Longitude: The True Story of a Lone Genius who Solved the Greatest Scientific Problem of His Time*. Markham, ON: Thomas Allen & Son Canada Ltd. and New York, NY: Walker & Company Publishers, 1995. viii + 184 pages, sources, index. Cdn \$27.95, casebound; ISBN 0-8027-1312-2.

Would you struggle forty years to win a multi-million dollar prize for a three-fold improvement of an already existing mechanical device? This

device has to operate in a humid, dynamic, temperature and gravity-fluctuating environment whereas the existing best operate in a static, controlled environment. You also face the fact that one of the judges is a proponent of the rival solution. When you have successfully completed the device, additional requirements are imposed: you must submit it to dissection, fully explain its operation, surrender it, its forebears and its plans, allow a competitor to replicate it and provide two more without having the plans or the original for consulting. Then, you receive only half the prize money. Might you grumble?

Well, that is what happened to John Harrison (1693-1776) as he built the first four marine chronometers and that is the heart of this compelling story. Harrison, a man of simple birth and high intelligence, crossed swords with the leading scientists of his day. He made a special enemy of the fifth Astronomer Royal, the Reverend Nevil Maskelyne, who contested his claim to the coveted prize, and whose tactics at certain times can only be described as foul play. Harrison's first chronometer might have won the prize, but Harrison was too much the perfectionist and wished to improve it. He also suffered from the literary equivalent of marbles in his mouth.

This is also the story of man's necessity to measure longitude difference (as the author explains, 0° longitude is arbitrary) and how it was overcome. The intrigue involves practically every man of science of the sixteenth, seventeenth and eighteenth centuries. The high rate of loss of ships of the Royal Navy caused the English Parliament to grant a prize of £20,000 for the solution to the accuracy of half a degree of longitude as set out in the Longitude Act of 1714. As early as 1514, German astronomer Johannes Werner realized that the moon walks through a field of stars and one had only to predict when stars would be obscured by the moon. Yet, the knowledge of the moon's orbit was not sufficiently well known to provide the predictions. In 1610, Galileo observed the eclipses of the moons of Jupiter and although this proved a natural time-providing phenomenon, it was not practical at sea. (It did provide longitude on shore and the first indication of a finite speed of light.) In 1676, King Charles II of England established an observatory at Greenwich and hired John Flamsteed as his Astronomer Royal to observe the behaviour of

the stars, moon and sun for navigational purposes. However, it was not until 1725 that his star catalogue was published. People proposed the anchoring of ships across the ocean, the measurement of the magnetic variation as a function of longitude, and some weird solutions.

The book describes the workings of the astronomic universe without going into the mathematics, only touching, for example, on the complexities caused by parallax. It goes into the clock mechanisms with equal adroitness. Illustrations clarifying the inner workings of the clock and the astronomic globe are lacking. However, some time is spent describing the perceived demeanor of Harrison in his portraits, one of which is on the dust-cover. The book is more concerned about the personalities surrounding the discovery of longitude than the scientific nitty-gritty.

Harrison's first three chronometers, big brutes weighing seventy-five pounds, still tick away the hours at Greenwich's National Maritime Museum. There they truly mesmerize any visitor. The fourth is there, too, but it is silent owing to the rough handling in its dissection and final testing at the hands of the fifth Astronomer Royal as well as its smallness that was at the cost of needing lubrication. For me, Harrison's chronometers took on a soul by the end of the book.

David H. Gray
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A.I. Alekseev (ed. Katherine L. Arndt; trans. Serge LeComte). *Fedor Petrovich Litke*. Fairbanks: University of Alaska Press, 1996. xvii + 262 pp., illustrations, maps, appendices, index. US \$18, paper; ISBN 0-912006-86-2.

While the Soviet Union existed, its publishing industry operated under ideological constraints. Too often the text of works on subjects both interesting and worthwhile was pedantic and tendentious. Fortunately *Fedor Petrovich Litke*, although originally published in Moscow in 1970, is not in this category. A. I. Alekseev's biography is a clear and straightforward account of the life of this great nineteenth-century naval explorer and scientist. The author's style, the translator's diligence, and the editor's care have resulted in a welcome addition to the corpus on Russia's role in marine science and exploration.

Litke (1797-1882) was a man of talent and accomplishment. After sailing around the world with Golovnin on the *Kamchatka*, he headed four exploratory voyages to Novaia Zemlia (1821-1825), then circumnavigated the globe in the *Seniavin*. From 1832 through 1848, he tutored Grand Duke Constantine, who after reaching adulthood headed the Russian navy. Litke was a member of the Academy of Sciences and founder of both the Russian Geographic Society (1845) and the journal *Morskoi sbornik [Naval Anthology]* (1848). Throughout his long naval career, capped by his appointment as admiral in 1855, he made enormous contributions to the modernization of the Russian fleet. For Litke himself, however, science - marine hydrography — was the axis around which all else turned. He was noted not only for accuracy and precision, but also for astute detailed observation, as the scholarly books into which he incorporated the data he gathered demonstrate.

Alekseev begins with an overview of the literature on Litke, traces his rise to prominence and asks how the naval scientist "earned] such high honors." The answer, he concludes, is Litke's personality, which Alekseev states will be the subject of his book. In fact, this work never probes Litke's personality. It is a detailed chronological overview of Litke's life, but with little that qualifies as intellectual history. In quotations from Litke's letters and reports we find tantalizing hints of a humane and highly principled person. We learn that Litke was concerned about the treatment of indigenous peoples by Russian and other European explorers and trade. He disavowed corporal punishment and the concern he demonstrated early on for the health and safety of his men continued throughout his career.

This biography does not address three factors of enormous importance in Litke's life: his family's station in the upper echelons of Russian society, his physical proximity to power (both through his family and various St. Petersburg connections), and his belief system (both his family's religious tradition and his own religious *Weltanschauung*). All were crucial elements, recognized as such by Litke himself. But Alekseev failed to explore the genesis and development of Litke's conscience or to chart Litke's life by his own moral compass. Given the intellectual climate in Russia three decades ago, this is not

surprising, but still disappointing.

Perhaps because Litke's ideas did include concepts considered classically liberal, Alekseev suggests that Litke was fortunate not to have been implicated with the Decembrists. However, this intimates an association that never existed. Litke's liberal sentiments never included deposing the tsar or fundamentally changing Russia's form of government. Litke often felt that court position was a burden, yet he was completely aware of its attendant power and used it wisely and to good advantage to promote projects and policies that he believed were in the best interest of Russia. His moderate positions, good judgment and devotion to his country made him highly respected and trusted within Russia. At the same time Litke's work and skill were appreciated and formally recognized far beyond the borders of the Russian empire. This, most of all, allowed him to function as a scientific "ambassador" for Russia, maintaining good working relationships with his counterparts elsewhere.

Fedor Petrovich Litke gives the reader a look at some of the intelligent and very astute men who contributed to Russia's development over the course of the nineteenth century, in particular to the state of the Russian Navy and to the working of Russian science. Alekseev's work is a solid introduction to F.P. Litke — the sailor, scientist and scholar whose influence was felt from London across the Russian Far East to Russian America and whose pioneering work in the Arctic greatly enlarged our knowledge of the northernmost parts of the globe.

Judith Bruce
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Gösta H. Liljequist. *High Latitudes: A History of Swedish Polar Travels and Research*. Stockholm: Swedish Polar Research Secretariat, 1993 [P.O. Box 50005, S-104 05 Stockholm, Sweden]. 607 pp., illustrations, maps, photographs, bibliography, index. SEK 240 (VAT excluded), SEK 300 (VAT included), cloth; ISBN 91-7886-102-0.

Published in 1993, *High Latitudes* did not come to the attention of *The Northern Mariner* until **1997**, the centenary of S.A. Andrée's ill-fated attempt to reach the North Pole by balloon. Thanks to Jan Troell's excellent 1982 film, *The*

Flight of the Eagle, Andrée (1854-1897) is probably more widely known outside Sweden than even the great A. E. Nordenskiöld (1832-1901) of Northeast Passage fame.

You do not even have to read *High Latitudes* to realize that Swedish contributions to our knowledge of the polar regions must have extended far beyond those of Andrée and Nordenskiöld. Picking it up is sufficient. The book weighs about two kilos and the text runs to 583 double-columned quarto pages. While it is doubtful whether many readers will make their way through from beginning to end, the book has fortunately been designed with a charitable understanding of human frailty. The five pages of table of contents have an almost eighteenth-century amplitude that easily enable you to find your way to one of fifty chapters, organized into eight sections. There are frequent cross-references within the text.

The reader can choose to learn about scientists such as Otto Torrell (1828-1900), "the initiator of *scientific* polar research," [22] the paleontologist Alfred Nathorst (1850-1921), the glaciologists Gerard De Geer (1858-1943) and Hans Ahlmann (1889-1974), or such adventuresome characters as Alfred BjOrling (1871-1892), who perished in the Canadian Arctic as leader of the *Ripple* expedition, the aviator Albin Ahrenberg (1889-1968) and Finn Malmgren (1895-1928), who took part in the *Maud*, *Norge* and *Italia* expeditions. Or there are Swedish ventures to the Antarctic: Otto Nordenskiöld's (1869-1928) in 1901-1903 and the Maudheim expedition of 1949-1952. The account of each expedition provides a concise summary of its purpose and results, biographical information on expedition members and a description of the transport and technology employed. In effect, *High Latitudes* can be used as an encyclopedia, and as such it belongs in every library specializing in the polar regions and in the library of everyone with a serious interest in polar activity. It is, by the way, remarkably affordable - the price as this review is being written is equivalent to about US \$40.

Yet simply to consult *High Latitudes* rather than to read it through is to miss out on a great deal of enjoyment. In Gosta Liljequist (1914-1995) Swedish polar research found its ideal chronicler, who was himself a part of the history he recorded. A distinguished meteorologist, he took part in the 1949-1952 Norwegian-British-

Swedish Antarctic Expedition and led the Swedish-Finnish-Swiss Expedition to Nordaustlandet, Svalbard in the International Geophysical Year of 1957-1958. His gift for making scientific goals and achievements intelligible to the lay person was outstanding, and his English excellent and fluent. For it should be noted that *High Latitudes* is not a book that has been translated from an earlier, Swedish-language edition. (In fact, it still awaits translation *into* that language!) Yet there are only a few phrases that would strike a native speaker as unidiomatic and only two or three typographical errors. I have not been able to find any other history of the polar activity of a non-English-speaking country written by a national of that country and available in English. To read *High Latitudes* makes one realize how desirable more such books would be.

The illustrations are as impressive as the text. Although small in size and all in black and white (apart from the gorgeous dust jacket), they are clear and sharp. There seem to be hundreds of them - maps, charts, graphs, land, sea and ice-scapes, portraits of men, ships and aircraft. Liljequist researched the illustrations as he was working on the book, rather than adding them as an afterthought, and it shows. Perhaps it was his scientific training that made him aware of illustrations as documents not mere decoration.

While *High Latitudes* does have its "Swedish moments" — much coffee is drunk and, my own favourite, the Swedish author quotes a Norwegian poking fun at Swedish formality [459] — Liljequist is never chauvinistic or self-consciously Swedish. He is content to let the record of Swedish achievement speak for itself. Although much space is devoted to Swedes who participated in the polar ventures of other nations and in international expeditions, this is the result not so much of a desire on the author's part to spot a compatriot on every ice-floe as of a genuine belief in the value of internationalism in modern polar research. One result of this internationalism is that among the varied cast of characters there are two Canadians - Fred Roots (b. 1923) and Wes Blake (b. 1930).

