

## BOOK REVIEWS

Louis Garneray (Roland Wilson, translator) *Seaman Garneray. Voyages, Aventures et Combats*, Argyll, Scotland: Argyll Publishing, [www.skoobe.biz](http://www.skoobe.biz), 2003. 285 pp., map, diagrams, illustrations, notes, references, glossary, index. UK £ 20.00, cloth; ISBN 1-902831-63-2.

This is a curious book with a bilingual title. Lured by a desire for adventure, Louis Garneray joined the revolutionary French navy in 1796 at age 13. He departed from Rochefort on board a frigate commanded by his cousin, one of six ships carrying troops to lie de France (today Mauritius). After arrival there, the ships spent no longer than necessary to become seaworthy before sailing on to India where Louis experienced his first combat against the British. Surviving that engagement, the ships went on to Batavia (today Jakarta), where Louis fell ill and returned to Mauritius. Garneray was soon back in the East in *La Brule Gueule*, [*The Naughty Lady*], a 22-gun corvette, no longer an apprentice but now an able seaman. This time he voyaged to the Philippines in company with another ship. There the two French vessels patrolled eastern seas with France's reluctant Spanish allies and Garneray had many adventures ashore in Old Cavite across the harbour from Manilla. On returning to lie de France, the two ships fought their way through a British blockade of the island before reaching port.

By 1799, France's position in the Indian Ocean had reached its nadir. As one ship made ready to return to France, Garneray transferred into *La Preneuse* (40 guns), the last French navy ship east of the Cape of Good Hope, before she set out on her final cruise, first to the southern end of Madagascar and then to the southernmost tip of Africa to harass British commercial shipping. *La Preneuse* fought a major battle with HMS *Jupiter* (64), and though she gave a good account of herself driving the larger ship to break off the engagement, scurvy among the crew, lack of provisions, and damage forced her back to Mauritius. There she encountered HMS *Tremendous* (74), and HMS

*Adamant* (54). Once more she tried to run the blockade to get into port, but time and winds were against her. So, moored close inshore near the northern tip of the island, with her larboard guns put on shore to form a supporting redoubt, captain and crew fought to the end. *La Preneuse* was pounded into kindling wood. After being taken on board the British flagship as a prisoner, the French captain surrendered his sword only to have the English admiral offer his own in return, a generous recognition from a gallant enemy.

Garneray did not remain in the navy, turning instead to privateers, the true harassers of British maritime commerce in the Indian Ocean. His first venture to the Red Sea ended in disaster, but soon afterward he joined the famous privateer Robert Surcouf and took part in the capture of the *Kent*, a rich East Indiaman, off Bombay. Garneray's dramatic narrative ends in 1801 when Surcouf sailed for France. Louis Garneray remained in the Indian Ocean. He was subsequently shipwrecked, sailed in as a slave, and captured in 1806. He spent the next nine years of his life in prison hulks at Portsmouth.

Following his return to France, Garneray gained a small reputation as a marine artist. With the rehabilitation of the First Republic during the 1830s and 1840s, Garneray prepared his memoirs which were published in two volumes in 1851 as *Voyages, aventures et combats, souvenirs de ma vie maritime*, and *Mes Pontons, souvenirs d'une captivité de neuf années en Angleterre*. The second part has also been recently translated as *The Floating Prison* and published by Conway Maritime Press.

Compared to the vast literature on Nelson's Navy, the story from the French side is very sparse. This translation, the first in English, of the first part of the memoirs is a welcome addition to that literature. Nevertheless, these memoirs were written nearly half a century after the events described. Mistakes of fact and detail were inevitable. They possess little value for historians. But the author has an eye for detail and the ability to tell a good story. In my view, *Seaman Garneray* is a great coming-of-age story suitable for teenagers from 12 to 15 years old.

The translator has added some helpful notes that will assist young readers. Readers of this review might consider this book as a gift for their children or grandchildren. It is a good yarn.

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Lawrence V. Mott. *Sea Power in the Medieval Mediterranean. The Catalan-Aragonese Fleet in the War of the Sicilian Vespers*. Gainesville, Fla: University Press of Florida, [www.upf.com](http://www.upf.com), 2003. xii + 337 pp., figures, maps, tables, appendix, notes, bibliography, index. ISBN 0-8130-2662-8.

By 1295, when the Catalan-Aragonese fleet was withdrawn from bases in Sicily, it had become a model of naval efficiency. That it was also crucial to the Crown of Aragon's success in dislodging the Angevins from Sicily and keeping them off the island during the War of the Vespers is beyond dispute. In this book Lawrence Mott explains why it was so effective; how, during its relatively brief thirteen-year existence, it became arguably the greatest Mediterranean fleet of the Middle Ages. His monograph is the latest volume of *New Perspectives on Maritime History and Nautical Archaeology*, whose editors hail it as the most significant publication on medieval naval history in a decade and the only work describing in detail the administration and financing of a medieval navy. In any event it is an important scholarly work, a product of extensive archival research that sheds considerable new light on Mediterranean sea power. It therefore constitutes a welcome addition to an admittedly modest selection of works available on medieval naval administration and warfare.

The author's survey of the Vespers conflict establishes the political context for the existence of the Crown of Aragon's fleet and its deployment in Sicilian waters, beginning in 1282. The fleet's history, linked to earlier naval organization under ninth and tenth-century caliphs, is then compared to the various incarnations Norman, Hohenstaufen, and Angevin - of its "Sicilian" counterpart.

Administration, finance, and command structure receive special emphasis, with contemporary chronicles and manuscript sources in *the Archivo de la Corona de Aragon* providing much of the detail. For administrative and fiscal aspects, all four of the extant accounts (*pergaminos*) covering fleet expenditures, presently held in Valencia's cathedral archive, are examined closely. This undertaking is both significant and new, since two of these accounts have not been transcribed or analysed before. Data from them is necessarily the basis for detailed assessment of the organization and operation of Aragon's navy. The result is a straightforward dissertation-style narrative: twelve chapters introduce coherent themes and questions, present relevant evidence and data, and then offer commentary on what the evidence suggests or proves. Throughout, interpretations and newly established proofs are weighed against conventional or contentious historiography.

During Emperor Frederick II's reign there was some continuity in Mediterranean fleet administration, especially with regard to the office of admiral in Sicily. A generation later, much of the Catalan-Aragonese success was also attributable to the office of admiral. Here, however, the author effectively challenges the notion that Roger of Lauria - holder of that post from April 1283 - assumed a portfolio more or less identical to the one created and maintained by the Hohenstaufens. Beginning in 1265, an interval of Angevin supremacy in Sicily had brought substantial reorganization and mismanagement of maritime resources. The expulsion of the Angevins during the War of the Vespers then introduced a distinctively Iberian approach to fleet operations, with a clear chain of command and added responsibilities for the admiral. A blend of careful organization, centralised administration, bold tactics, and Lauria's leadership, turned the flotilla into the best in the Mediterranean. Less persuasive, on the whole, is the suggestion that success was also due in part to the fleet's multinational and multicultural - that is to say Catalan, Aragonese, and Sicilian - makeup.

The setting for this story is a dangerous part of the world in a very violent age. Enemy captives might be ransomed, but they were just

as likely to be killed or sold into slavery in Sicily. Moreover, Lauria's raiders did not just fight and win pitched battles on the sea; they also targeted commercial shipping and coastal towns in Provence, the Regno, and North Africa. Commerce raiding and extortion of tribute were "revenue enhancement operations" that in 1286-87 contributed up to thirty-one per cent of the funds needed for the fleet's maintenance. This was essential for its own sustainability, especially amid complaints by opponents of royal authority that the navy drained the wealth of Aragon.

Ultimately, this particular navy and the war theatre in which it operated offer a backdrop for subsequent wider discussion not only of logistical issues, but also of galley types and the recruitment, payment, maintenance, and discipline of their crews. Reconstruction of ships' complements, from carpenters and rowers to crossbow men and *almugavars*, draws the reader closer to the collective experience of those who served, including their diet of water, wine, hardtack, and "salsa". And by evoking the daily routine in this way the book becomes, in the end, considerably more than an action-based narrative of a thirteenth-century sea war or a chronicle of the year-to-year maintenance of an extraordinary medieval navy.

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Peter Marsden. *Sealed by Time. The Loss and Recovery of the Mary Rose*. Vol. 1, Portsmouth; The Mary Rose Trust, [www.maryrosc.org](http://www.maryrosc.org), 2003. 194 pp., photographs, illustrations, US \$ 45.00, cloth; ISBN 0 95440290 1.

Just over twenty years ago, in 1982, the *Mary Rose* made front-page news around the world as she was lifted from the seabed off Portsmouth, England and appeared above water for the first time since 1545. The discovery, excavation and raising of the *Mary Rose* constitute a fascinating chapter in underwater archaeology and she continues to amaze and educate the public to this day. *Sealed by Time* is the first of a five-volume series on the archaeology of the *Mary Rose* that

will feature volumes on the archaeology of a Tudor warship, the armaments, the crew and the conservation of the artifacts from the wreck. It is a study that reflects nearly four decades of work by hundreds of archaeologists, divers, conservators, artists, museum staff and volunteers that went in to actually finding and identifying the wreck, diving and excavating the site, raising the hull, and cataloguing and interpreting the thousands of objects, organic samples, skeletal remains and structural components that constituted the ship named for the sister of Henry VIII.