Liljequist shows a broadly human sympathy for men living and travelling in the polar regions. He was interested in how they coped — with the environment, with each other's personalities and with their own. *High Latitudes* contains many

memorable anecdotes, ranging from the humorous — the ice-platform on which Ahrenberg's plane rested being gently lowered by the application of a "warm liquid...supplied with delight" by a crowd of Greenland Eskimos [455] — to the touching, as when a friend recalls how Nordenskiöld spoke of his dead son, Gustaf (1868-1895), "as if he were still alive." [210]

The book, after all, is called *High Latitudes*, and the word 'Swedish' appears only in the subtitle. Its spirit can be summed up in Liljequist's comment on Finn Malmgren's 1917 stay in Swedish Lapland as a meteorological observer: "It was an entirely new world that opened up, and the scientist within him enjoyed the privilege of living among nature's phenomena, which he had come to study." [403] More than anything, this is a book about a special part of the world and some of those men who travelled in it, lived, and in some cases, died in it, studied it and loved it.

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J.S. Morrison (with contributions by J.F. Coates). *Greek and Roman Oared Warships 399-30 B.C.* Oxbow Monograph 62; Oxford: Oxbow Books, 1996. xviii + 403 pp., maps, figures, photographs, illustrations, glossary, bibliography, indices. £65, US \$120, cloth; ISBN 0-900188-07-4. Distributed in North America by The David Brown Book Company, Oakville, CT.

This book continues the history of the genesis and development of Greek and Roman oared fighting ships which Morrison and Williams began in *Greek Oared Ships 900-322 B.C.* (Cambridge 1968), and continued in *The Greek Trireme* by Morrison and Coates (Cambridge, 1986). This latest volume uses an approach similar to that for *Greek Oared Ships*. The evidence for naval vessels of the first millennium BC in the Mediterranean comes almost entirely from three sources. The iconographic evidence is fairly extensive, from vase paintings, wall paintings, mosaics, graffiti, relief sculpture, coins, seals, and a few models and sculptures in the round. The literary evidence is also quite extensive, starting with Homer, and carrying on until the fourth and fifth centuries AD. This mostly describes battles, tactics, and to some extent the handling of ships

at sea and in harbour. The third source of evidence is epigraphic. Some of this is mainly honorific, about commanders and emperors, but some, such as the inscriptions from the Athenian Agora, are quite practical, listing vessels by name, their commanders, and the stores and equipment issued to, and returned by each vessel. Increasingly there is also a fourth source, maritime archaeology, though compared to the others, this provides a more limited amount of information. From land sites there are the ship sheds at Piraeus, Kition and Carthage, from which the dimensions of vessels can be deduced. From underwater sites there are the Punic ships from Marsala, Sicily, and the Athlit ram from Israel. In this book, as in the earlier publications, the authors draw comprehensively on all these sources.

The rarity of ancient warship wrecks, compared with the relative abundance of merchant vessel wrecks, forces reliance on the other sources of evidence for details of hull shape, size and construction methods for warships. Since the early nineteenth century, and particularly since the advent of scuba diving equipment, many ancient merchant vessel wrecks have been located throughout the Mediterranean, and about two dozen have been excavated with varying degrees of competence. Some have been fully published. The lack of ancient warship wrecks appears to be due to two main causes. At least up to the time of the trireme, warships had no or minimal ballast. When rammed, they would fill and lie awash rather than sink. They were then towed ashore for repairs or for breaking up. If one sank or was left aground in shallow water, unless it was rapidly buried in an anaerobic mud or silt, as happened to the Punic wrecks at Marsala, ship-boring worms and other marine life would rapidly destroy the timbers. Merchant ships with their heavy cargoes would sink, and their hull structure under the cargo is often buried in an anaerobic environment, and protected from erosion by substantial cargoes of amphorae or architectural stonework.

Greek and Roman Oared Warships, 399-30 B. C. begins with the period when the trireme as the capital ship was being superseded by larger and more powerful vessels, the four, the five and the six, and later in the Hellenistic period by sevens, nines and tens. Even larger vessels were built — twenties, thirties and even one forty — but from the literary sources, tens appear to be the

largest ships used in battle. It is now generally accepted that these numbers refer to the number of oarsmen on each side at each rowing position. All the later vessels differed significantly from the trireme, with its three levels of oars, each pulled by one man, in that they had two or three banks of oars, with some oars being manned by more than one oarsman. Up to three men could man an oar while sitting, but if four or five men were on one oar, the inboard oarsmen would need to stand. The first chapter discusses the general development of warships and a number of major battles, using primarily the literary sources. Chapter six reviews each type of vessel in more detail, using all the sources of evidence available, while chapter seven and its appendices goes into excellent detail on the possible reconstruction for each type of ship, including considerations of the oar manning system, hull strength, watertightness, and the mechanics involved in the different oar systems. For the technically inclined or those interested in ancient naval architecture, chapter seven is a most valuable section of the book.

Chapters two, three and four review the role of sea power in the Mediterranean from 280 to 30 B.C. These chapters deal predominantly with the rise of Rome to the major sea power in the Mediterranean, beginning with her wars against Carthage, when Rome built her first fleets, and culminating in Pompey's successful campaign in 67 B.C. to exterminate Cilician piracy, and his campaigns of 66-63 B.C. against Mithridates, which confirmed Rome's control of the coasts of the Black Sea and eastern Mediterranean. The use Julius Caesar made of sea power in his two invasions of Britain and later in his civil war campaigns is discussed in considerable detail. Chapter four ends with Octavian's defeat of Anthony at Actium in 31 B.C. For these three chapters the primary and secondary sources are literary, some contemporary with the events described, and some from later authors, who used the now lost works of earlier writers.

Chapter five, perhaps the most interesting for the non-specialist, describes and discusses all the iconographic material for the period covered by the book. For the researcher this forms an invaluable catalogue of the known surviving artifacts. The illustrations are numerous and well chosen, and are complemented by information on the location of the original, in a museum or private

collection, and in some cases where the artifact was originally published. For the appearance of ships, and particularly for their masts, sails and rigging, the iconographic material is about the only evidence we have. Interestingly the maritime archaeology situation is reversed, there being far more representations of warships than of merchant vessels. The book ends with a chapter on the manning and crews of the ships, a discussion of ships' fittings and stores, and a description and discussion of the tactics used by oared warships of the period.

Overall, like its predecessor, this is an outstanding publication, thoroughly researched, lucidly written, well illustrated and utilizing all available sources to present a balanced view of a fascinating period in the development of ancient Mediterranean warships. Debate on the oar-manning systems of the larger vessels will undoubtedly continue, but Coates has certainly explored all reasonable and practicable possibilities. By the end of the period, Rome had become the only naval power in Europe and the Mediterranean, a dominant position which she maintained for several centuries. The book should certainly be in the personal library of all scholars engaged in research on the maritime history of the Mediterranean in the second half of the first millennium BC. It would also be of great interest to any historian studying the political and economic history of the area and period. It is one of those rather rare publications which can be read with pleasure from cover to cover, but which is also an invaluable reference work on its subject. But for its rather high price it could be recommended equally strongly to the avocational maritime historian. It should certainly be in every university and college library, and in major public libraries.

R.J.O. Millar
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J.R. Jones. *The Anglo-Dutch Wars of the Seventeenth Century*. London and New York: Longman, 1996. xi + 242 pp., select bibliography, maps, index. £39.99, cloth; ISBN 0-582-05631-4.

In *The Anglo-Dutch Wars of the Seventeenth Century*, J.R. Jones provides an important overview of the political, naval, and diplomatic history of the wars (1652-4, 1665-7, 1672-4), based

on secondary and printed sources.

To establish the context for the wars Jones devotes almost half the book to chapters on geography and hydrography, naval personnel, administration and material, and the state and war from the Dutch and English perspective. He argues carefully that these wars were crucial for the development of great ships (with the Dutch forced eventually to follow the English example), the concomitant growth of a professional officer corps, and new battle tactics at sea (particularly line formation). Jones also highlights the long-term importance of English improvements of the first war, especially the code of naval discipline, the Articles of War. In the remainder of the book Jones offers a chapter on each of the three wars. There is also a chronological table, index, two maps of the North Sea, and an all-too-brief select bibliography.

Jones contests historiographical arguments made by Charles Wilson and others concerning the primacy of economics and mercantilism in explaining these wars. While accepting that the Dutch were acting to defend their economic interests Jones maintains that one can only understand why the English acted by appreciating the domestic English political situation. He argues that for Cromwell the security and survival of his regime were paramount. For Charles II the wars were an attempt to overcome his political and financial difficulties after the Restoration.

Jones concurs with the view that mercantilism was important in providing an ideological justification for all three wars, but he maintains that mercantilism was used cynically by Charles, James and ministers, especially in the third war — that their real goal was to reorder the domestic constitution in the monarchy's favour. There are problems with this argument. Mercantilism is about the pursuit of economic power by the state, and therefore political. Jones' emphasis on high, domestic politics creates a false dichotomy, as when he states that the goal of Charles in the third war — to limit the wealth and power of the Dutch mercantile élite - was a political strategy. Jones fluctuates between equating mercantilism with evidence of direct influence of merchants over the political process, and concedes that it was a set of ideas operating independently of merchant influence.

The social aspects of the wars are given very

little attention in comparison to the political and diplomatic. Much more might have been made of the lives of sailors during these conflicts, and the domestic impact of war. His discussion of popular attitudes in London, drawing as it does on his previous work, would have profited from consideration of the more recent work of Tim Harris on popular ideology. Jones emphasises popular ignorance. When he discusses the Dutch peasants' resistance to the flooding of their land in the face of a French invasion, he comments that this behaviour revealed their ignorance. They failed to see that the flooding of their land was in their best interest, given that peasants and the wealthy élite had a common interest in repelling the French. Jones fails to consider that peasants may have been quite aware and self-interested, rather than ignorant and disloyal, despite acknowledging earlier that the Dutch leader De Witt treated ordinary seamen as expendable commodities.

Although Jones concludes that the Anglo-Dutch wars were relatively significant compared with what preceded them, his discussion of the historical context of the wars is almost entirely with reference to often much later conflicts (such as England in 1914-15 and Bomber Command in 1942-45). Some historical comparisons are questionable. In addition, Jones' conclusion that the North Sea was the main area of operations would have been more satisfying if significant space had been devoted to the Asian and Caribbean theatres. Jones tends to gloss over the complexities of historiographical debate. He states, for example, without reference, that historians influenced by Marxism are mistaken about the Rump. There are organizational difficulties as well. It is only after several mentions of the Navigation Acts that the contents of the first Act are outlined (the crucial Restoration Act of 1660 is not discussed in any depth). Repetition, too, is a problem.

Nevertheless, Jones has produced an important study of these neglected Anglo-Dutch wars in which he makes a strong argument for these wars as crucial for the development of the great ship and the professionalisation of European navies. He also provides an interesting, if strained, argument against mercantilism as the primary motivation for English action.

Geoffrey L. Hudson
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Joseph A. Whitehorne. *The Battle for Baltimore 1814*. Baltimore, MD: Nautical & Aviation Publishing Company of America, 1997. xi + 262 pp., illustrations, maps, appendices, bibliography, index. US \$29.95, cloth; ISBN 1-877853-23-2.