Heavily illustrated with photographs, drawings, maps and archival images, the book provides solid visual support for each of the fifteen brief chapters that cover the history of the ship, the discovery and attempted salvage of the wreck in 1836, the rediscovery and survey of the site from 1965 to 1978, the excavation and raising, and the creation of the *Mary Rose* museum. Additional chapters cover the environmental and stratigraphic aspects of the site, the contents, and the significance of the wreck to the discipline of history in general and nautical archaeology in particular.

The author, Dr. Peter Marsden, is well known in the field of British underwater archaeology for his work on the *Amsterdam* and other sites and is currently Director of the Shipwreck Heritage Centre in Hastings. Although he was not involved in the excavation of the *Mary Rose*, he was a member of the London-based Committee for Nautical Archaeology created in 1964 to advise and assist amateur diving groups with the identification, proper excavation and protection of submerged historic sites in British waters. Thus, when historian and diver Alex McKee began his search for historic wrecks in the Solent in 1965, Dr. Marsden was among the first to share the excitement of the discovery and work to ensure that a priceless archaeological treasure was legally secured and professionally recovered. In fact, the story of the early years of the *Mary Rose* project with competing teams of researchers searching for the wreck in different areas, lack of legislation to protect the wreck and the dedication and commitment of a handful of amateurs makes one realize how easily the *Mary*

*Rose* could have been lost a second time.

Having worked with the archaeological team under Dr. Margaret Rule during the 1981 season, I have been anxiously looking forward to the publication of the series and must confess to delight mixed with some serious disappointment in Volume 1. On the technical side, the publication quality is not as good as it should be. Published by the Mary Trust with grants from the Hampshire County Council and the Heritage Lottery Fund, the book does not do its subject justice. Pages are too tightly filled with text in a type size that is not sympathetic to older readers and many photographs are too small or too fuzzy. The use of colour photographs is confined to a middle section of the book, presumably to keep costs down, but the quality of the colour is uneven and detracts from the importance of the image. At US \$45, the book is not cheap, but if HRH Prince Charles considers the excavation of the *Mary Rose* one of the twentieth centuries greatest achievements in archaeology, the publication should reflect that. Although I found the odd typo disconcerting, especially when I knew the people whose names were misspelled, what I missed was the identification of some of the people in the photographs and credits for the drawings and artifact illustrations which are excellent.

On the positive side, it is a credit to all those whom Peter Marsden thanks in his introduction, that this book has been published at all. It represents the first major publication of a shipwreck and sets a standard for future recording of important underwater archaeological sites. The fact that over 19,000 objects plus thousands of pieces of timber were found on the site is a testament to the efforts of those who recovered them, catalogued them, drew them, conserved them, researched them and placed them in their historical perspective. Future volumes will look at various aspects of the project in more detail and increase our knowledge and understanding of life in Tudor times. For those who want to pursue additional research, there is a two-page bibliography as well as an extremely interesting list of historical sources that refer to the *Mary Rose*. These include sixteenth-century letters and accounts of the building of the *Mary Rose*, Henry VIIPs first

war with France (1512-1514) for which she was built, subsequent battles, lay-ups and repairs, the third war with France in 1545, the loss and attempted salvage of the ship and later accounts of the sinking.

Nearly five centuries after she was built, the *Mary Rose* remains a vital part of Britain's maritime history. The ship museum in Portsmouth attracts thousands of visitors each year and the lessons learned from one of the largest and most complex underwater archaeology projects ever undertaken have informed an entire generation of archaeologists. As the work of research and historical interpretation continues, the *Mary Rose* continues to surprise us with new insights into life at sea in the Tudor navy. I look forward to the rest of the series.

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Christian Roy, Jean Belisle, Marc-Andre Bernier and Brad Loewen (eds.), *Mer el Monde: Questions d'archeologie maritime*. Quebec : AAQ - Association des archeologues du Quebec, [www.archeologie.qc.ca](http://www.archeologie.qc.ca) (Archeologiques Collection hors-serie 1), 2003. 235 pp., tables, illustrations, maps, notes, bibliography. CDN \$ 20.00, paper; ISBN 292-101632-X.

Last year, the Quebec Association of Professional Archaeologists issued the first publication in their *Collection hors serie* dedicated to the dissemination of archaeological knowledge. This publication, in memory of Andre Lepine, a pioneer of underwater archaeology in Quebec, is the fruit of a collaboration with a number of organizations and authors involved in heritage study, promotion and conservation. The preface by Robert Grenier, Chief of Underwater Archaeology at Parks Canada, and President of the ICOMOS International Committee on Underwater Cultural Heritage, gives us an overview of the research to date. It provides a glimpse of new perspectives and highlights Canadian achievements in managing underwater

cultural property.

Fourteen eclectic articles in a wide range of styles—divided equally between English and French—describe and explain dugout canoes, the development of work in shipyards, ships, their cargoes and their remains. A number of articles focus on the significance of archaeological remains found in Europe and in Canada, a waterway country where oceans, rivers and lakes were the main routes of communication and trade. Apart from a methodological study by Eric Rieth on a medieval pirogue discovered in the waters of Charente, France, most of the articles deal with the nineteenth century and the modern era.

I found the second-to-last article, Mark Staniforth's "Early Trade Between Canada and Australia and the Wreck of the *William Salhouse* (1841)," a particularly fascinating study of the wreck of the first ship leaving Montreal, just after the Rebellion of 1837 - 1838, to supply the new Australian colonies with meat and salt fish. Like many of the other writers, Staniforth approaches his subject through both archival sources and archaeological artifacts. The cask heads marked with suppliers' names testify not only to the participation of Canadian merchants in this international trade, but also to the efforts of the carrier to evade customs duties along its route. This article was also published in *Urban History Review/Revue d'histoire urbaine* (March 2000, 28, 2).

The enthusiastic and amply illustrated article by Jean Belisle et Andre Lepine, "La Salle des machines du vapour P.S. *Lady Sherbrooke*" explores the remains of the Bolton & Watt steam engine in the wreck of the P.S. *Lady Sherbrooke*, launched on July 30, 1817 from the Logan shipyards near Montreal's Olson brewery. The hull of this steamship, which was in service until 1826, was excavated by the authors between 1983 and 1993. This work confirmed the accuracy of plans discovered in Birmingham, revealed the speed of technology transfer in the early nineteenth century, and demonstrated that the introduction of steam navigation on the Saint Lawrence River served as a testing ground for new technologies developed in England. Garth Wilson reminds us of the often forgotten importance of shipbuilding

in Canadian culture since the era of New France. While Jerky Gawronski takes us to a large shipyard of the Dutch East India Company (VOC), in Amsterdam, Brad Loewen and Celine Cloutier explore the shipyards of Quebec. Both these articles show us the confrontation between a craft tradition firmly grounded in empirical ideas about shipbuilding, and the experimental initiatives of the new architects educated in the modern maritime sciences. While the Dutch have no problem reconciling the old with the new, the French in North America seem torn in an almost Manichean struggle between tradition and innovation. James Ringer takes us on a dive in "Underwater Archaeology at Canso," which demonstrates the advantages of exploring the waters bordering archaeological land sites. Next, Marc-Andre Bernier gives us an article with the imposing title: "La guerre du golfe : etude nomothetique de la strategie navale en Nouvelle-France a travers les epaves du golfe du Saint-Laurent". The contents will be of greater interest to the general public than to epistemologists. I was quite taken with the corsairs explored by Michel L'Hour and Elizabeth Weyrat in "Analyser la culture materielle maritime d'epoque moderne : la contribution des epaves de la Natiere (Saint-Malo)", another article on sunken ships. The analysis of wood, dendrochronology and the identification of vessels—in part thanks to the cast iron ingots from Maryland, which served as ballast—were particularly fascinating.

However, I was disappointed with the last section ("Vers la mise en evidence d'une culture materielle de l'Europe maritime moderne ?") and the conclusion with its overly contemporary viewpoint. The article by Charles Bradley, Phil Dunning and Gerard Gusset, "Material Culture from the Elizabeth and Mary (1690); Individuality and Social Status in a Late 17th-Century New England Assemblage", gives us an initial critical appraisal of the artifacts found in this ship of the Phips fleet. A number were already presented in the exhibition "1690 The Siege of Quebec: The Story of a Sunken Ship" before their research study had been completed. Peter E. Pope and John Allan also decode artifacts, especially pottery, from maritime sites in Newfoundland and the

southwest of England. Pope's interesting text "The European Occupation of Southeast Newfoundland: Archaeological Perspectives on Competition for Fishing Rooms, 1530-1700", originally presented at the CAA/ACA Conference in 2002, could use some polishing. Two of the references to David B. Quinn should be verified. Despite its rather bland title, Daniel LaRoche's article "Precis sur existence et l'usage des pirogues monoxyles ou bateaux de bois au Quebec et en Amerique" thoroughly held my interest. I congratulate the author on bringing to our attention this little known inventory created for the MCCQ in 1988. However, the term "bateaux de bois" ("wooden boats") raises more questions than it answers.

A general note: As is often the case with conference publications, some of the titles and summaries do not perfectly reflect the contents of the articles. The summaries translated into French contain a number of anglicisms, and some of the conclusions are either too long or lacking in rigour.