This affordable volume illuminates many details of the naval and military campaigns in the Chesapeake Bay theatre in the 1812-14 war. It is, however, one disciplined re-write away from being a really good book.

The title is misleading for a start, though in the reader's favour; the "battle for Baltimore" takes some forty pages, including the defensive preparations, leaving over two hundred pages for the entire Chesapeake campaign of 1812-14. This is no bad thing; as it transpires, the "Battle" for Baltimore more closely resembled a two-day raid in force which was called off when the British discovered the large defensive earthworks and decided the prize was not worth the cost.

A general pro-American tone is apparent: the causes of the war are described in terms which have the young Republic fighting for its honour in resisting British pretensions in policing neutral trade with Napoleonic France and seeking deserters on American ships. It is only some pages after this that the Warhawks' lust for Canadian land is mentioned as a possible influence on policy. When a British thrust in 1813 is driven off, the section is entitled "Aggression Repelled," which of course begs the question of who declared war on whom. And while the illustrations of American troops tend to the clean-cut professional image, a rare picture of British troops shows one soldier looting a cradle while his comrades burn some buildings. Factual errors and questionable value judgements also detract: the British force is described as overwhelmingly huge in 1813, partly because Whitehorne calls all Royal Navy vessels "ships of the line." What looks like a large force of six battle ships actually turns out to be two 74s and four frigates. [30] This basic point seems sorted out by the 1814 section, but sharper editing should have caught it. In digging the Baltimore entrenchments some plantation owners brought in their slaves, and we are regaled with the warm and touching sight of master and slave patriotically working side by side without distinction. Except that at sundown one supposes the one was still a slave and the other was still a master.

Still, if one can get past the high school version of background history there is much to absorb here once the author hits his stride in the actual war. Whitehome makes a serious attempt to explain strategy and tactics on both sides for the entire war period in the Chesapeake, and he does not shrink from praising some British commanders for daring, or from describing the utter ineptitude of most American leadership. Washington's main aim in the war, it transpires, was to invade Canada, so virtually the entire small regular army was posted to the Lakes. This left the state and city governments on their own in the Chesapeake Bay to face the British and indeed this provides the book with a major theme: the patriotic amateur citizen militia bravely defending their homes from the faceless ranks of the professional invader (the contributions of almost every county are enumerated).

The main British objective was to divert American forces from Canada by threatening the Chesapeake Bay area, including Washington and Baltimore. In this they failed and no troops were diverted, but the entire area was blockaded, a handful of scattered US warships was bottled up, and raiding parties wreaked havoc on the extensive shorelines. The RN established a fortified island base to stockpile the booty, and the Marines were given numerous opportunities for expeditions. The local militias were ineffective with few exceptions and most retreated when faced with British troops. To increase the pressure in 1814 an assault was made on Washington (partly in response to the burning of Toronto). The defense was inept, despite some brave episodes by individual units, and the faceless professionals once again captured and burned their objective. Whitehome feels such events backfired on the British since patriotic feelings were aroused which stiffened resolve, particularly in the next obvious target, Baltimore. This view is difficult to quantify, and in any event the issue of just how much force to use is one which bedevils any military force.

The attack on Baltimore followed, though the British commanders were of two minds on its advisability. Baltimore had been preparing defenses for some time under energetic leadership and, short of rubbing the Americans' noses in the dirt, not much could be achieved that was not already done by the blockade and the burning of Wash-

ington. Though the attack went ahead, the landing force thought better of the whole thing after brushing off the defending field force and getting a good look at the entrenchments. The Navy also failed to break through the harbour defenses, and the entire operation was called off after a couple of days. This ended large operations in the Bay, and peace broke out shortly thereafter.

On balance this is a worthwhile effort. The story is certainly interesting, and the author has done copious research, though more on the local American side than on the British. The maps are good, the appendices useful, and the price is reasonable. Judgements on the bigger picture are often wobbly, but more solid on the details of the operations. Scholars will want more archival research, and certainly more footnoting, so that while this book is readable it will not be considered the last word on the subject.

Paul Webb
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John C. Fredriksen (comp.). *War of 1812 Eyewitness Accounts: An Annotated Bibliography*. Westport, CT: Greenwood Press, 1997. x + 311 pp., appendix, indices. US \$79.50, cloth; ISBN 0-313-30291-X.

John Fredriksen is the most prominent bibliographic specialist of the War of 1812 and *Eyewitness Accounts* is his fourth research title concerned with this obscure conflict. It complements and extends his earlier scholarly guides and contains brief descriptions and bibliographic information for nearly nine hundred published accounts from American, British and Canadian military, naval and civilian eyewitnesses. *War of 1812 Eyewitness Accounts* is, however, more than a dry listing of titles because Fredriksen provides a brief description of the contents of each account and details of the author's position, experience and attitude. It is clear that he is familiar with the accounts and he can usually be counted on to include a relative and provocative quote from the author. The result is a rare thing — a bibliography that is both useful and entertaining to read.

The compiler has divided the contents into three major categories — military, naval and civilian - and there are national sub-groups within each category. Thus, if one wants to peruse

the published memoirs of Royal Navy participants they are easily located and, in fact, the readers of this particular journal will be interested in the forty-two accounts by Royal Navy participants in the war who served either on the inland seas or ocean waters. On the losing side, Fredriksen directs us to forty-five contributions by US Navy participants and thirty-two by American privateers. This is a very useful contribution to the published sources for the maritime War of 1812. Finally, the compiler has added effective indices of editors and subject and a fairly complete appendix containing the published documentary sources of the war.

I do have some questions about Fredriksen's choice and description of some of the titles. For example, he notes that the memoir of Private Amasiah Ford of the 23rd U.S. Infantry is one of three eyewitness accounts included in my 1995 title, *Soldiers of 1814: American Enlisted Mens' Memoirs of the Niagara Campaign*, but provides only the older published versions of the memoirs of Jarvis Hanks and Alexander McMullen which are also contained in that work. In the case of Hanks, this may well mislead the scholar because the text of the earlier version is incomplete. Fredriksen notes that the wartime memoir of Lieutenant John Le Couteur of the 104th Foot is available in my 1993 version, *Merry Hearts Make Light Days*, but seems unaware that the article, "The March of the 104th Foot from Fredericton to Quebec, 1813," which appeared in the *Canadian Defence Quarterly* in 1930 is also included as a chapter in my edition of Le Couteur's wartime experiences. In fact there are three different published accounts by this officer of the winter march; all vary slightly. Finally, I think that John Norton, or the Snipe, war chief of the Grand River Mohawk nation and the son of a Cherokee father and a Scots mother, would take perhaps violent exception at being categorized under "foreign nationals" as he was one of the most ardent supporters of the Crown during the war.

These are but minor blemishes and do not detract from the overall value of a work that is sure to become the definitive guide to its subject matter for serious scholars of the War of 1812 and useful and interesting for the casual reader.

Donald E. Graves
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William Marvel. *The Alabama and the Kearsarge. The Sailor's Civil War*. Chapel Hill and London: University of North Carolina Press, 1996. x + 337 pp., maps, photographs, appendices, notes, bibliography, index. US \$34.95, cloth; ISBN 0-8078-2294-9.

In this important addition to the literature of the US Civil War at sea, William Marvel addresses two significant historiographical issues. First he asks why naval participants in the conflict, with the exception of a few officers, have been so ignored by the widening scope of research and publication? This question prompted a research effort among the limited range of lower deck material. Secondly, he asks why the existing literature of the celebrated Confederate cruiser *Alabama* and the Union warship that ended her career, the USS *Kearsarge*, is so heavily reliant on existing secondary sources? These, he discovered, were largely repetitive, more often clouding the issues than adding new understanding. Even the unpublished accounts of the careers of these two ships required careful handling.

The book unfolds as a drama, building nicely to the denouement off Cherbourg. Beginning with the career of Raphael Semmes and the construction of his nemesis, Marvel develops a major theme of the sheer tedium experienced by the crew of the *Kearsarge* in the backwaters of Cadiz, an experience but infrequently lived up by runs ashore, licit and illicit. The steady turnover of the crew, through desertion, disablement and the influx of foreign nationals, would be a feature of both ships, although the *Alabama* began with a largely British crew and had greater problems maintaining discipline during her long career. It would have been useful to consider the reasons behind the success of the *Alabama*. Semmes attributed it to the use of sailing directions assembled by Matthew Fontaine Maury, which tended to channel merchant ships into focal points where an auxiliary steamer could pick them up with ease. Why the Union never patrolled these focal points remains a mystery.

By addressing the "experience" of war at sea for the sailors, and the officers, Marvel opens a new perspective. His crews are all too human, with lives that occasionally read like catalogues of vice and retribution, punctuated by the occasional tragedy, like the young rating taken by a

shark, and those who died of disease or enemy action. Petty Officers were regularly disgraced for drunkenness. Even the final chapter, the action off Cherbourg, offers new insight. Semmes, too weary of his travels to care what happened, accepted an action he could have avoided, and accepted his fate with becoming dignity. The battle is passed over quickly, for Marvel is more concerned with the men than the tactics.

This fascinating, well written and stimulating study had demolished a number of myths, and prompts further questions. Some of the more obvious concern the *Alabama*. Why has this one ship been so celebrated, how much of the myth relates to contemporary issues (like the US government claims against Great Britain for the damage done by the Confederate cruisers) and fitted in neatly with the Southern search for a post-war identity free from the horrors of the conflict on land and of the issues that prompted the war. In addition, the *Alabama* became a bogey for British naval planners, an example of what the United States, or France, or even Russia, would do in the next war. Only the success of Mahan's sea power theories, which properly relegated such campaigns to the peripheries, restored the balance. It was also, after all, when suitably dressed and sanitised, a wonderful, romantic, sea-story. Of all the competing versions it is the romantic myth that has endured, carrying with it elements of the other interpretations. As Marvel discovered, there has been precious little effort to get to the bottom of the story in the last hundred years.

Turning to the *Kearsarge* Marvel tantalises us by discussing which of the two New Hampshire mountains she was actually named for. Her post-war career deserved further discussion, for the ship was, with Farragut's *Hartford*, a serving memorial to rank with the *Constitution*. When she was lost in early 1894 it was the symbol and not the rotten old ship that was lamented. The name was considered so important that the Secretary of the Navy wanted to use it for a new battleship. This was more significant than it might at first appear for, under American law, battleships had to be named for states. To secure the name the Secretary persuaded the President to ask Congress for special authorisation to perpetuate the name on a battleship, and Congress agreed. The new ship was authorised in 1896 and completed in 1899. She was the only American battleship not

named for a state. The following year a battleship was named *Alabama*, for the state, and very definitely not the ship. Names matter.

Andrew D. Lambert
London, England

David Lyon. *The First Destroyers: The Turtleback Torpedo Boat Destroyers of the 1890s*. Annapolis: Naval Institute Press, 1996. 128 pp., illustrations, photographs, tables, end-pocket with line drawings, list of plans, notes, index. US\$55, Cdn \$77, cloth; ISBN 1-55750-271-4. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Speed, guns, torpedoes, élan - in other words, the destroyer! David Lyon, formerly of the National Maritime Museum (NMM) in Greenwich, has assembled a technical history of the very first destroyers, a type which originated in the Royal Navy, and (greatly altered) is still with us today.