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Marc Milner. *Battle of the Atlantic*. St. Catharines, ON: Vanwell Publishing Limited, [www.vainwell.co.in](http://www.vainwell.co.in), 2003, 255 pp., maps, diagrams, photographs, bibliography, index. CDN \$ 39.95, cloth, ISBN 1-55068-125-7.

"The great moments of naval history have to be worked for." This is how Sir Julian Corbett, the early twentieth century authority, assessed Trafalgar. Marc Milner's use of this quotation to describe the grinding Atlantic campaign of the Second World War is apt. In this popular new overview of the six-year campaign, Milner underpins vivid accounts of convoy battles and other operations with assessments of how both sides developed their tactics and applied new technologies. Over the long haul it was the Allies who prevailed, due in large part to steady improvements in operational effectiveness and the (sometimes tardy) application of massive resources.

Milner has been thinking and writing

about this topic for decades. When he first started probing the war at sea more than twenty years ago, he was able to interview many key senior participants. Before starting his teaching career Milner was part of the Canadian Department of National Defence team of historians working on the story of the RCAF's maritime war. He has a sound grasp of the technologies involved, how the Allies organized their resources, and how both sides developed better techniques. The importance of signals intelligence to both sides is underlined. Milner's characteristic readable style and eye for compelling details are again in evidence. For example, the aircraft which made the first successful night attack on a U-boat using a new searchlight (the Leigh light) was piloted by an American serving in the RAF, Pilot Officer Howell. [109] While mainly a fluid account of successive actions, *Battle of the Atlantic* is based on a distillation of years of study of what was a highly complex interplay of factors.

Milner's early books on the Atlantic campaign were focused on Canada's role, then a neglected aspect of the struggle. Milner has now achieved an international reputation and in his words, has written *Battle of the Atlantic* from a "mid-Atlantic rather than the traditional Anglo-centric perspective." [238] The Introduction takes the reader directly into the story with a brief review of events up to 1939. Milner shows that when war came, British readiness to activate the infrastructure for convoy and escort shipping would prove of critical importance. Moreover, in September 1939 the British had several programs for building convoy escorts underway. These proved too sophisticated for rapid construction but by the end of 1939, 110 of the famous corvettes were on order in Britain. Canada had started building a further 54 (eventually expanded to 121) for the RCN. Despite their limitations as ocean escorts, it was the corvettes "which carried the burden of the war against the U-boats until the end of 1943." [31] At the outbreak of war British anti-submarine aircraft and aerial weapons were ineffective. The Germans started with only 22 ocean-going submarines. Their crash program to produce 25 boats a month - 300 a year - did not receive high priority until July 1940, "a delay

which ultimately proved fatal to the U-boat campaign itself." [33] By the end of that year Canada was building auxiliary warships frantically, but to man them would have to double the size of the navy. As late as November 1940 none of these men had even been enlisted, the schools and depots required to train them had not yet been built, and in most cases the necessary land had not even been acquired". [41]

While there has been much attention in the literature on the great convoy battles in the Spring of 1943 in which superior Allied forces defeated the large numbers of obsolete U-boats involved, Milner underlines that earlier phases in the campaign were critical. The year between the spring of 1940 and the spring of 1941 was the only time when the Germans could have achieved a strategic decision in the Atlantic. Germany, however, lacked sufficient forces (on average there were fewer than 20 boats at sea in the Atlantic supported by only sketchy aerial reconnaissance to locate convoys). By mid-1941 - thanks to the burgeoning RCN - there were enough escorts to protect convoys right across the ocean. In addition, the United States was becoming increasingly involved. More than a third of all Allied shipping losses during the entire war occurred in 1942; with U-boats sinking 85 percent of this tonnage. Milner deals with the wrong-headed American delays in introducing convoys off the US Eastern seaboard which made this area such a productive zone for German submarines in early 1942.

The author also underlines the growing effectiveness of radar-equipped aircraft against U-boats. The submarines were actually subsmersibles which had to move on the surface to take up scouting positions and to position themselves ahead of a convoy for a submerged attack. Aircraft largely determined where the German submarines could operate. Increasing numbers of better aircraft with longer ranges forced the U-boats progressively out into a shrinking but still extensive mid-Atlantic "air gap". It was only in 1942 that aircraft effectiveness in actually destroying submarines on the surface improved dramatically due to 10 cm. radar, new depth charges, the Leigh light, and better colour schemes. By 1942 the Allies

had substantial numbers of long-range bombers capable of closing the air gap. Milner skips over the long wrangling which delayed allocation of Very Long Range Liberators to the RAF and RCAF but sketches in the importance of newly-formed USAAF medium-range Liberator squadrons which arrived in Britain in early 1943. He also cites the RCAF leader of a Newfoundland detachment of Canso amphibious aircraft. These were stripped of all non-essential gear which extended their operational range out to 700 miles, making them "virtual Very Long Range Aircraft". This "remarkable feat of initiative shaved hundreds of miles off the western side of the air gap." [143]