Mr. Whitehead's "locomotive torpedo" found a natural home in small swift vessels, who became a serious threat to battlefleets (at least in coastal waters). The obvious counter to torpedo boats were bigger, faster craft, able to catch and destroy them. Tentative steps were taken with the RN's "torpedo gunboats" of the 1880s, but these were (perhaps falsely) not considered a success. It was in April 1892 that "Jackie" Fisher, Controller and Third Sea Lord, placed a call for designs of "large sea-going torpedo boats." The result was the "torpedo boat catcher," soon to be called - "torpedo boat destroyers" — TBDs, the "26-knotters" of the 1892-1893 programme.

TBD evolution was the result of interaction between Admiralty requirements, builders' designs and operational experience. Lyon begins by following the TBD orders chronologically: the aforementioned "26-knotters" of 1892 (such as HMS *Daring*); the "27-knotters" of 1893-1894; and various groups of "30-knotters," from HMS *Desperate* of the 1894 programme through HMS *Albacore* and *Bonetta* of the 1908-1909 programme. Lyon considers the River class of 1901 to be the first "true" destroyer, and these are excluded from treatment in this volume (although Lyon intends to produce a follow-on book).

In *Part II* the author treats the subject builder-by-builder: Thornycroft and Yarrow

naturally lead off, but even lesser-known builders such as Hanna, Donald and Wilson and their *Fervent* and *Zephyr* receive detailed treatment. It is in this section where most of the highlights of the individual vessels' service can be found.

Lyon goes on (*Part III*) to discuss such matters as the boat outfits, accommodation, paintwork, seaworthiness and lessons learned in service, and finishes off with a brief look at the foreign (German, French, Russian, and American) equivalents. The keyword throughout is *detail*: the emphasis is always on the technical, and this book is a goldmine of information. Lyon has made extensive use of the records now in the National Maritime Museum — in particular the *Ships' Covers* and the *Thornycroft Collection*. Various secondary sources are critiqued - his criticism of Edgar March's *British Destroyers* is worth reading — and he troubles to correct some of his own, earlier, work. [63]

The text, loaded with facts, is perhaps a bit dry. The browser's real rewards are the lavish illustrations. There are numerous, clear, photographs and the negative numbers (from the NMM, of course) are provided. There are pencil sketches (by Richard Perkins) showing the ships' appearances at various stages in their careers. The main attraction are reproductions of the magnificent ships' plans held by the NMM. Unfortunately their small size does little justice to the huge, coloured, originals — the text is almost entirely unreadable, and the rich detail lost. Still, they are a treat to look at, and their identification is provided, should the reader care to order a copy. In addition, the appendix provides a list of the main TBD plans and type thereof held by the NMM — a valuable resource in its own right.

Above all, *The First Destroyers* is of value to the modeller. John Roberts provides cutaway drawings of HMS *Havock* (1895), illustrating many "standard" TBD features. A draught in the end-pocket of HMS *Velox* of 1904, also by Roberts, 1/8" to one foot gives plan, elevation and lines, sufficient to begin an accurate model. This will be a valuable addition to the collection of anyone with a serious interest in these fascinating ships, and it is an auspicious start for the new series *Shipshape*.

William Schleihauf
Pierrefonds, Québec

Hervé Coutau-Bégarie (éd.). *L'Évolution de la pensée navale, VI*. Paris: Institut de Stratégie Comparée, 1997 [45-47 rue des Écoles, 75005 Paris]. 228 pp., map. 200 FFr, paper; ISBN 2-7178-3301-3.

This is the sixth installment in an ongoing series of collected essays edited by Hervé Coutau-Bégarie, the prolific French naval historian. There are articles exploring the pre-1914 naval debates in Austria-Hungary and Sweden and the inter-war doctrinal confusion in Italy. Others analyze the writings of some largely forgotten French naval theorists. While this diverse collection lacks internal coherence, the articles are arranged in chronological order and each can be compared in some meaningful manner with at least one other in the group.

Michel Depeyre's work on Pierre-Henri Suzanne, an eighteenth-century mathematician, shows that the "sclérose doctrinale" [6] of the chaotic post-revolutionary period in French naval thought allowed for many eighteenth-century views to survive well into the mid-nineteenth century. Edmond Julien de la Gravière, the Second Empire historian, scholar and admiral, later much criticized by naval officers for his antiquated tactical views, wrote naval history which attempted to influence Second Empire naval policy. But he did so in an era of rapid technical, tactical and strategic change; his exuberance for "le combat de choc" and for the ram seems especially odd within the context of the 1870s. The ideas of the *Jeune École* and Admiral H.-L.-T. Aube, especially the invulnerability of coastal defences based on the torpedo boat, were widely disseminated in the 1880s through the writings of the journalist Gabriel Charmes, who is the subject of an article by Rémi Monaque. We learn that Charmes, an amateur in naval matters, often misinterpreted or misrepresented Aube's views, sometimes resulting in predictable ridicule of the *Jeune École* by naval traditionalists.

The influence of the *Jeune École* was far-ranging as shown in the article on Austro-Hungarian naval thinking, which reflected the complexities of policy planning in a multi-ethnic dual monarchy beset by confusion over whether or not Italy was an ally or a likely enemy. In the 1880s, budgetary restrictions, the nature of the Dalmatian coastline and the emergence of the

torpedo as a potent defensive weapon facilitated the *Jeune École* viewpoint. However, by the early 1900s, the navy, influenced in part by the works of Mahan and Colomb, managed to construct capital ships to prepare an aggressive defence of the Adriatic and to create a "fleet in being." Detailing the influence on these events of such writers as Mori and Nereus, this article is a useful complement to the outstanding work of Lawrence Sondhaus on Austro-Hungarian naval politics.

With navalism rampant at the turn of the century, the Swedes, too, debated the future of their naval policy and slowly edged away from a purely "fortress" or coastal defence fleet towards a more Mahanian one. The Swedes were determined to contest control of the approaches to their shores and possess the ability to conduct more distant operations against Russia, their greatest perceived sea-borne invasion threat. Swedish strategy remained defensive and deterrent based though planning for its tactical application became increasingly offensive.

Martin Motte ably reviews the major debates, recriminations and apologias appearing in the pages of the French naval journal *Revue maritime* in the period 1920-1923. Not surprisingly, he shows that the experience of war discredited both the *Jeune École* and the Mahanians and that it fuelled arguments over the roles and utility of submarines and naval air power. This latter issue was also a divisive one in inter-war Italy, where an ultimately unhealthy inter-service rivalry developed over the necessity for and control over a naval air arm. The volume ends with a lengthy piece by F.-E. Brézet on the works of admirals Otto Groos (1929) and Kurt Assmann (1957) analysing the conduct of German naval operations during World War I. Groos, sympathetic to Tirpitz, remained circumspect; Assmann, separated from the earlier historiography by World War II, questioned more profoundly and criticized more freely. Yet, he too found grounds to excuse Tirpitz for his creation and handling of the High Seas Fleet.

These articles are all well-written and informative and this volume makes a valuable contribution to the historiography of European naval doctrine over the past 150 years.

Serge Marc Durflinger
Verdun, Québec

Bob Nicholls. *Statesmen & Sailors: Australian Maritime Defence 1870-1920*. Balmain, New South Wales: Bob Nicholls, 1995 [25 Duke Street, Balmain, NSW 2041, Australia], x + 323 pp., maps, photographs, notes, bibliography, index. AUS \$29.95 + \$3.40 p+p; UK £14.95 + £4.80 p+p; USA US \$22.50 + \$6.50 p+p, paper; ISBN 0-646-23609-1.

It is a doleful summary on the state of academic publishing these days that an extremely useful book of this nature should have to be published privately. *Statesmen & Sailors* is important on several grounds, not least for the insights it gives into the often querulous state of Anglo-Australian naval relations for much of the period under review. All too often the Admiralty Board and senior members of the Colonial Office in London displayed an arrogant and disdainful attitude towards those in Australian naval and political circles who sought a naval force that they could call distinctly their own. Although the Australians were regularly accused of being both importunate and unrealistic in their demands — a case that is difficult to answer on some occasions — not every proposal emanating from Melbourne or Sydney, as the author of this study shows most judiciously, deserved short shrift from Their Lordships in Admiralty House. Yet in the end, opposition to a local Australian naval defence force became much less strident in British circles once the German High Seas Fleet assumed a menacing nature in European waters early in the twentieth century. As the European situation continued to deteriorate, so the Admiralty's relief that the Australians were prepared to create a naval force of their own became palpable. Thereafter it had a vested interest in doing much to facilitate the founding of the Royal Australian Navy.

Bob Nicholls is very thorough in chronicling the rather laborious efforts that were made from the 1880s onwards to promote the establishment of a fledgling naval force to defend Australia from its external enemies. No person was more persistent in this respect than the rather obdurate figure of William Rooke Creswell. Creswell dominates this story and not always positively. Paradoxically, he becomes something of a hero and an anti-hero in this study. Despite being an opinionated and industrious fellow, he was not the most flexible or innovative of men. It may be

said of him that his appreciation of technological change and level of tactical sophistication left much to be desired. His administrative ability comfortably exceeded his unremarkable talents in the area of what nowadays is called human resource management. As a result, a somewhat stubborn and cantankerous individual, wholly convinced of the soundness of his own judgement, found himself the leading figure in Australian naval circles. When he was not on a collision course with the Board of Admiralty in London, he seemed to be caught in a series of personality clashes with either his political masters or his senior naval colleagues in Australia. Although in his early chapters Nicholls seems to feel a genuine measure of sympathy for Creswell, this level of support soon evaporates as the First Naval Member's outdated approach to issues, such as his rejection of the submarine as part of a balanced Australian fleet, makes him into an increasing liability to the RAN. By the end of the book Nicholls is arguing that Creswell ought to have been replaced as early as 1909 and certainly by the start of World War I. That he lurched on until his retirement in November 1919 says more for his survival instincts than it does for the efficiency of the Naval Board in Melbourne.

Nicholls portrays Alfred Deakin as undoubtedly the most visible of all the leading political personalities who came to exercise ministerial interference on a grand scale in naval policy making during these years. While this may be a valid opinion, Nicholls' study does contain shortcomings. Thus, it utterly fails to inform readers as to the specific nature of the political upheavals that regularly took place in Australian circles in these years. Federal elections are mentioned, but merely in passing and without further analytical or statistical elaboration. Moreover, politicians come and go throughout the narrative with little introduction from Nicholls much beyond that of giving their name. He makes, for example, virtually no attempt to provide a character sketch of either these individuals or the other leading colonial and naval figures in this story. This is a pity since a little additional work on these areas would have made this study of Australian maritime defence even more valuable than it already is.

Malcolm H. Murfett
Prince George's Park, Singapore

Roger Sarty. *The Maritime Defence of Canada*. Toronto: Canadian Institute of Strategic Studies, 1997. xix + 223 pp., illustrations, photographs, maps, index. \$25 paper; ISBN 0-919769-63-2.

The past two decades has witnessed a veritable explosion of material exploring the Canadian military experience from the colonial period right through to the 1990-91 Gulf War and the most unhappy attempt at peacemaking in Somalia. Many of these works (at least the very best) have done much to question the myths of our nation's military past in a way that better illuminates that past without tarnishing the justifiably good reputation enjoyed by the millions of Canadian men and women who served in this century's many wars. But until quite recently, the story of Canada's naval efforts had been rather neglected. Such neglect, fortunately, is now becoming a thing of the past thanks to Marc Milner's seminal and penetrating monographs of the Royal Canadian Navy's struggle to vanquish German U-boats in the North Atlantic in World War II, and the now numerous other studies plumb the rich mine of Canada's naval history.

Nevertheless, as naval buffs await the long anticipated debut of the official histories of the RCN in World War II, many gaps remain unfilled. As Desmond Howard states in the foreword, this fine collection of essays by Roger Sarty plugs some of these holes, though Sarty himself makes clear in his preface that it is less about things maritime than about the ways in which Canadian service people and political leaders thought about coastal defence, a definition that encompassed not only naval forces, but the ground and air arms as well. The study comprises eight stand-alone papers (some originally published elsewhere) covering aspects of the Canadian military experience from 1892 until 1950.

Few historians are more qualified to attempt such a study. Having begun his historical career with a fine (and mysteriously unpublished) doctoral dissertation that probed the military and political history of Canadian coast defence from 1860 until 1945, Sarty has published widely on Canadian naval history and contributed greatly to the official histories of the Royal Canadian Air Force in his capacity as an historian with the Department of National Defence's Directorate of History and Heritage. He does not disappoint here

either. These essays, ranging from general discussions of Canada's maritime interests prior to 1925 to Canada's interest in the north Pacific and the RCN's struggle against and use of submarines in this century, all offer useful insights to those interested in post-Confederation Canadian defence in its entirety.

For my purposes, as a Canadian historian interested both in the Pacific and in civil-military relations, two essays in particular stand out. The first, an examination of the Canadian military's attempts to defend the west coast between 1919 and 1939, has proven to be an invaluable guide in my own explorations of the road that led to the Canadian army's involvement at Hong Kong in 1941 and in the Aleutian Islands in 1942-43. The second, a study of Prime Minister Mackenzie King's attitudes towards and relations with the Canadian military in the interwar period, has done much in my mind to alter the traditional perception of King as a man who little understood or had much sympathy for things martial. Instead, Sarty argues quite convincingly that an examination of King's policies just prior to the outbreak of war in 1939 reveals that the Prime Minister "proved a more committed proponent of military expansion than anyone had suspected." [110] One looks forward to more such reasoned analysis from Dr. Sarty when the first volume of the official RCN history rolls off the press.

Galen Roger Perras
Calgary, Alberta

Benjamin Warlow (comp.). *Shore Establishments of the Royal Navy: Being a List of the Static Ships and Establishments of the Royal Navy*. Liskeard, Cornwall: Maritime Books, 1992. 160 pp. £40, cloth; ISBN 0-907771-52-1.

Many readers and students of British naval history are occasionally puzzled by the name of a "ship" which seems out of context, or not a normal Royal Navy ship's name. This small reference volume will prove invaluable toward solving these problems, when referred to in addition to the more usual definitive ship references, such as *Jane's*, Manning and Walker's *British Warship Names* and the larger and detailed but rarer warship histories. Although pretty pricey at over \$84 Canadian, it really does belong

on the bookshelf of any writer of naval history.

In addition to all RN bases and shore establishments back for about 200 years, Warlow has included Canadian, Indian, Australian and other Commonwealth naval bases. His four-page preface contains an interesting commentary on the sometimes quirky, sometimes puckishly humorous, often practical but confusing selection of base names, and the use made of ancient ships-of-the-line as bases, prisons and accommodation ships. Problems arose in trying to identify bases as different from the little motor boats that were nominal ships or tenders required until January 1959 to meet the requirement of the Naval Discipline Act requiring all men (and women) to be borne "in a warship." His list of some 2,500 names was derived primarily from extensive research in old Navy Lists, supplemented by some information from various sources. This has led, certainly in Canadian cases, to some minor irregularities or incomplete entries. For instance: "*Brunswick*. St. John, NB, Canada, RCN Base & Res Div, 221-3 Prince William St, {Comm'd} 01.09.39 - listed to '64." Technically it was never a RCN base, and was not actually named *Brunswick* until November 1941 when the Reserve Port Divisions all received names; and of course it still exists. It is just that his Navy Lists ceased listing the Commonwealth bases then, and by RCN he means Canadian naval in general.

Some names will be familiar — *Ganges*, *Vernon*, *Protector* (used five times, if one includes *Protecteur*), *Mercury* and *Bytown*. Others will be almost unknown: *Princess Alice* (Port Party at Eckernforde, Germany in 1945); *Killarney* (Rosyth accommodation ship, originally launched in 1893, in use from 1940); *Durham* (Sunderland/Leith Reserve Drill ship, but active as a 5* rate from 1867, sold 1908); *Minna* (Lunna Voe, Shetlands, mother ship for "motor submersible canoes"); *Ilton Castle* (Dartmouth fuel supply hulk, 1943). A few should be known, although they will be new to many, such as *Guelph*: Halifax, NS, RCN Depot Ship 1920 (vice *Niobe*) to 1923, relieved by *Stadacona*. Because of the notional ships attached to bases (or vice versa if you will), there is sometimes confusion between a true ship, now a depot or training ship, and the actual shore base, and in some cases Warlow has made a guess as to the identity: "*Naden* Esquimalt, BC, RCN DS (depot ship). Listed

1921 (vice *Rainbow?*) to 1968. Replaced by *Esquimalt* (qv). Barracks and Trng. Estab. - noted as Motor Vessel DS 1925-39." And *Naden III* Esquimalt?, RCN 1941-1944 (Navy List 1944): most appointments Nursing Staff." Each is given a brief alphabetical order listing in very abbreviated form, with dates, but Warlow provides a two-page list of these abbreviations, and a location "gazetteer" listing all bases by location, by province in Canada's case.

Again, this is a very useful book, fascinating to glance through and would form a great reference for some game of naval knowledge.

F. M. McKee
Markdale, Ontario

Chris Howard Bailey (comp. & ed.). *Social Change in the Royal Navy 1924-70: The Life and Times of Admiral Sir Frank Twiss KCB, KCVO, DSC*. Thrupp, Glouc: Sutton Publishing in association with The Royal Naval Museum, 1996. xix + 236 pp., photographs, select bibliography, index. £25, cloth; ISBN 0-7509-0610-3. Distributed by International Publishers Marketing, Herndon, VA.

Dr. Chris Bailey, Head of Oral History at the Royal Naval Museum, Portsmouth, has compiled a number of oral histories which will only grow in importance as the years roll by. In this book on *The Life and Times of Admiral Twiss*, she has expanded his remarks with extracts from his journals and papers. Informative, thought provoking and often amusing, this is a fascinating account for anyone interested in naval and social history. Moreover, by retaining his asides and phrases such as "well, you see" or "I mean to say," Bailey preserves the lively and personalized character of the narrative.

Frank Twiss, age fourteen, entered the Royal Naval College, Dartmouth as a Cadet in 1924. His initial naval training, study and sports remind one of life as it was at Royal Roads, Canada's naval college. Promoted to Midshipman after four years, he joined HMS *Rodney*, a huge, brand new battleship in the Atlantic Fleet and in 1931 passed his exams for Sub Lieutenant. As was the practice, he then went ashore to study gunnery, torpedo, signals, navigation and so on at the various naval schools in Portsmouth. When he completed

these courses, he was appointed to HMS *Emerald* in the East Indies Squadron to earn his watch keeping certificate and promotion to Lieutenant.

Emerald paid off in 1933 on returning to England and, as a new Lieutenant, Twiss went to HMS *Malaya*, another battleship in the Atlantic Fleet. Here he enjoyed a number of interesting and amusing experiences. Then, to his surprise, he was selected for the Long Gunnery Course at HMS *Excellent*, Whale Island, Portsmouth. As the top graduate, he was appointed to HMS *Nelson*. She and her sister ship, *Rodney*, were the mightiest battleships in the navy, each with nine sixteen-inch guns.

Twiss's next appointment was to a Destroyer Flotilla employed on Non Intervention Patrol in the Spanish Civil War. By now, he had been noted as outstanding and became the youngest ever officer selected for the Staff College. When war broke out he took part in the commissioning of sixteen old destroyers from mothballs in Rosyth and then went on to stand by new construction in Devonport.

HMS *Exeter*, badly damaged in the Battle of the River Plate, was escorted back to England from the Falklands by the reviewer's ship. When her repairs were completed, Lieutenant Twiss was appointed her gunnery officer. The day before commissioning, her captain died, an ominous portent of the future. With a new Captain, *Exeter* then headed for the Far East and arrived in Singapore the very day that HM Ships *Prince of Wales* and *Repulse* were sunk by the Japanese, a major catastrophe. Shortly afterwards, *Exeter* herself was sunk in the Battle of the Java Sea. Twiss was pulled from the water by the Japanese and became a prisoner of war for three years.

He returned to England in 1945, recovering from starvation and seriously ill, but gradually regained his health and returned to duty. From then on his progress in the Service was remarkable. A wide variety of increasingly important appointments were entrusted to him, culminating in that of Second Sea Lord. When he retired in 1970, he achieved further distinction as Gentleman Usher of the Black Rod, senior administrative officer of the House of Lords, a post he filled for eight years. He died in 1994.

Social change in the Royal Navy is first mentioned in the Prologue. A brief description of Britain and her Empire in 1924 is followed by a

summary of the virtually unaltered living conditions in ships, employment and morals in the navy of the 1920s and '30s. The Epilogue discusses the great social developments which took place in Britain, and in the Royal Navy in particular, after the war ended in 1945. Of these, the most striking have been in class attitudes, the great improvement in living conditions aboard ship and ashore and new ideas about alcohol. Many occurred under Admiral Twiss when he was Second Sea Lord and Chief of Naval Personnel. The abolition of the rum issue and establishing bars was particularly dramatic.

Admiral Twiss's final comment is that "we now have a totally different navy. It is said to be leaner and fitter. It may be, but it certainly is not so much fun."

L.B.Jenson
Queensland, Nova Scotia

Chris Weicht. *Jericho Beach and the West Coast Flying Boat Stations*. Chemainus, BC: MCW Enterprises, 1997 [P.O. Box 85, Chemainus, BC, VOR 1K0]. xvi + 288 pp., illustrations, photographs, maps, sources, index. \$39.95 (+ \$4 s&h), paper; ISBN 0-9681158-0-2.

Chris Weicht, born in 1935, is a commercial pilot and former Captain in the Royal Canadian Air Force. He began his life-long love affair with aviation at an early age, joining the air cadets in New Westminster in 1949, at the age of fifteen. Four years later he enlisted in the RCAF at Jericho Beach, a flying boat station on Canada's Pacific coast. Weicht's love of flying, together with his personal knowledge of west coast flying boat stations, inspired this book. It is a chronological history which traces the key role played by the airmen stationed at Jericho Beach Air Station in the evolution of aviation in British Columbia, and the importance of west coast Flying Boat Stations in the defence of the province during World War II.

The Canadian government, recognizing the need to regulate all facets of aviation, passed the Air Board Act in 1919. The newly created Air Board was directed to regulate aviation, construct air bases, manage aircraft and equipment, and regulate and operate air services. Using the British Air Ministry as a model, the Board created

five branches: Air Force; Civil Operations Branch; Licensing Branch for the control of Civil Aviation, Engineering and Equipment Branch; and an Administrative Branch for correspondence and finance. Many Air Board members predicted that once Canada acquired the aircraft a separate air force would not be far behind. The following year, supporters of a national air force realized their dream when the federal government approved the formation of a Canadian Air Force. That said, the air force did not achieve full independence until 1938. The service remained a civil agency until then, assigned to oversee and control the entire spectrum of Canadian civil aviation.