By the last year of the war, the obsolete German subsmersibles had been given new life by the introduction of the schnorkel. Aircraft proved far less effective in locating schnorkelling submarines; while antisubmarine vessels applying new operating concepts achieved the majority of detections and sinkings. Milner explains how both sides operated during this final phase which highlighted the importance of understanding the oceanography of inshore waters. The U-boats carried out a tenacious coastal campaign around the British Isles. While Milner explains the complexities of the new techniques used by both sides, he arguably skims over the limited effectiveness of the U-boats in actually achieving sinkings. The final phase of the Battle of the Atlantic tied down huge Allied resources but U-boats sank only 63 merchant ships - of which 15 were hit by midgeet submarines - around the British Isles. But the final phase also included U-boat operations in the western Atlantic. The attacks off Halifax in mid-winter and the role of atrocious acoustic conditions are covered. Also described are the US escort carrier and destroyer escort barriers which were deployed in "Operation Teardrop" against seven U-boats sent across the ocean in April 1945.

The book concludes with a succinct "Afterword" which explains that Milner's focus is on the "shooting war" rather than other aspects of the campaign. Clear diagrams scattered through the text help clarify how escorts operated and sonar performance. There are several maps (some the work of the author)

to illustrate major operations. The photographs are both well chosen and well reproduced. As this is a popular history there are no footnotes. The index is on the skimpy side and there is a minimalist bibliography listing mostly the standard references. *Battle of the Atlantic* covers many aspects of a highly complex campaign from a convincingly "mid-Atlantic perspective" while giving due weight to the major British role in conducting overall events. This is a fluid and engaging popular history which places the story of individual convoys and operations in the context of progressive developments in tactics and technologies. Recommended.

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G. V. Hofsten and J. Waernberg. *Orlogs Fartyg: Svenska Maskindrivna*. Lulea, Sweden: C.B. Marin Litteratur. [www.maritilitteratur.se](http://www.maritilitteratur.se), 2003. 331 pages, photographs, plans. Swedish Kronor 450, cloth; ISBN 91-973187-3-6.

This book is a comprehensive history of all machine-driven ships belonging to the Royal Swedish Navy since 1834, including descriptions and excellent illustrations of present-day Swedish fleet components. An introductory 80-page survey of the fleet from early nineteenth-century ships of the line to contemporary stealth vessels is followed by 21 chapters covering each type of ship as well as submarines and icebreakers.

The first chapter, "Steamships of the Line" - frigates and corvettes, describes two 60-gun ships of the line completed in 1837 and 1856, fitted with 800 hp. engines with six boilers that gave a maximum speed of 6.5 knots. The frigate *Vanadis* and the corvette *Gefle*. of 1847-1862, had 1400 hp. horizontal engines that gave a maximum speed of 11 and 9 knots respectively. The Navy had one paddle wheel vessel in service from 1841 to 1887 and built three steam corvettes in the 1870s and 1880s, with a maximum speed of 11 knots.

The next few chapters cover gunboats beginning with ten small gunboats built in the late 1850s that featured compound engines

giving a speed of 12 knots. "Monitors and Armoured Gunboats" provides the history of the Swedish monitor era, a result of the action involving the American monitor *Virginia*. Built for the Royal Inshore Fleet that existed for a few short years as a separate force from the Navy, the monitors had horizontal engines and speeds between 6-1/2 to 8 knots. The fourth chapter describes eight large 500-ton gunboats armed with one 27.4 inch gun, designed by G. Svenson, and inspired by the British *Staunch* built in 1870. Owing to their feminine names, they became known as Svenson's "girls." Two 2-cylinder horizontal woolf compound engines gave these ships a speed of 13 knots.

The fifth chapter traces the history of 1st Class armoured ships built between 1902 and 1922. The last three vessels, 7000 tons, turbine-driven and armed with 28 cm guns, became the core of the fleet during the Second World War. The first ship, *Svea* (2900 tons), was constructed in 1885 with funds raised by public subscription and led to an expansion in Swedish shipbuilding yards that kept them active until the 1980s. This chapter includes the fine plans of Mr. C.S. Ohlsson for each type of coastal defence ship.

The Swedish Navy classified six different ship types as belonging to the cruiser class. The first were six "Torpe 3 Kryssare" (British classification torpedo gunboats) of 800 tons built in 1898. Ten years later, the 4980-ton armoured cruiser *Fylgia* joined the fleet. *Fylgia* was rebuilt in 1940-41, her ram bow replaced with a modern one, new boilers for oil fuel, new bridge complex and, consequently, a new silhouette. She was an example of what could be done with an old hull. Similarly, the minelaying cruiser *Clas Fleming*, launched in 1912, was given a new bow, lengthened and fitted with new engines in 1940. This chapter includes particulars and histories of the anti-aircraft cruiser *Gotland* and the magnificent ships *Gota Lejon*, and *Tre Kroner*.