The establishment of Jericho Beach Air Station at Vancouver in 1920 signalled the birth of civil/military flying operations in British Columbia. Convincing politicians to provide adequate funding for the air force, however, was another matter. Throughout the 1920s and early '30s limited budgets nearly grounded the nascent service. To overcome the shortfall the Canadian Air Force undertook a variety of missions, including commercial operations. In fact, the air station's principal source of funding during those difficult years came from the Department of Marine and Fisheries and the Department of Lands and Forestry.

The station's pilots performed a number of assignments for the Department of Lands and Forestry, including general reconnaissance patrols, fire spotting, and transporting fire fighters and their equipment to isolated locations throughout the province. The flying boats were particularly well-suited for these tasks. Unlike traditional aircraft which required a runway for take-offs and landings, the flying boats were not restricted to operations from existing landing strips. This was particularly important in British Columbia, where few air fields existed. Other assignments included fishery patrols, surveillance for Customs in its war on the illicit narcotic trade, assistance in geodetic surveys, and numerous aerial mapping and photographic patrols throughout the province.

Such sterling service came at a cost. The pilots were forced to fly obsolete aircraft and in inclement weather. For some, the combination proved deadly; many aviators lost their lives. That more were not killed was often due to the dedication and professionalism of the mechanics, who worked long and hard to ensure that the various

aircraft types were properly maintained and serviced. That said, accidents did not decline appreciably until more modern aircraft arrived.

During the turbulent 1930s an increasingly aggressive Japan forced the Canadian government to devote more resources to the military. Steps were taken to streamline the air force's command structure, new air stations were planned, additional personnel were recruited, and modern aircraft entered service. Soon after the outbreak of war a chain of five new flying boat stations were established, at strategic locations, along the coast.

Personnel were rushed into these isolated stations, to stand on guard against a possible Japanese invasion. For the most part, the men performed admirably under extremely trying conditions. Their time in these stations could best be described as long periods of boredom interrupted by moments of fear. The monotonous patrols, harsh weather and isolation took its toll on the men, waiting for an enemy that never came. Nevertheless, these men and their machines performed a vital, but thankless task. While the aircrews were never tested in battle they were certainly a deterrent to an invasion.

While the book makes for interesting reading, it suffers from a number of minor problems, most important of which is organizational. The author should have incorporated the information on the Japanese forces into the earlier chapters, instead of devoting an entire chapter to this subject at the end of the book. As it stands, the chronology is out of sequence. More important, this approach would have eliminated unnecessary repetition, which makes for tedious reading. Finally, the prose at times is uneven and awkward. These errors should have been caught before the book went to print.

These minor criticisms aside, this book is not without merit. Its strength lies in those chapters which examine the role played by the early pilots in British Columbia's aviation history, not least because they feature abundant photographs, many from private collections, that complement the text most effectively. Similarly, the appendices provide a wealth of data on the various aircraft types flown, and should be a useful reference for anyone interested in flying boats.

Shawn Cafferky
Victoria, British Columbia

George E. Sadler. *Swordfish Patrol*. Wrexham, Wales: Bridge Books, 1996. 132 pp., photographs. £7.95, paper; ISBN 1-872424-53-8.

In *Swordfish Patrol*, George E. Sadler recounts his days as a pilot with the Fleet Air Arm during World War II. Styled, on the cover, as a "plain speaking Mancunian," the author lives up to this billing in a number of ways. Thus, he describes his experience, with the aid of authenticated logbooks, without romanticizing or embroidering it. He is, for example, perfectly forthright in explaining how he drifted into the naval air service. Laying claim to no more than common patriotism, Sadler emphasizes the far more powerful urge to escape overly protective parents and a humdrum job as a postal clerk. Intentionally or not, the narrative makes clear just how much this lower middle class recruit valued the hard-won status of a naval officer, some humorous jibes about antiquated Nelsonian customs notwithstanding. A devout meritocrat with a penchant for perfectionism, the author drove himself remorselessly to excel. This extended to taking every training course available to a naval aviator, including the art of packing parachutes, a task normally left to WRENS or enlisted men. Indeed, more than half of the book is devoted to considerations of training, including Sadler's experience near Kingston, Ontario and his first encounter with the northern lights. The author undoubtedly enjoyed the social distinction that came with naval wings, but he also clearly earned it.

His meticulous dedication to preparedness, moreover, paid even more basic dividends. Thus, running throughout his chapters on training and active service is the sombre *leitmotif* of death by accident. Confirming other writers on the topic, Sadler records how the ordinary hazards of naval flying took at least as heavy a toll in lives as actual combat. Accordingly, it is with justifiable pride that he points to the 198 carrier landings he made before so much as even denting his beloved *Swordfish*. Small wonder, therefore, that his only real anger was directed, not at the enemy, but at numerous senior officers who, lacking flying qualifications, ordered aviators at times to attempt the all but impossible. As for the official enemy, the Germans, they scarcely figure in the memoir at all. Shifted aimlessly from base to base for a year after receiving his commission, Sadler

finally found a permanent berth with 835 Squadron aboard HMS *Nairana*, one of the flock of unglamorous but efficient escort carriers common at the time. He then endured the endless routine of convoy duty on the Gibraltar run which he likens to working a well-established railway. The simple fact was that success for a Swordfish patrol was normally measured by keeping the enemy at bay, rather than directly engaging him. Accepting this, Sadler took satisfaction in merely "doing the job" and suppressing German submarines without ever firing a shot in anger. In telling his story, he performs a useful service in capturing the conditions and mentality of the day-to-day Fleet Air Arm in wartime.

Even so, something is missing. That "something" is the probing introspection and thoughtful retrospection so marked in *Bring Back My String-bag*, the haunting memoir of Sadler's contemporary, Lord Kilbracken (reviewed in the January 1997 issue of *TNM/LMN*, 109-110).

The author of *Swordfish Patrol* occasionally hints at deeper reflections, but rarely develops them. Indeed, he sums up his total wartime experience in a scant three lines on his final page. By war's end, he tells us, he had come full circle, back to Manchester, back to the Post Office and with little to show for his efforts. In the end, one senses that, fifty years on, Sadler's view of the war and his part in it has undergone little revision since he wrote his last logbook entry. In this, however, it may well be that his voice rings at least as authentically as that of the more reflective, more highly placed and more literary Kilbracken. After all, in a still markedly class society, they began and ended their wars worlds apart, a host of common experiences notwithstanding.

James G. Greenlee
Corner Brook, Newfoundland

A. F. Dickson. *Seafaring: A Chosen Profession*. Edinburgh: John Donald, 1996. vii + 166 pp., photographs. £14.95, cloth; ISBN 0-85976-456-7.

Reviewing personal memoirs always causes problems, without references of veracity. In the author's text, Captain Dickson is honest about his work. He wrote it for his family and his grandchildren from memory without a diary of his

career at sea.

He went to sea as a young Merchant Navy cadet with Patrick Henderson & Co., Glasgow shipowners engaged in the Burma trade. "Paddy" Henderson's was a highly reputable company where their cadets were well trained. When war came in 1939, Dickson, after some peacetime training as a reserve midshipman, joined the Royal Navy and spent some time in battleships and cruisers before transferring to HMS *Keppel*, a destroyer. Small ships were where the action was and Dickson revelled in the experience and describes it well. This class of small destroyers had been built for the North Sea between the wars but had to be pressed into service for the North Atlantic and North Russian convoy escort. They were very "wet" ships in any kind of bad weather and the author remembers some very trying and unpleasant voyages.

HMS *Keppel* was one of the escort for convoy PQ17 Murmansk in June 1942. This convoy was decimated by U-boats and German aircraft after being ordered to scatter on direct instruction of an interfering Admiralty. This disaster has been well recorded in other accounts.

After leaving HMS *Keppel*, Dickson was appointed to HMS *Relentless*, a fleet destroyer in which he finally ended up in the Far East as First Lieutenant of the ship. This completed his war service. There are many interesting descriptions and anecdotes of his time at sea and in ports but again there is the problem of dating the text.

He returned to the British Merchant Navy and obtained his Master Mariner's Certificate followed by his Extra Master's Certificate (the PhD of the seagoing profession) after three attempts. There can be no criticism of his efforts. The Extra Master's examinations are the most demanding in the British Merchant Navy. Failures are legion and can cause candidates to buy a farm! Captain Dickson joined Shell Tankers and went back to sea for a brief period before being appointed by Shell as a hydrographic surveyor for a new oil terminal in Borneo. His hydrographic knowledge had no doubt been gained as a result of the Extra Master's course.

It is not clear if he ever had a command with Shell Tankers as he apparently only did two voyages and there is no information about his experiences in tankers. In any case, Shell brought him ashore permanently in the 1950s as assistant

marine superintendent and he became involved in offshore oil development world-wide. In 1970, he was appointed to the Board of Directors responsible for Operations and Safety and as a Commissioner of the Northern Lighthouse Board in Scotland. He was also involved in setting up the English Channel routing system for east- and west-bound shipping and was awarded by Hydrographer of the Royal Navy, Admiral E.G.G. Irving (not Irvine as captioned in the photograph.) Over five hundred ships transit the English Channel daily and the routing system is essential for ship safety.

Captain Dickson has had a full and interesting life in the marine business but his book is for family and marine friends and not for the historian.

Tom Irvine
Nepean, Ontario

Peter Coy. *The Echo of a Fighting Flower: The Story of HMS Narcissus and B3 Ocean Escort Group in WWII 1941-45*. Upton upon Severn, Worcs.: Square One, 1997. xi + 212 pp., figures, photographs, bibliography, index. £14.95, cloth; ISBN 1-899955-22-4.

Peter Coy entered the Royal Navy as a young officer of 22 in 1942, joining *Narcissus* in June of that year and serving in her until August 1944. His experiences serve as the core of this book, an interesting combination of memoir and history. Coy expands on his memories in several ways. Research in Admiralty records and a substantial number of books on the Battle of the Atlantic allowed him to trace the history of *Narcissus* in that campaign both before his arrival and after his departure. His career as an anthropologist following his retirement from the RN at 35 provides a fascinating point of departure for his discussion of the social dimensions of the Battle of the Atlantic, mostly derived from his own experience but also influenced by his research on the subject. Finally, Coy sought out a number of experts in the campaign to round out his research. The result is a book that, while certainly not comprehensive in its coverage, adds a number of useful insights into that grueling campaign.

On the face of it *Narcissus* is a questionable choice for such a book. As Coy notes, the ship

shot down no planes and sank no U-boats. Nonetheless the ship and the group she spent most of the war with, B3, served in the main arena of the campaign throughout the majority of the Battle of the Atlantic. Viewed from this perspective Coy's choice is both logical and useful. Many warships failed to achieve positive destruction of the enemy, finding satisfaction in being a successful shepherd. That task alone called for courage and dedication, as the corvettes were small, the war apparently endless and the weather often murderous. Coy helps to place the challenges of keeping a warship operating in such a challenging environment in a more human perspective. He briefly discusses all the convoys and actions *Narcissus* and B3 were involved in, dwelling on the more important ones at length. The details of the uneventful convoys are almost tedious, but Coy's recounting of them, along with occasional anecdotes and comments from convoy commodores or similar participants, helps to remind us that only a tiny percentage of the Battle of the Atlantic was devoted to clashes between U-boats and convoys, that the dreary business of keeping convoys together and en route to their destinations accounted for most of the effort of those involved.

Beyond the general overview that tracing the career of one ship provides, Coy provides useful discussions of a variety of different subjects associated with his "war." He provides his own assessment of "Flower"-class corvettes, including a hand-annotated sketch of the class pointing out details that he considers important, not all of which are recounted in standard descriptions of these ships. He sketches his impressions of the various Allied participants, from WRENS and the Air Forces involved through Canadians, "Newfies" and Americans to the Free French and Polish, on whom he dwells at length on several occasions. The Free French navy had a significant presence in B3, and this provides substance for a number of interesting discussions by Coy. He also comments on the Merchant Navy, as well as the qualities of the officers and men of the Royal Navy, especially those in the reserve and "hostilities only" categories. These assessments are all brief, sometimes pithy, but always interesting and compassionate.

Much of the book is of course devoted to following the career of *Narcissus*. Perhaps the most interesting portion is devoted to the battle

around convoys ONS18/ON 202 in September 1943. Here, as elsewhere, Coy uses his experience and his research to try to explain a complex and confusing battle, and the place of that battle in the broader campaign. He does not introduce all the available evidence, but nonetheless brings out most of the salient facts in an effective way, and provides a useful perspective that adds to the scholarship on this important battle.

Overall this book is a useful addition to the literature on the Battle of the Atlantic. It does not address every aspect of the campaign, but it effectively deals with human and social issues while showing the part that one small ship and group played in a very big war. Those interested in the subject will find it a worthwhile addition to their library, especially given the reasonable price, and others with a general interest in maritime and nautical history might find it worth their while as well.

D.M. McLean
Orleans, Ontario

David A. Thomas and Patrick Holmes. *Queen Mary and the Cruiser: The Curacoa Disaster*. London: Leo Cooper, 1997. xii + 195 pp., tables, illustrations, photographs, appendices, select bibliography, index. £18.95, cloth; ISBN 0-85052-548-9.

This interesting compendium of documented fact and personal experience narrative describes an incident during World War II, when Cunard's *Queen Mary*, operating as a troopship, ran down and sank her cruiser escort, HMS *Curacoa*. The book is the collaborative effort of Patrick Holmes, who was an eyewitness participant, and David A. Thomas, author of *The Atlantic Star, 1939-1945*. It is based on data from private correspondence and interviews with individuals directly connected with the disaster itself or with the vessels and their personnel. Most of what remains is taken from official reports and documents related to the subsequent enquiries. As in Thomas' earlier work, the presentation is lucid and articulate. Tables, drawings, and photographs are good, although there are a few inaccuracies when crediting the latter to their proper sources.

The first few chapters provide background and context on C-class cruisers, the commanding

officers of the two vessels involved in the incident, and the *Queen Mary* herself. Despite the potential appeal of such information, much is extraneous to the stated theme of the book. It is also questionable whether it was germane to footnote the names of so many individuals to indicate their eventual ranks and honours.

The prelude to the disaster and the actual collision are covered more briefly than one might expect, in one or two central chapters. The balance of the book is given over to accounts and analyses of the subsequent courtroom enquiries. These investigations were impeded somewhat by the unfortunate fact that Captain Boutwood and Patrick Holmes, the book's co-author, were not the only surviving officers of *Curacoa*. As Holmes was not even on the bridge at the time, he could not confirm Boutwood's testimony regarding what occurred immediately before the impact. Boutwood himself appears to have been an inept witness in court. The *Queen Mary*, on the other hand, could provide competent statements from several officers who were on the bridge at or near the time of the disaster. Thus, testimony of the Cunard personnel was easily substantiated, while Royal Navy accounts lacked verification.

Some bias toward the Royal Navy's position is to be expected in nearly all areas of contention. Both authors served as RNVR, and Holmes vividly recounts the horror of the event and the loss of shipmates and friends in a disaster which must have been unavoidable. Also, predictably, some Cunard sources reportedly deplore what they perceive as an inclination to burden *Queen Mary's* Senior First Officer, Captain Noel Robinson, with the weight of blame for the collision.

Despite these points of view having been impressed upon me before I began to read the book, I was unable fully to agree with either. The authors were scrupulous in their efforts to present a clear, fair exposition of all the facts in detail. What little partiality was discernable varied from passage to passage. Court findings were reported in full, with the varying opinions of adjudicators brilliantly elucidated. In no extract did culpability seem fixed upon any individual. Clearly either vessel could have avoided the collision by taking a different action at a previous time, and neither could have avoided it at the last moment.

At best, this is an interesting and enlightening book about a horrific freak accident which

lost the Allies a convoy escort vessel and cost the lives of three-quarters of her crew. At worst, it is a mystery which might keep the reader awake nights, trying to decide who was at fault and what action might have prevented the tragedy.

Morgiana P. Halley
San Luis Obispo, California

Theodore C. Mason. *Rendezvous With Destiny: A Sailor's War*. Annapolis: Naval Institute Press, 1997. xx + 244 pp., photographs. US\$29.95, Cdn \$41.95, cloth; ISBN 1-55750-580-2. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

Rendezvous With Destiny is Ted Mason's third volume of wartime memoirs. In *Battleship Sailor* and "*We Will Stand By You*" (which received a John Lyman Award) Mason showed us the Pacific war through the eyes of a young USNR radioman. With no motive other than to record the past, he was startlingly frank in describing the ignominy, the brutality and the heroism of enlisted service in the world's largest navy. He was also critical of American naval and military leadership. Having survived the debacle at Pearl Harbor, Mason remained convinced that the sailors had been betrayed by their officers on that Sunday in December.

Rendezvous With Destiny is more or less a summary of Mason's naval career. Some new material is included on his early service in the V-3 Communications Reserve and his return to the United States after serving in USS *Pawnee* but Mason covers a lot of old ground with frequent footnotes referring to his other works. The photographs are familiar and many incidents are revisited, albeit with embellishments. These can be less than kind to the participants. For example, the opening scene is a tableau from *Battleship Sailor* in which Mason now manfully declines the advances of a shipmate's girl. In the earlier book he merely had a crush on her.

A good part of the text is devoted to detailed examination of issues such as the distribution of medals after Pearl Harbor (officers got most of them), the origin of the phrase "Praise the Lord and pass the ammunition" and the establishment of a military brothel in Noumea. He also provides some flattering character sketches, particularly of

Flavius George, his favourite commanding officer. All of this is interesting but not that relevant to Mason's war. The premise is stretched too far. Most of this material would have been better placed in journal articles or as appendices to Mason's other books.

Rendezvous With Destiny continues Mason's criticism of wartime naval leadership, focusing on the gulf that lay between officers and men. (It has always been a mystery to me why a country which is so proud of its democratic traditions should have so rigid a military caste system.) There is still much to be learned about the social history of the US Navy but in this book Mason provides few new insights. Being heavily coloured by his personal feelings, his comments are too acerbic. He even goes so far as to criticize Lieutenant James Lees, Captain of the *Pawnee*, for originating the famous signal, WE WILL STAND BY YOU, which served as the title of Mason's second book.

Ted Mason has rightly enjoyed acclaim for his honest approach to naval history. It is unfortunate that *Rendezvous With Destiny* fails to measure up to his previous books.

Richard Summers
Surrey, British Columbia

Jan K. Herman. *Battle Station Sick Bay: Navy Medicine in World War II*. Annapolis: Naval Institute Press, 1997. xv + 266 pp., photographs, glossary, bibliography, index. US \$32.95, Cdn \$45.95, cloth; ISBN 1-55750-361-3. Canadian distributor, Vanwell Publishing, St. Catharines, ON.

While purporting to be about the US Navy's Medical Service, *Battle Station Sick Bay: Navy Medicine in World War II* is really superb accounts of people taking part in important battles of World War II. This alone makes this a useful book, since surviving warriors tend to be secretive about their experiences, perhaps because they later realise that most of their enemies were just ordinary folk like themselves and had families and friends like their own families and friends. Medics, on the other hand, do not have these constraints on their consciences. The twelve years taken by author Jan Herman to interview and assemble these vivid descriptions, mostly of the

Pacific War, were therefore very well spent. For anyone wanting to know what being in Pearl Harbor was like on 7 December 1941, I cannot recommend this book too strongly.

For instance, on that fateful day in Hawaii, one of the medics Herman interviewed was aboard an old battleship which had two feet thickness of timber covering its decks for use as a target ship for training bombing pilots. He therefore thought that the Japanese attack was just an extra piece of Sunday morning practice, until aerial torpedoes produced a timely order to abandon ship. I cannot help but wonder whether more men might have saved themselves and others when the new British battleship *Prince of Wales* was sunk by aerial torpedoes only three days after Pearl Harbor, had its Admiral and Captain given such a timely order to abandon ship instead of standing speechless and paralysed with astonishment and disbelief until the waves closed over them. I suspect that the same happened on the Argentine warship *Belgrano*, where there was heavy loss of life from a torpedo sinking at a time when the ship was not otherwise under fire: perhaps another subject for research?

This book is about navy medicine. Accordingly, it gives detailed personal accounts of just about every type of disaster which could happen to those at sea, not least a shipwreck survivor kept afloat after five days in a life jacket: fortunately the sharks preferred the bodies of the non-survivors. We are also provided a superb description of a medical corpsman talking to his mate while landing with the US Marines at Iwo Jima and then seeing his mate "sewn up" (killed by a neat row of machine gun bullets). The bravery of so many men, mostly young, accepting death or horrible wounds, is incredible. Sadly, burns were an especially common injury, and very difficult to treat, especially combined with broken bones, battle injury. Having published "Burn Treated with Ethyl Alcohol" in *BURNS* (November 1993) I was particularly interested to read that a group of burn victims at Pearl Harbor had nothing but a case of whiskey as a liquid dressing for their burns. A follow-up of their progress, compared with those who received other dressings, would be instructive. Though the book admits that the treatment of burns has moved on since 1945, the best treatment is still not agreed.

Notwithstanding the book's medical focus,

general readers should not be discouraged by its technical side, nor by its medical glossary. What makes it interesting is what the medics experienced in a naval war; descriptions of Pacific War battles are the book's real strong point. It is a shame, then, that there were not some maps; we are told the importance and location of Guadalcanal and Iwo Jima, but not everyone is familiar with the geography of the Pacific. Nevertheless, I commend this book to anyone interested in war or history.

Hallyburton Stretton
Menorca, Spain.

Robert Shenk (ed.). *Authors At Sea: Modern American Writers Remember Their Naval Service*. Annapolis: Naval Institute Press, 1997. xii + 319 pp., photographs. US \$32.95, Cdn \$45.95, cloth; ISBN 1-55750-799-6. Canadian distributor for NIP, Vanwell Publishing, St. Catharines, ON.

This anthology of authors writing about America's experience of naval service in World War II contains many graphic and unforgettable images. One of the most haunting is Alvin Kernan's recollection image of looking into the depths of the aircraft carrier on which he was serving, which encapsulates for him his experience of the Battle of Midway (1942): "At the very bottom, a bright yellow bomb had just been put on the elevator, so that I seemed to be looking down an immensely long tunnel at a bright yellow spot, both beautiful and deadly at once." [84] This image — egg of destruction in the womb of the ship — indicates something of the precision and suggestiveness of many of the images in the stories Robert Shenk has assembled.