A chapter on Auxiliary Cruisers, or merchant vessels taken over by the Navy during the Second World War, is followed by one on Destroyers or 'hunters' in Swedish. In the early 1900s, the Board of Admiralty decided to buy a destroyer from two different British yards to use as patterns for their own construction. The

Thomycroft vessel became the prototype for six destroyers built between 1907 and 1911. In the mid 1920s and 1930s, the Navy developed its own designs. It built the successful ten-ton class (1320 ton) vessels, followed by two 2500-ton, two 3400-ton and four 2600 ton-ships in the years 1946-1959. Four 785-ton, so-called coastal destroyers completed in 1942 were similar to four Italian-built vessels purchased as a stop-gap in 1940.

There is a chapter devoted to Swedish submarine development from 1904 to the present day although a more comprehensive book on the topic is in preparation. Chapter 10 offers an interesting history of the Swedish Navy's early torpedo boat arm. Most, built between 1874-1911 were copies of steam torpedo boats built by the Thomycroft, Schichau and Normand yards. The *Hugin*, built by Thomycroft in 1884, was rigged with three masts to carry sails for the voyage from Britain to Sweden. Some of the French torpedo boats, fitted for mine sweeping, were still on strength in 1945. The next chapter reveals the Navy's experiences with motor torpedo boats of early British and Italian mid-305 designs acquired in 1939-1940. Steel hulls built by Kockums replaced the wood specified in the Italian design. That yard built thirty two, all with Isotta Fraschini engines, between 1942 and 1957.

The Navy's guided missile torpedo boat program began in 1954 with the acquisition of eleven 175-ton craft built in West Germany. These were followed by six 210-ton vessels with gas turbine engines and a speed of 40 knots. The Royal Dockyard, Karlskrona built a series of twelve 230-ton boats with Rolls Royce gas turbines in the mid-1970s - some of which are still in service. There are descriptions of the sixteen 180-ton attack vessels, six 650-ton anti-submarine coastal corvettes and stealth craft, minesweepers and mine hunters. There are no details, however, of the SAMOS self-propelled, magnetic mine hunters such as were built for the US Navy.

Mine layers for offshore activities, various auxiliary craft and the amphibious corps (formerly coastal artillery) transport craft are illustrated with details of machinery and armament. From 1925 until 2002, the Navy was

responsible for the manning and maintenance of icebreakers which are shown separately [306]. A table [311] shows the fleet at its zenith in 1951 and its change to light craft to 1982, due to the need for greater defence expenditures for the air force. Naval strength has declined since 1994 as a result of the collapse of the Soviet Union. Preserved ships and their locations are listed in Supplement 3. These range from the monitor *Solve* of 1874 and the destroyer *Smaland* of 1956 to minesweepers, submarines and torpedo craft. The book has fine illustrations of every vessel that the fleet has owned. The plans given for each major unit are a delight. The texts for each chapter are very informative. I found the book fascinating and an example of first-class research. My only wish... that some English translations could have been possible to give the fine book a wider audience than those like myself who are bilingual in Swedish.

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Donal M. Baird. *Under Tow. A History of Tugs and Towing*. St. Catharines, ON., Vanwell Publishing Limited, [www.vanwell.com](http://www.vanwell.com), 2003. 282 pp, photographs, illustrations, bibliography, index. C D N \$54.95, cloth; ISBN 1-55125-076-4

This book proved to be an enigma, as it was difficult to define the specific readership. First, the title and dust cover information suggest that it is an international tug and towing book. In some ways it is, but with an disproportionate heavy Canadian bias, to the exclusion of some international topics. This suggests the sub-title on the title page is more accurate. It could have concentrated exclusively on Canadian towing, tug building and history and forgotten subjects like the Rhine River steam tug on the jacket. Overall it seems to fall somewhere between an informative text worth quoting, and a good illustrated chronology of the development of tug boats.

The book rapidly traces the early development of steamships, though strangely uses an illustration of *Accommodation* as a frontispiece. While historically significant to

Canadian steamship chronology, she was hardly a success and was so underpowered that she had to be towed up St. Mary's current! From the introduction to steam, the book takes the reader through a series of chapters of mixed European and Canadian development, with many illustrations which are not always related to the adjacent text. The story of the seekers and their early quest for towing trade was interesting. Their task before the advent of non-visual communications was a chancy, though occasionally lucrative, business. The rivalry between the Dutch and British towing companies as they expanded until the Dutch finally achieved ascendancy is clearly dealt with, as are the descriptions of the development of many of the better known tug companies on both sides of the Atlantic. How they grew and amalgamated to become the names we recognise today makes for informative reading.

Midway through the book is the German & Milne lines plan for the Canadian 'Norton' class tugs, "... suitable for modellers" without notation of a scale! [1/8" to 1 foot, but not quite accurate]. Frustratingly, the general arrangement for the same tug appears, to a different scale, many pages ahead of the Lines, while a scant description is given on page 95. Only the latter page is noted in the index.

The second part of the book is virtually all about Canadian tugs and towing, on all three coasts and the Great Lakes. And the text is liberally illustrated with photographs and general arrangement drawings. The final chapter reverts to the beginnings of the industry as we read about the development of engines, paddles and the steam-to-diesel transition - subjects which surely belong nearer to the beginning of the book.

In summation, it was a confusing book, with puzzling omissions. If it is a *Canadian History of Tugs and Towing* there were such vessels as *Wm. Lyon Mackenzie* [1964] or *Canmar Kigoriak* [1979]? These two vessels were, and still are, impressive design innovations of their creators. The former, a fire tug for Toronto Harbour, was the first in the world to be fitted with a hydraulic 'snorkel' to take a fire nozzle to places never before anticipated, and with an integrated water jet

system to ensure she stayed on position. The latter was a powerful ice-breaking supply vessel/tug, with a wheelhouse which gave the master superior visibility and control. Historically the western rivers paddle steamers were also used for towing, and perhaps deserve some mention.

We are left with the overall impression is that the book was well written but went to press with poor preparation, inadequate editing and compilation. Unfortunately this is the second book from the same publisher that showed this weakness. We await the second edition.

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John B. Hattendorf. "The Boundless Deep ..." *The European Conquest of the Oceans, 1450 to 1840*. Providence, Rhode Island, The John Carter Brown Library, 2003. xxi +204 pp.. colour, b&w illustrations, indexes, bibliography. US\$35, paper, ISBN 0-916616-63-7; US\$65, cloth, ISBN 0-91667-62-9.

Catalogues of museum exhibitions are not normally consulted by historians; this one should be. "*The Boundless Deep ...*" was an exhibition of maritime history featuring rare books, maps and manuscripts drawn exclusively from the collection of the John Carter Brown Library (JCB), and first shown there about 2001. IN 2003 it was expanded and taken to the Newport Art Museum. John Hattendorf was the curator of the exhibit and author of this excellent catalogue. The book is divided into seven sections: Discovering the Globe and the Sky, Discovering the Nature of the Sea: Winds, Tides, and Currents, Preparing to Sail, Life at Sea, Paths Across the Sea, Activities, and the Literature of the Sea. Each section is further subdivided, and for some chapters, further divided. For example, "Life at Sea" has been divided into work, the tools of navigation, and personal life. The last is broken into religion, health and living conditions, pay, and discipline and punishment. Hattendorf has provided an essay on the European discovery of the sea that provides a narrative structure throughout the catalogue.

Each item is given a descriptive paragraph of at least one hundred words.

This work will be an important research tool to historians for several reasons. First, looking for example at the subsection of practical navigation, Hattendorf discusses seventeen different manuals of navigation, written in Latin, French and German, as well as English, spanning the sixteenth through the eighteenth centuries. In addition to providing a brief overview to the evolution of the practice of navigation, this section highlights the important works, which a researcher may or may not have noted in scholarly works on the subject, such as Waters *The Art of Navigation*, or found in the essential Adams and Waters bibliography. Finally, the catalogue of course directs scholars to the JCB collection. It should, however, suggest topics and specific titles or authors for which historians may then search in other rare book libraries when planning their research travels. All the topics covered are given comparable treatment.

The book is very "user friendly." In addition to the comprehensive table of contents and a select bibliography, there are three indexes. While historians expect a book to have a subject index, my own check of major art exhibition catalogues that are considered important scholarly works, suggests that this is not the norm. Hence it is a welcome inclusion here. In addition, there are a chronological index of all the works, and an author and title index of them.

The material presented here covers a wide range of print and manuscript, text and illustrative items that serve to remind the normally text-based historian of the material culture resources also available. One delightful item of the exhibit was a William Janszoon Blaeu pair of terrestrial and celestial globes of 1602. They also highlight the only criticism to be made of the catalogue. Dimensions of the artefacts are not included in the illustration captions or elsewhere in the text. The globes in fact are very small. Some of the charts and maps, which are very beautiful, are also of a size which makes them more decorative than useful to the mariner. The object measurements would have provided a helpful indication of the way

charts grew in size to meet changing practices of chart use, as well as relative size information.

This catalogue is a wonderful book for anyone with a general interest in the sea; it will be an important research tool for maritime historians for many years to come. John Hattendorf and JCB are to be congratulated for the exhibition and this publication.

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