Many of the authors have an eye for the telling detail which lifts their words from the page into the vortex of vividly depicted wartime episodes. Most of the twenty-eight stories are memorable not only for their narrative drive but for their strong sense of actuality, and especially for their appreciation of the importance of the role of the individual in naval warfare. They bear out the words of one of the contributors (Vann Woodward): "Modern battles on the high seas are human events" shaped by "such familiar categories as personality, accident, luck, ambition, stupidity, ...human error, even national character."

[232] Running through these stories is a strong sense as well of the incalculable human factor which makes or unmakes naval leaders, which creates happiness and unhappiness in ships' companies, which causes human relationships to shine or glower, and, more frequently than is often supposed, is decisive in weighting the scales of victory and defeat.

The editor of this excellent anthology is a retired US Naval officer who taught English at the US Air Force Academy and at the US Naval Academy and now teaches at the University of New Orleans. Though the writers of his selections come from extremely diverse backgrounds and write in markedly contrasting tones and styles, the book sustains a striking unity of character. Part of the reason for this is that Shenk has chosen only pieces that describe personal (sometimes extremely personal) wartime experience by individuals who actually served in the navy or coast guard. There are no purely journalistic pieces, no fictional pieces, no reflective pieces, and no contributions by writers who were immune from the constraints, the discomfort, the discipline, the risk, and the horror, which at one time or another confronted almost every serving American sailor.

All of the selections are by known writers (including Wouk, Lederer, Michener, Donleavy) with substantial records of publication, endowed with the skills to focus and heighten their narratives. The editor has certainly cast his net widely, drawing stories from each of the major zones of operation (Pacific, Atlantic and Mediterranean) and from most of the branches of the US Navy: surface, submarine, amphibious, air, and auxiliary (which includes the Microbiology Unit engaged in the battle against epidemics). Yet the strong sense of personal engagement links the pieces together and makes a cosmos of seeming miscellany. Thus, in a diversity of stories, one frequently encounters the tough spirit of droll realism which prompted one of the contributors, Daniel Gallery, to name the Icelandic base that he commanded *Kwitcherbellyakin*.

Many of the writers intimate that they are writing principally for themselves and for their friends and contemporaries. In speaking of a South Pacific brush with death which turned him into a first-time writer at the age of thirty-five, James Michener refers to his newfound compulsion to write: "Years from now, the men who

complain most loudly will want to explain to others what it was like. I'm going to write down as simply and honestly as I can what it was really like." [137]

A common theme in many of the stories is the individual or collective rite of passage. Shenk refers in his "Introduction" to the maturing effect of wartime service: "All of the challenges - to say nothing of the concomitant problems such as leaving home, being ordered around, and enduring long periods of celibacy, unaccustomed labour, continually interrupted slumber, seasickness and universal discomfort — make for early maturation." [5] In terms of the stories presented here, all this is just "the background noise" of naval experience. Many of the contributors evoke dramatic events which were the turning points in individual or collective lives and fortunes.

Especially remarkable is a piece by W.J. Lederer (author of *The Ugly American* and *A Nation of Sheep*). He offers a compelling account of the sinking in 1943 on the Salerno/Italy to Oran/Algeria run of the destroyer on which he was serving as executive officer. In the vigorous line of his narrative, he gives a sequence of vignettes — the doomed final moments of the fireroom crew, the desperate efforts of the chief of the fantail watch to force his men to ensure that the depth charges are on safety, and the entrapment of men below decks, in the radar shack and on the bridge. The perspective then swings to the author's niche on the fo'c'sle as he gazes at the broken halves of his ship and registers "how gigantic and ugly the propellers looked sticking up in the air" and sniffs the accompanying smell of a sinking ship, "a peculiar odor like hot urine on coals." [173] Lederer gives an absolutely convincing picture of the death of men and the death of a ship, and implicitly conveys the extraordinary sense of almost miraculous deliverance of the majority of the crew, which is to give them point and focus in their future lives.

In a brief review, it is not possible to convey the full range of fascination of the volume - the references to the critical roles of individuals in the battles of Midway and Guadalcanal, the riotous naval comedy of a sea-going baker's self-discovery or of a marvelous black steward's inspiration of a fellow sailor's gift for composing saleable love letters, the encouraging depiction of crafty junior officers struggles with various incarnations

of Captain Queeg. The reader has many discoveries in store. Most, however, will surely agree that the contributors have been simple, direct and honest in telling their tales. There can be no doubt that the book will offer a deeply satisfying read to naval war veterans, and to all who have served in the navies of the world, whatever their national origin. Nevertheless, while writing very much as naval insiders in a shared language of memory, many of the contributors write so intensely, so accurately, and with such empathy, that they lift the stories from the level of private recollection to that of universal resonance. As a record of personal experience of naval warfare, this volume will be of lasting value. Furthermore, one can heartily agree with the editor that this volume shows that "literary sensitivity and military discipline can co-exist." [10] In spite of the hardship, folly and horror experienced (and these are not minimized), the writers by and large speak with a positive voice. The spirit of this book is a useful corrective when so many of us are under the influence of exceptionally gifted contemporary writers who are inclined to sentimentalize pacifism and withdrawal and to devalue military discipline and sacrifice in a just cause.

Martin Ware
Pasadena, Newfoundland

Christopher Chant (comp.). *An Illustrated Data Guide to Battleships of World War II* and *An Illustrated Data Guide to Submarines of World War II*. London: Tiger Books International, 1997. 77 pp., photographs, illustrations. £6.95, Cdn \$10.95, cloth; ISBN 1-85501-857-8 (*Battleships*) or ISBN 1-85501-865-9 (*Submarines*). Distributed in Canada by Vanwell Press, St. Catharines, ON.

Our seemingly unquenchable thirst for quick and handy reference works on military weapons has led to this new series of *Illustrated Data Guides* from Tiger Books. The compiler is a freelance writer and editor with a strong interest in twentieth-century military hardware. In the past, Chant has worked on major projects such as Purnell's *History of the Second World War*. Although his main area of interest seems to be aviation, Tiger has engaged him to compile all the works in the series published to date, including

naval and military titles.

These works are clearly meant to be nothing more than a quick reference to particular types of weapons, and not detailed reference sources. A very brief summary of the development and use of these warship types before, and during, World War II is presented on the jacket covers. While this may be adequate for people with a passing interest in the topic, it is far short of the needs of anyone with a strong interest in either submarines or battleships of history's most destructive war.

In the battleship work, most readers will be perplexed by the depiction of a Japanese heavy cruiser on the front cover, rather than a battlewagon. Its organization is straight-forward; each nation is presented in alphabetical order, while its ships are arranged chronologically. Most of the entries are accompanied by photographs of varying quality, and three entries are further complemented by drawings. One very bizarre illustration appears to be a *Bismarck-Yamato* hybrid. Another confusing aspect of this title is the author's choice of which ships to include in the work. While the *Hood* and *Dunkerques* are present, a large number of other classes of battleships and battlecruisers from virtually every nation are not. The text on the ships that are covered is, for the most part, detailed and accurate. The entry on the German *Bismarck* is particularly accurate and informative with one exception. It seems that no one notices that in the section on Germany's behemoth, credit for sinking of the *Hood* appears to go to the *Prinz Eugen*, but in the entry for the *Hood*, her destruction is credited to the *Bismarck*.

The submarine volume is the better of the two, but it also has its share of problems. It covers submarines from France, Germany, Italy, Japan, then Great Britain and the United States in that order. There is no mention of Soviet ships, nor does the author discuss the use of British "U" class submarines by the Red Fleet. While the photographs are still not as clear as we would like, they at least depict the right ships. One could question the decision to include the German Type XVII "Walter" propulsion submarines in a work of this limited scope. After all, no navy has ever succeeded in building an effective submarine powered by this system. Several classes of Allied and Axis submarines have been overlooked, but at least most of the key ones are present. The text again provides the volume with its saving grace.

Overall, these works are of limited use to anyone with a strong interest in warships, but they might serve as a primary introduction to the history and design of these ship types. While the text is adequate, the slim size of these volumes negates much of their utility. Chant has tried to cover far too much ground in these naval guides.

Peter K. H. Mispelkamp
Pointe Claire, Québec

Richard Sharpe (ed.). *Jane's Fighting Ships 1997-98*. Coulsdon, Surrey: Jane's Information Group, 1997. [104] + 912 pp., tables, photographs, glossary, index. US \$275, cloth; ISBN 0-7106-1546-9. Also available on CD-ROM.

This is the one-hundredth edition of Jane's and is as complete and up-to-date as ever. As befits the centennial issue, there is an introduction by HRH the Prince of Wales and testimonials from the US Navy Chief of Operations, the First Sea Lord and Chief of Naval Staff of the Royal Navy and the Chief of Staff of the French Navy. An introduction by Jane's Group's Managing Director outlines the services and information available on the Corporate Intranet. For non-corporate or non-government users, Jane's internet web site (which in June 1997 appears still to be in development) can be found at: <http://www.janes.com/janes.html>

An article by Captain John Moore, the previous Editor, describes the career of Fred T. Jane and his efforts to establish the publication, together with the tenures of his various successors. The first edition had no photographs: every class of ship of the world's navies was illustrated by sketches drawn by Jane himself in a particular style which emphasized distinguishing features. The order of listing was that of a recognition manual — by number of funnels and masts — and armament and armour was given in a coded form. Over the next few years photographs were introduced until, by 1901, the book was essentially in the same form as it is today. Jane remained the editor until his death in 1916, leaving the 1917 and 1918 editions for his assistant, Maurice Prendergast. Then Dr. Oscar Parkes became joint

editor in time to produce the big 1919 edition with its catalogue of war losses and the inclusion of information not available in wartime. In 1930 Parkes became sole editor until 1934 when Francis E. McMurtrie took over. McMurtrie had compiled the war losses section in 1919 and was to do so again for the 1944-45 issue. In 1949 Raymond Blackman took the helm. The first five editors, from Jane to Blackman were "civilians": journalists, artists and enthusiasts. They had often showed remarkable prescience, well in advance of professional and official opinion. The last two editors, however, have been professional naval officers. In 1973, Captain John Moore, RN, took up the post and was succeeded in 1987 by Captain Richard Sharpe, OBE, RN. Both of these officers had commanded submarines and surface ships, served on planning staffs and in intelligence postings and have not only brought a professional perspective to the publication but have been able to obtain detailed information from naval staffs, world-wide.

The editor's survey covers the events of the last ten years as well as current trends. This year there is nothing startling to report. No country is engaged in anything like a major building program, as East Asian countries like China and Indonesia seem to have come to the end of a cycle of expansion. With the ending of compulsory military service, the French Navy is to be reduced by one-fifth. International naval forces still patrol the Persian Gulf and the Adriatic, but the world-wide naval situation is stable. In the body of the book, colour photographs have begun to appear: all the major ships of the principal navies are now shown in colour. (This does not include Canada). Some large ships under construction have progressed enough to be photographed on builder's trials. These include the British helicopter carrier *Ocean*, (a singularly ugly floating box), and Thailand's Spanish-built STOL and helicopter carrier *Chakri Naruebet*. Jane's hundredth-anniversary edition is a unique and historic publication.

C. Douglas Maginley
Mahone Bay, Nova Scotia